

Index Page

Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2017-18

Director of Bureau : Secretary for Transport and Housing

Session No. : 13

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

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)001	0149	CHAN Chun-ying	28	(3) Air Traffic Management
THB(T)002	2540	KWOK Ka-ki	28	(-) Not Specified
THB(T)003	2394	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
THB(T)004	1137	LEUNG Mei-fun, Priscilla	28	(4) Air Traffic Engineering Services
THB(T)005	2720	OR Chong-shing, Wilson	28	(5) Air Services and Safety Management
THB(T)006	0043	SHEK Lai-him, Abraham	28	(3) Air Traffic Management (4) Air Traffic Engineering Services
THB(T)007	2332	TAM Man-ho, Jeremy	28	(1) Flight Standards
THB(T)008	2333	TAM Man-ho, Jeremy	28	(3) Air Traffic Management
THB(T)009	2334	TAM Man-ho, Jeremy	28	(3) Air Traffic Management
THB(T)010	2335	TAM Man-ho, Jeremy	28	(3) Air Traffic Management
THB(T)011	2336	TAM Man-ho, Jeremy	28	(4) Air Traffic Engineering Services
THB(T)012	2337	TAM Man-ho, Jeremy	28	(4) Air Traffic Engineering Services
THB(T)013	2427	TAM Man-ho, Jeremy	28	(3) Air Traffic Management
THB(T)014	2428	TAM Man-ho, Jeremy	28	(4) Air Traffic Engineering Services
THB(T)015	2430	TAM Man-ho, Jeremy	28	(-) Not Specified
THB(T)016	2431	TAM Man-ho, Jeremy	28	(-) Not Specified
THB(T)017	2441	TAM Man-ho, Jeremy	28	(3) Air Traffic Management
THB(T)018	1854	TIEN Puk-sun, Michael	28	(2) Airport Standards
THB(T)019	1857	TIEN Puk-sun, Michael	28	(4) Air Traffic Engineering Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)020	1000	WU Chi-wai	28	(5) Air Services and Safety Management
THB(T)021	1004	WU Chi-wai	28	(4) Air Traffic Engineering Services
THB(T)022	1006	WU Chi-wai	28	(3) Air Traffic Management
THB(T)023	1099	YIU Si-wing	28	(5) Air Services and Safety Management
THB(T)024	0849	CHAN Han-pan	33	(2) Port and Marine Facilities
THB(T)025	0660	POON Siu-ping	42	(2) Mechanical Installations Safety
THB(T)026	0917	YICK Chi-ming, Frankie	42	(2) Mechanical Installations Safety
THB(T)027	3095	CHAN Chi-chuen	60	(1) Capital Projects
THB(T)028	0112	CHAN Chun-ying	60	(3) Railway Development
THB(T)029	0134	CHAN Chun-ying	60	(2) District and Maintenance Works
THB(T)030	0135	CHAN Chun-ying	60	(1) Capital Projects
THB(T)031	0812	CHAN Hak-kan	60	(1) Capital Projects
THB(T)032	0979	CHAN Han-pan	60	(1) Capital Projects
THB(T)033	0304	CHEUNG Chiu-hung, Fernando	60	(-) Not Specified
THB(T)034	1697	CHOW Ho-ding, Holden	60	(1) Capital Projects
THB(T)035	2026	HO Kwan-yiu, Junius	60	(3) Railway Development
THB(T)036	1746	KWOK Wing-hang, Dennis	60	(2) District and Maintenance Works
THB(T)037	2158	KWOK Wing-hang, Dennis	60	(2) District and Maintenance Works
THB(T)038	1682	LAM Cheuk-ting	60	(2) District and Maintenance Works
THB(T)039	2602	LAM Kin-fung, Jeffrey	60	(1) Capital Projects
THB(T)040	1031	LAW Kwun-chung, Nathan	60	(1) Capital Projects
THB(T)041	0955	LO Wai-kwok	60	(1) Capital Projects
THB(T)042	3091	MO Claudia	60	(1) Capital Projects
THB(T)043	2313	TAM Man-ho, Jeremy	60	(1) Capital Projects
THB(T)044	2314	TAM Man-ho, Jeremy	60	(3) Railway Development
THB(T)045	2315	TAM Man-ho, Jeremy	60	(-) Not Specified
THB(T)046	2040	YEUNG Alvin	60	(1) Capital Projects

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)047	0385	LAU Ip-keung, Kenneth	91	(1) Land Administration
THB(T)048	1016	CHOW Ho-ding, Holden	100	(4) Services to Ships
THB(T)049	1019	CHOW Ho-ding, Holden	100	(4) Services to Ships
THB(T)050	1022	CHOW Ho-ding, Holden	100	(1) Infrastructure
THB(T)051	1386	HO Chun-yin, Steven	100	(1) Infrastructure (3) Local Services (4) Services to Ships
THB(T)052	1399	HO Chun-yin, Steven	100	(3) Local Services
THB(T)053	1401	HO Chun-yin, Steven	100	(1) Infrastructure (3) Local Services (4) Services to Ships
THB(T)054	1414	HO Chun-yin, Steven	100	(-) Not Specified
THB(T)055	1425	HO Chun-yin, Steven	100	(4) Services to Ships
THB(T)056	1426	HO Chun-yin, Steven	100	(4) Services to Ships
THB(T)057	1428	HO Chun-yin, Steven	100	(4) Services to Ships
THB(T)058	1429	HO Chun-yin, Steven	100	(-) Not Specified
THB(T)059	1437	HO Chun-yin, Steven	100	(2) Port Services
THB(T)060	3288	LUK Chung-hung	100	(4) Services to Ships
THB(T)061	2112	NG Wing-ka, Jimmy	100	(3) Local Services
THB(T)062	3239	NG Wing-ka, Jimmy	100	(2) Port Services
THB(T)063	0859	YICK Chi-ming, Frankie	100	(1) Infrastructure
THB(T)064	0860	YICK Chi-ming, Frankie	100	(3) Local Services
THB(T)065	0863	YICK Chi-ming, Frankie	100	(4) Services to Ships
THB(T)066	0865	YICK Chi-ming, Frankie	100	(4) Services to Ships
THB(T)067	0104	CHAN Chun-ying	158	(3) Air and Sea Communications and Logistics Development
THB(T)068	0585	CHAN Chun-ying	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)069	2725	CHAN Chun-ying	158	(3) Air and Sea Communications and Logistics Development
THB(T)070	0829	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)071	0832	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)072	0833	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)073	0835	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)074	1293	CHENG Chung-tai	158	(2) Land and Waterborne Transport
THB(T)075	1295	CHENG Chung-tai	158	(2) Land and Waterborne Transport
THB(T)076	1001	CHOW Ho-ding, Holden	158	(3) Air and Sea Communications and Logistics Development
THB(T)077	1002	CHOW Ho-ding, Holden	158	(3) Air and Sea Communications and Logistics Development
THB(T)078	1005	CHOW Ho-ding, Holden	158	(3) Air and Sea Communications and Logistics Development
THB(T)079	1008	CHOW Ho-ding, Holden	158	(3) Air and Sea Communications and Logistics Development
THB(T)080	1011	CHOW Ho-ding, Holden	158	(3) Air and Sea Communications and Logistics Development
THB(T)081	1599	CHOW Ho-ding, Holden	158	(2) Land and Waterborne Transport
THB(T)082	1649	CHOW Ho-ding, Holden	158	(2) Land and Waterborne Transport
THB(T)083	2156	CHU Hoi-dick	158	(2) Land and Waterborne Transport
THB(T)084	2035	HO Kwan-yiu, Junius	158	(2) Land and Waterborne Transport
THB(T)085	2038	HO Kwan-yiu, Junius	158	(2) Land and Waterborne Transport
THB(T)086	2343	HO Kwan-yiu, Junius	158	(2) Land and Waterborne Transport
THB(T)087	2904	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)088	2909	IP LAU Suk-ye, Regina	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)089	2910	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)090	1680	LAM Cheuk-ting	158	(2) Land and Waterborne Transport
THB(T)091	1685	LAM Cheuk-ting	158	(2) Land and Waterborne Transport
THB(T)092	1686	LAM Cheuk-ting	158	(2) Land and Waterborne Transport
THB(T)093	1691	LAM Cheuk-ting	158	(2) Land and Waterborne Transport
THB(T)094	1692	LAM Cheuk-ting	158	(2) Land and Waterborne Transport
THB(T)095	1696	LAM Cheuk-ting	158	(2) Land and Waterborne Transport
THB(T)096	0473	LAU Ip-keung, Kenneth	158	(2) Land and Waterborne Transport
THB(T)097	1235	LEUNG Che-cheung	158	(2) Land and Waterborne Transport
THB(T)098	2801	LEUNG Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)099	3028	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport
THB(T)100	1163	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)101	1194	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)102	1201	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)103	2307	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)104	3120	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)105	0419	LIAO Cheung-kong, Martin	158	(3) Air and Sea Communications and Logistics Development
THB(T)106	0942	LO Wai-kwok	158	(3) Air and Sea Communications and Logistics Development
THB(T)107	0946	LO Wai-kwok	158	(3) Air and Sea Communications and Logistics Development
THB(T)108	1504	LO Wai-kwok	158	(2) Land and Waterborne Transport
THB(T)109	1866	LUK Chung-hung	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)110	1868	LUK Chung-hung	158	(2) Land and Waterborne Transport
THB(T)111	1878	LUK Chung-hung	158	(2) Land and Waterborne Transport
THB(T)112	3155	LUK Chung-hung	158	(3) Air and Sea Communications and Logistics Development
THB(T)113	3092	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)114	1968	MOK Charles Peter	158	(2) Land and Waterborne Transport
THB(T)115	2996	OR Chong-shing, Wilson	158	(2) Land and Waterborne Transport
THB(T)116	3234	OR Chong-shing, Wilson	158	(2) Land and Waterborne Transport
THB(T)117	3236	OR Chong-shing, Wilson	158	(3) Air and Sea Communications and Logistics Development
THB(T)118	0481	POON Siu-ping	158	(2) Land and Waterborne Transport
THB(T)119	0489	POON Siu-ping	158	(2) Land and Waterborne Transport
THB(T)120	2331	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
THB(T)121	2429	TAM Man-ho, Jeremy	158	(3) Air and Sea Communications and Logistics Development
THB(T)122	2434	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
THB(T)123	3182	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)124	3183	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)125	0567	WONG Kwok-kin	158	(3) Air and Sea Communications and Logistics Development
THB(T)126	0568	WONG Kwok-kin	158	(3) Air and Sea Communications and Logistics Development
THB(T)127	0569	WONG Kwok-kin	158	(3) Air and Sea Communications and Logistics Development
THB(T)128	0612	WONG Ting-kwong	158	(3) Air and Sea Communications and Logistics Development
THB(T)129	1959	YEUNG Alvin	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)130	0705	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
THB(T)131	0706	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
THB(T)132	0708	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)133	0709	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)134	0711	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)135	0722	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)136	0724	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)137	0730	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)138	0736	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)139	2662	YIU Chung-yim	158	(2) Land and Waterborne Transport
THB(T)140	1071	YIU Si-wing	158	(3) Air and Sea Communications and Logistics Development
THB(T)141	0105	CHAN Chun-ying	186	(1) Planning and Development
THB(T)142	0108	CHAN Chun-ying	186	(4) Management of Transport Services
THB(T)143	0797	CHAN Hak-kan	186	(3) District Traffic and Transport Services
THB(T)144	0811	CHAN Hak-kan	186	(3) District Traffic and Transport Services
THB(T)145	0830	CHAN Han-pan	186	(4) Management of Transport Services
THB(T)146	0831	CHAN Han-pan	186	(2) Licensing of Vehicles and Drivers
THB(T)147	0834	CHAN Han-pan	186	(1) Planning and Development
THB(T)148	0836	CHAN Han-pan	186	(3) District Traffic and Transport Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)149	0984	CHAN Han-pan	186	(4) Management of Transport Services
THB(T)150	0655	CHEUNG Chiu-hung, Fernando	186	(-) Not Specified
THB(T)151	1226	CHEUNG Kwok-kwan	186	(1) Planning and Development
THB(T)152	1122	CHEUNG Wah-fung, Christopher	186	(1) Planning and Development
THB(T)153	1937	HO Kai-ming	186	(1) Planning and Development
THB(T)154	1942	HO Kai-ming	186	(1) Planning and Development
THB(T)155	1943	HO Kai-ming	186	(3) District Traffic and Transport Services
THB(T)156	2421	HO Kwan-yiu, Junius	186	(3) District Traffic and Transport Services
THB(T)157	2356	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)158	1678	LAM Cheuk-ting	186	(4) Management of Transport Services
THB(T)159	1681	LAM Cheuk-ting	186	(3) District Traffic and Transport Services
THB(T)160	1693	LAM Cheuk-ting	186	(1) Planning and Development
THB(T)161	1694	LAM Cheuk-ting	186	(1) Planning and Development
THB(T)162	1695	LAM Cheuk-ting	186	(3) District Traffic and Transport Services
THB(T)163	2617	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)164	3043	LAU Kwok-fan	186	(3) District Traffic and Transport Services
THB(T)165	3044	LAU Kwok-fan	186	(1) Planning and Development
THB(T)166	1262	LEUNG Che-cheung	186	(2) Licensing of Vehicles and Drivers
THB(T)167	1263	LEUNG Che-cheung	186	(3) District Traffic and Transport Services
THB(T)168	1264	LEUNG Che-cheung	186	(3) District Traffic and Transport Services
THB(T)169	1156	LEUNG Mei-fun, Priscilla	186	(3) District Traffic and Transport Services
THB(T)170	1157	LEUNG Mei-fun, Priscilla	186	(3) District Traffic and Transport Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)171	1159	LEUNG Mei-fun, Priscilla	186	(3) District Traffic and Transport Services
THB(T)172	0555	LEUNG Yiu-chung	186	(3) District Traffic and Transport Services
THB(T)173	0953	LO Wai-kwok	186	(1) Planning and Development
THB(T)174	0972	LO Wai-kwok	186	(3) District Traffic and Transport Services
THB(T)175	2818	LUK Chung-hung	186	(1) Planning and Development
THB(T)176	1829	MO Claudia	186	(2) Licensing of Vehicles and Drivers
THB(T)177	3096	MO Claudia	186	(1) Planning and Development
THB(T)178	1963	MOK Charles Peter	186	(2) Licensing of Vehicles and Drivers
THB(T)179	1966	MOK Charles Peter	186	(3) District Traffic and Transport Services
THB(T)180	1970	MOK Charles Peter	186	(2) Licensing of Vehicles and Drivers
THB(T)181	1971	MOK Charles Peter	186	(3) District Traffic and Transport Services
THB(T)182	1975	MOK Charles Peter	186	(4) Management of Transport Services
THB(T)183	3235	OR Chong-shing, Wilson	186	(2) Licensing of Vehicles and Drivers
THB(T)184	0477	POON Siu-ping	186	(2) Licensing of Vehicles and Drivers
THB(T)185	0478	POON Siu-ping	186	(2) Licensing of Vehicles and Drivers
THB(T)186	0479	POON Siu-ping	186	(3) District Traffic and Transport Services
THB(T)187	0513	POON Siu-ping	186	(1) Planning and Development
THB(T)188	2329	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)189	2330	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
THB(T)190	2433	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
THB(T)191	2435	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)192	1358	WONG Kwok-kin	186	(4) Management of Transport Services
THB(T)193	1366	WONG Kwok-kin	186	(1) Planning and Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)194	2054	YEUNG Alvin	186	(1) Planning and Development (3) District Traffic and Transport Services
THB(T)195	0738	YICK Chi-ming, Frankie	186	(1) Planning and Development
THB(T)196	0746	YICK Chi-ming, Frankie	186	(1) Planning and Development
THB(T)197	0747	YICK Chi-ming, Frankie	186	(1) Planning and Development
THB(T)198	0748	YICK Chi-ming, Frankie	186	(1) Planning and Development
THB(T)199	0749	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)200	0751	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)201	0753	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)202	0760	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)203	0762	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)204	0814	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)205	0816	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)206	0817	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)207	0819	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
THB(T)208	0820	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
THB(T)209	0822	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
THB(T)210	0850	YICK Chi-ming, Frankie	186	(1) Planning and Development
THB(T)211	2650	YIU Chung-yim	186	(3) District Traffic and Transport Services
THB(T)212	2663	YIU Chung-yim	186	(3) District Traffic and Transport Services
THB(T)213	3121	YIU Chung-yim	186	(3) District Traffic and Transport Services
THB(T)214	1061	YIU Si-wing	186	(1) Planning and Development
THB(T)215	1063	YIU Si-wing	186	(1) Planning and Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)216	1070	YIU Si-wing	186	(1) Planning and Development
THB(T)217	1074	YIU Si-wing	186	(2) Licensing of Vehicles and Drivers
THB(T)218	3004	YUNG Hoi-yan	186	(1) Planning and Development
THB(T)219	3005	YUNG Hoi-yan	186	(3) District Traffic and Transport Services
THB(T)220	4162	CHAN Chi-chuen	28	(-) Not Specified
THB(T)221	6687	KWOK Wing-hang, Dennis	28	(4) Air Traffic Engineering Services
THB(T)222	6688	KWOK Wing-hang, Dennis	28	(3) Air Traffic Management
THB(T)223	3368	LEUNG Yiu-chung	28	(-) Not Specified
THB(T)224	4889	MA Fung-kyok	28	(3) Air Traffic Management
THB(T)225	7126	WU Chi-wai	28	(3) Air Traffic Management
THB(T)226	6563	YIU Chung-yim	33	(3) Provision of Land and Infrastructure
THB(T)227	3522	CHAN Hak-kan	60	(3) Railway Development
THB(T)228	4115	CHAN Han-pan	60	(3) Railway Development
THB(T)229	3687	CHAN Tanya	60	(1) Capital Projects
THB(T)230	3688	CHAN Tanya	60	(3) Railway Development
THB(T)231	6828	CHAN Tanya	60	(2) District and Maintenance Works
THB(T)232	4660	KWOK Ka-ki	60	(3) Railway Development
THB(T)233	4789	KWOK Ka-ki	60	(-) Not Specified
THB(T)234	6803	KWOK Wing-hang, Dennis	60	(1) Capital Projects
THB(T)235	6804	KWOK Wing-hang, Dennis	60	(1) Capital Projects
THB(T)236	6332	LAU Siu-lai	60	(2) District and Maintenance Works
THB(T)237	3380	LEUNG Yiu-chung	60	(-) Not Specified
THB(T)238	6282	MO Claudia	60	(3) Railway Development
THB(T)239	6286	MO Claudia	60	(1) Capital Projects
THB(T)240	6301	MO Claudia	60	(1) Capital Projects
THB(T)241	6303	MO Claudia	60	(1) Capital Projects
THB(T)242	3312	SHEK Lai-him, Abraham	60	(-) Not Specified
THB(T)243	6514	TAM Man-ho, Jeremy	60	(1) Capital Projects
THB(T)244	6515	TAM Man-ho, Jeremy	60	(1) Capital Projects
THB(T)245	6516	TAM Man-ho, Jeremy	60	(1) Capital Projects

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)246	6517	TAM Man-ho, Jeremy	60	(2) District and Maintenance Works
THB(T)247	6518	TAM Man-ho, Jeremy	60	(-) Not Specified
THB(T)248	6525	TAM Man-ho, Jeremy	60	(2) District and Maintenance Works
THB(T)249	3933	WU Chi-wai	60	(1) Capital Projects
THB(T)250	3934	WU Chi-wai	60	(1) Capital Projects
THB(T)251	7174	CHAN Tanya	91	(1) Land Administration
THB(T)252	3678	CHAN Tanya	100	(1) Infrastructure (5) Government Fleet
THB(T)253	3679	CHAN Tanya	100	(2) Port Services
THB(T)254	3680	CHAN Tanya	100	(3) Local Services
THB(T)255	3681	CHAN Tanya	100	(4) Services to Ships
THB(T)256	7228	LEUNG Mei-fun, Priscilla	100	(2) Port Services
THB(T)257	3426	LEUNG Yiu-chung	100	(-) Not Specified
THB(T)258	3446	LEUNG Yiu-chung	100	(-) Not Specified
THB(T)259	6539	TAM Man-ho, Jeremy	100	(1) Infrastructure (2) Port Services
THB(T)260	7214	CHAN Kin-por	158	(2) Land and Waterborne Transport
THB(T)261	3696	CHAN Tanya	158	(2) Land and Waterborne Transport
THB(T)262	3697	CHAN Tanya	158	(3) Air and Sea Communications and Logistics Development
THB(T)263	6638	CHEUNG Chiu-hung, Fernando	158	(2) Land and Waterborne Transport
THB(T)264	4559	KWOK Ka-ki	158	(1) Director of Bureau's Office
THB(T)265	4560	KWOK Ka-ki	158	(1) Director of Bureau's Office
THB(T)266	4561	KWOK Ka-ki	158	(1) Director of Bureau's Office
THB(T)267	4644	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)268	4645	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)269	4646	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)270	4647	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)271	4694	KWOK Ka-ki	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)272	4695	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)273	4696	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)274	4697	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)275	4698	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)276	4699	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)277	4717	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)278	4720	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)279	4721	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)280	6801	KWOK Wing-hang, Dennis	158	(2) Land and Waterborne Transport
THB(T)281	7089	KWOK Wing-hang, Dennis	158	(2) Land and Waterborne Transport
THB(T)282	5074	LEUNG Kwok-hung	158	(1) Director of Bureau's Office
THB(T)283	5075	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
THB(T)284	3399	LEUNG Yiu-chung	158	(-) Not Specified
THB(T)285	6881	LEUNG Yiu-chung	158	(-) Not Specified
THB(T)286	6924	MA Fung-kwok	158	(3) Air and Sea Communications and Logistics Development
THB(T)287	6283	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)288	6284	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)289	5137	MOK Charles Peter	158	(-) Not Specified
THB(T)290	5154	MOK Charles Peter	158	(-) Not Specified
THB(T)291	5182	MOK Charles Peter	158	(2) Land and Waterborne Transport
THB(T)292	5280	MOK Charles Peter	158	(-) Not Specified
THB(T)293	5282	MOK Charles Peter	158	(-) Not Specified
THB(T)294	6500	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
THB(T)295	6527	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)296	6528	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
THB(T)297	6530	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
THB(T)298	4480	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)299	4481	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)300	4482	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)301	4483	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)302	6910	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)303	6911	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)304	6912	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)305	6913	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)306	7198	TIEN Puk-sun, Michael	158	(-) Not Specified
THB(T)307	6839	WONG Ting-kwong	158	(3) Air and Sea Communications and Logistics Development
THB(T)308	4161	CHAN Chi-chuen	186	(3) District Traffic and Transport Services
THB(T)309	3526	CHAN Hak-kan	186	(2) Licensing of Vehicles and Drivers
THB(T)310	4109	CHAN Han-pan	186	(3) District Traffic and Transport Services
THB(T)311	6836	CHAN Han-pan	186	(4) Management of Transport Services
THB(T)312	7083	CHAN Han-pan	186	(1) Planning and Development
THB(T)313	3682	CHAN Tanya	186	(1) Planning and Development
THB(T)314	3683	CHAN Tanya	186	(3) District Traffic and Transport Services
THB(T)315	3684	CHAN Tanya	186	(3) District Traffic and Transport Services
THB(T)316	3685	CHAN Tanya	186	(4) Management of Transport Services
THB(T)317	5709	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)318	5710	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
THB(T)319	5713	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
THB(T)320	5715	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
THB(T)321	5717	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
THB(T)322	5719	CHEUNG Chiu-hung, Fernando	186	(4) Management of Transport Services
THB(T)323	5720	CHEUNG Chiu-hung, Fernando	186	(4) Management of Transport Services
THB(T)324	6651	CHEUNG Chiu-hung, Fernando	186	(3) District Traffic and Transport Services
THB(T)325	4576	KWOK Ka-ki	186	(4) Management of Transport Services
THB(T)326	4580	KWOK Ka-ki	186	(4) Management of Transport Services
THB(T)327	4584	KWOK Ka-ki	186	(-) Not Specified
THB(T)328	4659	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)329	4661	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)330	4662	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)331	4700	KWOK Ka-ki	186	(1) Planning and Development
THB(T)332	4701	KWOK Ka-ki	186	(1) Planning and Development
THB(T)333	4702	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
THB(T)334	6802	KWOK Wing-hang, Dennis	186	(3) District Traffic and Transport Services
THB(T)335	6806	KWOK Wing-hang, Dennis	186	(4) Management of Transport Services
THB(T)336	6814	KWOK Wing-hang, Dennis	186	(1) Planning and Development
THB(T)337	3754	LAW Kwun-chung, Nathan	186	(3) District Traffic and Transport Services
THB(T)338	3413	LEUNG Yiu-chung	186	(-) Not Specified

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)339	6285	MO Claudia	186	(3) District Traffic and Transport Services
THB(T)340	6287	MO Claudia	186	(3) District Traffic and Transport Services
THB(T)341	6300	MO Claudia	186	(1) Planning and Development
THB(T)342	6302	MO Claudia	186	(1) Planning and Development
THB(T)343	6471	MO Claudia	186	(1) Planning and Development
THB(T)344	6472	MO Claudia	186	(1) Planning and Development
THB(T)345	6473	MO Claudia	186	(1) Planning and Development
THB(T)346	6474	MO Claudia	186	(1) Planning and Development
THB(T)347	6475	MO Claudia	186	(1) Planning and Development
THB(T)348	6639	MO Claudia	186	(1) Planning and Development
THB(T)349	6640	MO Claudia	186	(3) District Traffic and Transport Services
THB(T)350	6661	MO Claudia	186	(1) Planning and Development
THB(T)351	3310	SHEK Lai-him, Abraham	186	(-) Not Specified
THB(T)352	3465	SHEK Lai-him, Abraham	186	(1) Planning and Development
THB(T)353	3466	SHEK Lai-him, Abraham	186	(3) District Traffic and Transport Services
THB(T)354	6501	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)355	6502	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)356	6503	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)357	6504	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)358	6505	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)359	6507	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)360	6508	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
THB(T)361	6526	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
<u>THB(T)362</u>	6529	TAM Man-ho, Jeremy	186	(1) Planning and Development
<u>THB(T)363</u>	6531	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
<u>THB(T)364</u>	6532	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
<u>THB(T)365</u>	6535	TAM Man-ho, Jeremy	186	(1) Planning and Development
<u>THB(T)366</u>	6538	TAM Man-ho, Jeremy	186	(1) Planning and Development
<u>THB(T)367</u>	3895	WU Chi-wai	186	(3) District Traffic and Transport Services
<u>THB(T)368</u>	3940	WU Chi-wai	186	(3) District Traffic and Transport Services
<u>THB(T)369</u>	3941	WU Chi-wai	186	(3) District Traffic and Transport Services
<u>THB(T)370</u>	3942	WU Chi-wai	186	(3) District Traffic and Transport Services
<u>THB(T)371</u>	3943	WU Chi-wai	186	(3) District Traffic and Transport Services
<u>THB(T)372</u>	3983	YICK Chi-ming, Frankie	186	(1) Planning and Development

CONTROLLING OFFICER'S REPLY

THB(T)001

(Question Serial No. 0149)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the number of staff and the estimated expenditure involved in recruiting and training more air traffic control staff to meet air traffic services demand and support the future three-runway system by the Civil Aviation Department in 2017-18?

Asked by: Hon CHAN Chun-ying (Member Question No. 33)

Reply:

To cope with growing air traffic services demand and facilitate the implementation of the three-runway system (3RS) project, the Civil Aviation Department (CAD) plans to recruit 21 Air Traffic Control Officers III/Student Air Traffic Control Officers in 2017-18, which will incur an expenditure of \$9.7 million in terms of notional annual mid-point salary value. In addition, 2 posts in the Air Traffic Flight Services Officer grade will be created. As qualified applicants who applied for the same post in 2016-17 will be selected to fill these posts, no recruitment exercise is needed. These 2 posts will incur an expenditure of about \$530,000 in terms of notional annual mid-point salary value.

To meet increasing air traffic services demand, the CAD has all along arranged in-house training courses to its air traffic control (ATC) staff. These courses are conducted as part of the normal duties of CAD staff, and no additional expenses will be incurred. In addition, the CAD plans to arrange for various ranks of ATC staff specialised training provided by external local and overseas professional institutions in 2017-18. The training courses will cover daily ATC operations as well as various aspects in support of the future 3RS, including airspace design, flight procedure design, air traffic management, safety investigation and analysis, training in instructional techniques for supervisors of ATC staff and so on. The estimated expenditure involved is about \$840,000.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)002

(Question Serial No. 2540)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Director-General of Civil Aviation (DGCA) in 2016-17, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the DGCA in 2017-18.

Asked by: Hon KWOK Ka-ki (Member Question No. 30)

Reply:

The salary expenditure for the Director-General of Civil Aviation (DGCA) (D6) in terms of notional annual salary cost at mid-point in 2016-17 and the estimate for that in 2017-18 are both \$2,950,200. There is no job-related allowance or non-accountable entertainment allowance for the DGCA. Eligible civil servants will be paid regular allowances in accordance with the relevant regulations and guidelines, and the expenditures involved will not be paid under Head 28.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)003

(Question Serial No. 2394)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway of the Hong Kong International Airport (HKIA) is targeted for completion in 2023. With the expansion of the HKIA, the demand for air traffic control staff will also increase. Does the Civil Aviation Department have any training plan for these staff in the 2017-18 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 (Member Question No. 31)

Reply:

To cope with the increasing demand for air traffic services, the Civil Aviation Department (CAD) has all along been arranging various in-house training courses for its air traffic control (ATC) staff. As these courses form part of the normal duties of CAD staff, no additional expenses are incurred. In addition, in 2017-18, the CAD plans to arrange specialised training courses organised by local and overseas professional institutions for the various ranks of its ATC staff. These courses cover various aspects of daily ATC operation and also support for the future Three-Runway System, including Airspace Design, Flight Procedure Design, Air Traffic Management, Safety Investigation and Analysis, Instructional Techniques for officers in charge of ATC staff, etc. The estimated expenditure involved is around \$0.84 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)004

(Question Serial No. 1137)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (4) that the Air Traffic Engineering Services Division of the Civil Aviation Department (CAD) is responsible for the design, co-ordination, provision and maintenance of Air Traffic Control (ATC) systems, radar, navigational aids, communications equipment and information technology systems. Upon commissioning of the new ATC system in late 2016, there were flight delays caused by repeated failure of the system in just a month's time. While no major incidents have been reported, the cost of the new system amounted to \$1.5 billion. In this connection, will the Government advise this Committee of the following:

- (1) How much resources has the CAD allocated to monitor and conduct fault detection of the new ATC system? What are the results?
- (2) Will the CAD allocate resources to regulate the use of unmanned aircraft systems in view of their growing popularity for the sake of aviation safety? How much resources will be allocated for ensuring aviation safety and what are the details?
- (3) A small aircraft had an accident at Sai Sha Road earlier and fortunately it had not turned out to be a fatal incident. With the growing popularity of small aircraft, will the CAD recognise overseas pilot licences or process more local and overseas flight crew examination papers? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 12)

Reply:

(1)

The whole new air traffic control systems (ATCS) is implemented in 2 phases through 8 major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATCS (including the new ATMS) while that of phase 2 involves the installation of the new ATCS in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The

Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATCS project.

The Civil Aviation Department (CAD) has conducted comprehensive safety assessment on the new ATMS in accordance with international aviation safety management standards and established Government procedures. All the acceptance test events have been conducted in accordance with the requirements specified in the contract (including the Site Acceptance Tests, Flight Check Acceptance Tests, Reliability Acceptance Tests and System Integration Tests) to ensure that the system operation complies with the contract conditions as well as the stringent aviation safety requirements set by the International Civil Aviation Organization (ICAO) and the CAD. Meanwhile, the CAD has performed an overall safety assessment on the training of air traffic control officers (ATCOs) for the operation of the new ATMS, operational procedures, transition activities of the new ATMS, etc.

In 2007, the CAD established a dedicated Project Team to support implementation of the CAD Headquarters and new ATCS projects. The team is composed of new time-limited staff, internally re-deployed civil servants of the CAD, and staff employed on non-civil service contract terms. With the above projects entering into different phases of development, the Project Team ranged in size from 21 to 49 during the period from 2007-08 to 2015-16. With the completion of the phase 1 of the new ATCS project, the number of Project Team members has been progressively reduced to 6. They are mainly responsible for implementing the phase 2 of the new ATCS project. The manpower expenditure for non-civil service contract terms staff on the phase 1 work was \$3.95 million in 2016-17.

To implement the new ATMS, the CAD appointed PCCW Solutions Limited (PCCW) for the provision of on-site professional consultancy service during the installation, testing and acceptance of the new ATMS in ensuring the smooth and stable operation of the new ATCS. In 2016-17, the expenditure on PCCW's services in the installation, testing and acceptance of the new ATMS was around \$11.25 million.

In addition, the CAD engaged an independent overseas expert (a consultant in the United Kingdom named EC Harris) in 2012 to provide safety assessment of the new ATMS to ensure that the contractor follows international quality standards and complies with the safety requirements of the ICAO in the process of system development. The relevant expenditure was around \$1.75 million.

The new ATMS was fully commissioned on 14 November 2016. Its operation has generally been smooth with only some temporary setbacks, which neither affected aviation safety nor posed an actual or substantial impact on the overall operation of the Hong Kong International Airport.

The CAD has been working closely with the system contractor to keep on optimising the system software and at the same time set up an expert panel comprising local and overseas experts to offer professional and objective advice to the CAD on the various issues encountered during the teething period. The expert panel confirmed that the new ATMS has been providing safe, reliable and generally smooth air traffic services to flights operating in and out of the Hong Kong Flight Information Region (HKFIR) since its full commissioning on 14 November 2016. It has never been necessary to activate the multiple fallback systems of the new ATMS. Based on the experience of the National Air Traffic Services, the independent consultant of the Transport and Housing Bureau (THB), given the

complexity of the new ATMS, even with all reasonable efforts and endeavours, there could still be possibilities of having setbacks during the introduction of the new system.

In fact, since the full commissioning of the new ATMS for 4 months, the total air traffic movements handled by the CAD increased by 4% over the same period last year. During the peak air traffic movement periods in last Christmas and New Year, as well as the Lunar New Year holidays, the CAD handled a record-high number of overflights. It is a sufficient proof of the capacity and reliability of the new ATMS. The expert panel also considered that the safety performance of the new ATMS has so far exceeded international requirements.

The CAD will continue to closely monitor the performance of ATMS, expedite its optimisation and fine-tuning, and report the progress to the expert panel. On receiving a new software fix for site acceptance tests from the system's contractor in February 2017, the CAD completed to test and to conduct safety assessment of the new software fix, and launched it in the end of March 2017 to rectify the problems of not displaying certain flight information on radar screens and intermittent interruptions to certain functions of Tower Electronic Flight Strips System.

Regarding false conflict alerts triggered by false targets temporarily displayed on the radar screens, the CAD has all along been striving to expedite full implementation of the satellite-based "Automatic Dependent Surveillance-Broadcast" (ADS-B) in the new ATMS as a technology breakthrough to the sole reliance on radar surveillance technology. The CAD has been making every efforts to expedite the implementation of the concerned new technology in the HKFIR. With the progressive introduction of ADS-B in Hong Kong, improvements have already been observed in the display issue of aircraft positions on the radar screens (e.g. split tracks and aircraft positions not displayed temporarily). The expert panel appointed by the CAD was satisfied with the progress of the improvements brought by the implementation of ADS-B and advised the CAD to continue monitoring the performance of ADS-B closely and gauging more views from the frontline ATCOs. The CAD will implement the ADS-B progressively with a view to fully integrating it into the new ATMS by end-2017.

The expert panel is expected to publish an interim report on the initial performance of the new ATMS in March or April 2017. The CAD will carefully study the contents and recommendations of the report with a view to further improving the ATMS. The CAD will inform the public of the progress in a timely manner. Since monitoring the performance of the new ATMS and enhancing the system are part of the work of CAD staff, no additional expenditure on manpower has been incurred.

(2)

Unmanned Aircraft Systems (UAS) is a kind of aircraft, and its flight safety is regulated by the civil aviation legislation. The CAD attaches great importance to flight safety, including the operation of UAS, to ensure that such activities are performed in accordance with air safety requirements. With reference to current regulations, UAS operators, regardless of the weight and purpose of the UAS operated, are governed by Article 48 of the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) (the Order), which stipulates that a person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Separately, in accordance with Regulation 22 of the Air Transport (Licensing of Air Services) Regulations (Cap. 448A), regardless of the weight, if a person uses a UAS for hire and reward, he/she must lodge an application with the CAD before operating such aircraft and abide by the conditions stipulated in the permit granted by the CAD in providing the service. Prior to the issuance of a permit, the CAD will take into consideration whether the applicant and his/her UAS can operate safely. The permit issued by the CAD will also stipulate relevant conditions and requirements to ensure safe operation.

Articles 3, 7 and 100 of the Order provide that any person must apply to the CAD for a Certificate of Registration and a Certificate of Airworthiness for any unmanned aircraft weighing more than 7 kilograms (without fuel) before he/she can operate such aircraft. The above regulatory work on aviation safety is carried out by CAD staff as part of their normal duties. There is no breakdown of the expenditure involved.

In order to strengthen the protection of public safety, the CAD is currently reviewing the regulatory policies on UAS and the need of amending relevant legislation by taking into account regulatory requirements of overseas aviation authorities with due regard to the specific circumstances in Hong Kong. The CAD also collaborates with relevant government departments in respect of policy review and enforcement measures, striking an appropriate balance between the use of UAS for recreational and work purposes and the protection of public safety. With the CAD's consultancy study on the regulation of UAS scheduled for completion in 2017-18, the Department will continue to work with the THB in taking forward the review of relevant regulatory work.

At the same time, the CAD will make use of different channels such as the Department's website, other websites and promotional flyers to proactively raise the awareness of relevant organisations and the public about the safe operation of UAS. The CAD also meets with model aircraft flying clubs and UAS manufacturers from time to time to step up collaborative efforts in the promotion of safety. Starting from April 2017, information on the safety of UAS operation will also be broadcast on TV and radio.

Since the public education and review work above are part of the regular work of the relevant divisions of the CAD, the expenditure involved has been included in the estimates for 2017-18.

(3)

The CAD has all along been recognising pilot licences issued by countries and territories which are members of the ICAO. Upon reviewing applicant's overseas pilot licence details and their qualifications, and confirming the applicant's compliance with relevant conditions and procedures, the CAD may exempt the applicant from specific written test subjects required for the issue of a Hong Kong pilot licence in accordance with the established mechanism. The projected number of local and overseas written tests for pilots in 2017 after deduction of the expected number of exempted examination papers is around 5 000, which is similar to the number for 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)005****(Question Serial No. 2720)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Air Services and Safety ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise on the respective percentages of delays caused by non-weather reasons out of all departing flights over the past 5 years? (Please list by reason.)

Asked by: Hon OR Chong-shing, Wilson (Member Question No. 41)

Reply:

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, mechanical failure of aircraft and airlines' ad hoc service changes. The Civil Aviation Department (CAD) does not have a breakdown of the causes of flight delays.

The total numbers of passenger departure flights delayed by more than 15 minutes at the Hong Kong International Airport in the past 5 years are shown in the table below:

Year	Total number of passenger departure flights	Year-on-year percentage change of total number of passenger departure flights	Number of passenger flights delayed by more than 15 minutes on departure ^{Note}	Percentage against the total number of passenger departure flights ^{Note}
2012-13	148 593	+4.8%	40 120	27%
2013-14	155 723	+4.8%	48 274	31%
2014-15	166 441	+6.9%	56 590	34%
2015-16	172 735	+3.8%	65 228	38%
2016-17 (Up to 31 January 2017)	145 335	---	43 838	30%

Note

A departure flight is regarded as delayed when its actual departure time at the parking stand is 15 minutes later than the time of the slot allocated by the CAD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)006

(Question Serial No. 0043)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management, (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. With the implementation of the problematic Air Traffic Management System (ATMS), a series of incidents have made people increasingly doubt the safety and reliability of the new system. In this connection, in what ways will Civil Aviation Department (CAD) to rebuild public confidence in the safe provision of air navigation services?
2. What is the maintenance and implementation cost of the ATMS (including the payment to the contractor, the recruitment and training of new staff for the new system, and the commission of the expert panel by CAD, etc) in 2016-17 and 2017-18?
3. Will CAD provide a list of disruptions occurred since the implementation of the ATMS in November 2016 with details of the nature and duration of each of the disruptions and the estimated economic loss for each of the incidents?
4. While the Administration revealed on 20 February 2017 that the expert panel set up by the CAD to oversee the ATMS were of the view that all the disruptions had no impact on aviation safety and CAD's handling procedures on the loss of standard separation incidents of the CAD were on par with international practice, is the CAD of the view that frequent disruptions of the ATMS are tolerable and seeking further improvement in ATMS to minimise the occurrence of system disruption is not value for money?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 7)

Reply:

The whole new air traffic control (ATC) system is implemented in 2 phases through 8 major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the new ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The

Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project.

My reply to the Member's question is as follows:

The Civil Aviation Department (CAD) has all along been explaining to the public about the operation of the new Air Traffic Management System (ATMS) in an open and transparent manner, including the setbacks during the teething period after the full commissioning of the new system through various channels (including press releases and media meetings)¹. In the information papers submitted to the Legislative Council Panel on Economic Development (the Panel) on 28 November and 13 December 2016², the CAD reported the operations of the new ATMS up to 29 November 2016 after its full commissioning. At the Panel meeting on 13 December 2016, the CAD also reported in detail the occurrences of aircraft positions (i.e. aircraft positions not displayed temporarily, split tracks and false targets) displayed on radar screen. Apart from the abovementioned occurrences, the setbacks of the new ATMS occurred temporarily since its full commissioning on 14 November 2016 are as follows:

Date	Incident
15 November 2016	The position of a departing flight was not displayed on the radar screen for 12 seconds.
29 November 2016	Radar screens were unable to display some of the flight information (such as aircraft callsigns and ground speed) for about 26 seconds. To safeguard aviation safety, air traffic controllers have suspended the handling of departure flights for 15 minutes during the incident.
12 December 2016	Radar screens were unable to display some of the flight information for about 75 seconds. The incident was caused by working staff failed to follow the recommended procedures promulgated by the department earlier to avoid retrieving and archiving data from the Main System. This was not a problem of the new ATMS.
26 December 2016	Two planner positions could not process the command to change the operation configuration temporarily in the Air Traffic Control Centre as the command entered did not fully match with the operating configuration. Some 20 departure flights were affected.

In addition, some sub-systems which are independent from the old ATMS have also been enhanced by the new ATMS and incorporated into the new system. The occurrences of temporary setbacks of these sub-systems are as follows:

¹ For details, please refer to the CAD's website: http://www.cad.gov.hk/english/pressrelease_2017.html

² For details, please refer to the papers submitted to the Legislative Council Panel on Economic Development by the CAD:

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161128cb4-154-4-e.pdf>

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161213cb4-253-6-e.pdf>

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161213cb4-320-1-e.pdf>

Date	Incident
18 November 2016	Arrival Manager System (“AMAN”) ³ : The AMAN temporarily could not show the arrival sequence of the arrival flights for about 2 minutes due to human factors; The AMAN temporarily could not show the arrival sequence of the arrival flights for about 2 minutes due to human factors; and The AMAN temporarily could not show the arrival sequence of some of the arrival flights.
2 January 2017	
12 February 2017	
18 December 2016	Tower Electronic Flight Strips (TEFS) System: Some functions of the TEFS System were temporarily and intermittently affected.

Apart from the above incidents, there are also teething issues caused by the limitations of radar surveillance technology occasionally (e.g. aircraft positions temporarily not displayed on the radar screens, split tracks and false targets). Any ATMS, regardless of the brand, would encounter this situation. This phenomenon was not unique to the new ATMS and it was also observed in ATMS elsewhere and in the old ATMS of the CAD.

An expert panel comprising local and overseas experts, set up by the CAD, has evaluated the above issues and confirmed that these issues did not undermine aviation safety. They did not cause any genuine or significant implications to the overall operations of the Hong Kong International Airport, nor any substantial economic losses. In the event of any incidents, safeguarding aviation safety is the top priority of the CAD and it is in line with the international practices and has been recognised by the expert panel and the National Air Traffic Services (NATS), the independent professional consultant of the Transport and Housing Bureau (THB).

The CAD has been working closely with the ATMS contractor to keep on optimising the system software and at the same time set up an expert panel comprising local and overseas experts to offer professional and objective advice to the CAD on the various issues encountered during the teething period. The expert panel confirmed that the new ATMS has been providing safe, reliable and generally smooth air traffic services to flights operating in and out of the Hong Kong Flight Information Region (HKFIR) since its full commissioning on 14 November 2016. It has never been necessary to activate the multiple fallback systems of the new ATMS. Based on the experience of the NATS, the THB’s independent consultant, given the complexity of the new ATMS, even with all reasonable efforts and endeavours, there could still be possibilities of having setbacks during the introduction of the new system.

³ The AMAN is not a tool to safeguard the standard separation between the aircraft, but basically a tool to provide automatically the arrival sequence of arrival flights and to assist the air traffic control officers in arranging the arrival sequence, so as to achieve more efficient use of airspace and optimise the arrival capacity.

The expert panel also met with the chairman/president and representatives of the CAD Electronics Engineers' Branch of Hong Kong Chinese Civil Servants' Association and the Hong Kong Air Traffic Control Association. The electronics engineers' representatives informed the expert panel that the teething issues arising from the initial commissioning period of the new ATMS is unavoidable in the transition of any large-scale and complicated ATMS. The representatives of the air traffic control officers (ATCOs) said that they have gradually adapted to different functionalities of the new system, and have become more competent and confident in operating the new ATMS. The expert panel also met with the management pilots of the major local airlines and the Government Flying Service. The management pilots noted that the transition of the ATMS was seamless and the operations were smooth. This has also been recognised by the Board of Airline Representatives Hong Kong which represents over 70 airlines.

In fact, since the full commissioning of the new ATMS for four months, the total air traffic movements handled by the CAD increased by 4% over the same period last year. During the peak air traffic movement periods in last Christmas and New Year, as well as the Lunar New Year holidays, the CAD handled a record-high number of overflights. It is a sufficient proof of the capacity and reliability of the new ATMS. The expert panel also considered that the safety performance of the new ATMS has so far exceeded international requirements.

Regarding false conflict alerts triggered by false targets temporarily displayed on the radar screens, there are long established guidelines on how to tackle relevant scenarios for all ATCOs to follow. Well-trained and professional ATCOs are fully capable in handling these situations and aviation safety has never been affected. With regard to aircraft display problems on radar screen caused by the limitations of radar surveillance technology, the CAD has all along been striving to expedite full integration of the satellite-based "Automatic Dependent Surveillance-Broadcast" (ADS-B) in the new ATMS as a technology breakthrough to the sole reliance on radar surveillance technology. The CAD informed the relevant stakeholders (including airlines) of this arrangement in 2014 so that they would have sufficient time to make preparation. In the first phase, starting from 14 November 2016, the ADS-B was implemented in the southern tip of the HKFIR, where there was no radar coverage. So far, the results have been satisfactory. Moving on to the second phase on 8 December 2016, the ATCOs have been able to view the information of flights inside the HKFIR with radar coverage through ADS-B, i.e. they can obtain relevant flight information simultaneously through radar and ADS-B screens. Through progressive introduction of ADS-B into the HKFIR, the CAD will be able to observe whether the operations of other areas are smooth, and whether there are rooms for enhancement in terms of technology, hardware and procedures.

With the progressive introduction of ADS-B in Hong Kong, improvements have already been observed in the display issue of aircraft positions on the radar screens (e.g. split tracks and aircraft positions not displayed temporarily). The expert panel appointed by the CAD was satisfied with the progress of the improvements brought by the implementation of ADS-B and advised the CAD to continue monitoring the performance of ADS-B closely and gauging more views from the frontline ATCOs. The CAD will implement the ADS-B progressively with a view to fully integrating it into the new ATMS by 2017.

The CAD will continue to closely monitor the performance of ATMS, expedite its optimisation and fine-tuning, and report the progress to the expert panel. On receiving a new software fix for site acceptance tests from the ATMS contractor in February 2017, the CAD completed to test and to conduct safety assessment of the new software fix, and launched it in end of March 2017 to rectify the problems of not displaying certain flight information on radar screens and intermittent interruptions to certain functions of the TEFS System. The expert panel is expected to publish an interim report on the initial performance of the new ATMS in March or April 2017. The CAD will carefully study the contents and recommendations of the report with a view to further improving the ATMS. The CAD will inform the public of the progress in a timely manner.

The maintenance of the new ATMS and staff training are part of the routine work of the CAD and, as such, do not entail additional civil service staff costs. All the expert panel members, appointed by CAD, work and attend the meetings on a voluntary basis without remuneration. In accordance with the Government's usual practice, the expenses on air tickets and hotel accommodation for two overseas expert members to attend the expert panel meetings held in Hong Kong would be reimbursed by in-house resources of the CAD on an actual cost basis.

Apart from the general staff costs and routine expenses, the total costs for implementation and maintenance of the new ATMS (Phase 1) in 2016-17 is around \$21.89 million while the total maintenance costs for the new ATMS (Phase 1) in 2017-18 is estimated to be around \$15.13 million.

The CAD fully understands the community's concerns over aviation safety. Should there be any issues concerning aviation safety, timely promulgation will be made according to the established mechanism in an open and transparent manner. Given the increasing air traffic, the CAD will also spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)007****(Question Serial No. 2332)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Flight StandardsControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

It is mentioned in Programme (1) that the Civil Aviation Department (CAD) is responsible for monitoring compliance with the mandatory occurrence reporting scheme. In this connection, will the Government advise this Committee on:

- 1) the numbers of incidents which had been reported under the mandatory occurrence reporting scheme over the past 3 years; whether any delays or economic loss had been caused by these incidents; and
- 2) the manpower of the CAD involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 20)Reply:

- 1) The numbers of reports received under the mandatory occurrence reporting scheme over the past 3 years are tabulated below:

Year	Number of reports made under the mandatory occurrence reporting scheme
2014	894
2015	842
2016	832

The main purpose of the mandatory occurrence reporting scheme is to monitor the cases and data involving aviation safety so as to improve the level of flight safety. The CAD does not collect the statistics on flight delays or economic loss through the mandatory occurrence reporting scheme.

- 2) The mandatory occurrence reporting scheme are co-ordinated and managed by two designated officers (1 Senior Operations Officer and 1 Operations Officer) of the Flight Standards Office of the CAD. According to the nature of the incident, the report will be referred to the respective division for follow-up.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)008****(Question Serial No. 2333)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not specifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Under Programme (3), the Civil Aviation Department (CAD) will provide professional and technical training to all air traffic control (ATC) staff. Will the Government inform this Committee of the number of appointments of aviation services providers by the CAD to provide training to ATC staff in the past 3 years? Please list in detail the aviation services providers which have been appointed by the CAD and the number of appointments.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 21)Reply:

In the past 3 years, ATC staff had enrolled on professional and technical training programmes provided by a total of 10 aviation services providers around the world. The details are as follows:

	Name of aviation services provider	Number of training programmes offered	Scope of training
1	Singapore Aviation Academy	10	Incident investigations; flight procedures design; safety management; ATC resources management
2	CAE (formerly known as "Canadian Aviation Electronics Ltd.")	3	Aircraft operation
3	International Air Transport Association	3	Training needs assessment; flights scheduling
4	Global Aviation Training Services	2	Basic ATC and flying training

	Name of aviation services provider	Number of training programmes offered	Scope of training
5	Institute of Air Navigation Services, EuroControl	2	Air traffic flow management and aeronautical information management
6	Air Navigation Institute, Switzerland	1	Flight procedures design
7	CEB (A technology consultancy with its headquarters in the US, providing recruitment-related training)	1	Psychometric tests and assessment tools for recruitment; analysis of assessment results
8	Ecole Nationale de l'Aviation Civile	1	Flight procedures design; safety management
9	International Civil Aviation Organization	1	Safety oversight audit
10	National Air Traffic Services	1	Basic ATC and flying training

- End -

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 2334)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The National Air Traffic Services (NATS) conducted an independent consultancy report on the new Air Traffic Management System (ATMS), but the media questioned its independence. Will the Government advise this Committee of the following for the past 3 years:

- (1) How many times did the Civil Aviation Department (CAD) collaborate with NATS? What were the scopes of services covered? What were the contract values?
- (2) How many times did the CAD invite NATS to participate in selective tendering? Did the CAD invite other air navigation services providers to participate in selective tendering?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 22)

Reply:

(1) and (2)

According to the Government's procurement procedures, departments may award service contracts through open tendering, restricted written quotations or single written quotations, the selection of which depends on the nature and urgency of the projects concerned as well as the services required. Over the past 3 years, NATS was invited to participate in a total of 8 tender/quotation exercises conducted by the CAD in relation to air traffic management or other services. They included 2 open tender exercises, 5 invitations of restricted written quotations and 1 invitation of single written quotation. Except the single written quotation exercise, the remaining 7 tender/quotation exercises were all participated by other aviation services providers and NATS had not offered any bids/quotations. NATS had only submitted a quotation and was awarded a service contract to provide consultancy services on three-runway capacity study for Hong Kong International Airport at a value of \$1.39 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)010

(Question Serial No. 2335)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway of the Hong Kong International Airport (HKIA) is targeted for completion in 2023. The Civil Aviation Department (CAD) will recruit and train more air traffic control (ATC) staff for the Three-Runway System (3RS) project and 18 staff will be recruited this year. Will the Government advise this Committee of the following:

- (1) the number of additional staff required for the 3RS in the long run; their respective ranks; the estimated expenditures and details involved;
- (2) the time required to train up a qualified ATC staff;
- (3) whether engagement of outside air navigation services providers is required to provide training to ATC staff.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 23)

Reply:

- (1) To cope with growing air traffic services demand, 18 new posts will be created in the Air Traffic Management Division in 2017-18. Among these 18 new posts, 16 are in the Air Traffic Control Officer grade, involving an expenditure of \$11 million in terms of notional annual mid-point salary value. The other 2 posts are in the Air Traffic Flight Services Officer grade, which involve an expenditure of about \$530,000 in terms of notional annual mid-point salary value. In view of robust air traffic growth in recent years as well as the need to implement the Three-Runway System (3RS) project, the Civil Aviation Department (CAD) is now reviewing its long-term manpower planning.
- (2) Newly recruited Student Air Traffic Control Officers require on average about 7 years of on-the-job training to complete all the basic and advanced professional training in order to obtain the requisite professional qualifications for providing air traffic control (ATC) services and carry out ATC duties independently.
- (3) To meet increasing air traffic services demand, the CAD plans to arrange for ATC staff specialised training provided by external local and overseas professional institutions on top of its in-house training in 2017-18. The training courses will cover daily ATC operations and various aspects in support of the future 3RS, including

airspace design, flight procedure design, air traffic management, safety investigation and analysis, training in instructional techniques for supervisors of ATC staff and so on.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)011

(Question Serial No. 2336)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is noted that PCCW has been hired by the Civil Aviation Department to provide consultancy service on the new air traffic control (ATC) system. Will the Government advise this Committee of:

- (1) the scope of consultancy service on the new ATC system provided by PCCW?
- (2) the consultancy fees and details involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 24)

Reply:

PCCW Solutions Limited (PCCW) was the maintenance contractor appointed by the Civil Aviation Department (CAD) through an open tender exercise for the provision of maintenance of air traffic control (ATC) system. PCCW was also responsible for provision of professional service during the installation, testing and acceptance of the new ATC system in ensuring the smooth and stable operation of the new ATC system. Regarding the maintenance for the new ATC system upon its full commissioning, PCCW was also the successful tenderer for the provision of the maintenance service through an open tender exercise.

In 2016-17, the CAD paid around \$23.70 million to PCCW for the professional service in relation to the installation, testing and acceptance of the new ATC system. This amount does not cover the system maintenance service provided separately by PCCW to the CAD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)012

(Question Serial No. 2337)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

In light of the successive occurrence of incidents of the new Air Traffic Management System (ATMS), the Civil Aviation Department (CAD) has set up an expert panel to provide views on the matter. Will the Government advise this Committee on:

- (1) whether the costs of setting up an expert panel are borne by the CAD or Raytheon Company? If they are borne by the CAD, what are the estimated expenditures? When will the term of appointment of the expert panel end?
- (2) as software update will be provided for the new ATMS by Raytheon Company in the long term, whether the CAD is required to pay any fees for software update? If yes, what are the estimated expenditures? If no, will Raytheon Company make compensation for the incidents?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 25)

Reply:

(1) The Civil Aviation Department (CAD) has set up an expert panel in response to the teething issues arising from commissioning of the new Air Traffic Management System (ATMS). The expert panel's terms of reference are to provide objective expert advice to the Director-General of Civil Aviation on the incidents occurred after the commissioning of the new ATMS and the necessary optimisation work, and to share with the CAD international experience and best practices in relation to the long-term optimisation of the new ATMS. The members have been appointed for a one-year term till 30 November 2017. All non-official members participate in the work and meetings of the expert panel on a voluntary basis without remuneration. In accordance with the Government's established practice, the expenses on air tickets and hotel accommodation for the two overseas members to attend the expert panel meetings held in Hong Kong would be reimbursed by in-house resources of the CAD on an actual cost basis.

(2) Under the procurement contract of the new ATMS, the contractor is required to provide software maintenance services in accordance with the contract requirements. Software updates are included in the services covered by the contract within the software warranty period without additional expenses involved. The CAD is now making every effort with the contractor to optimise the system. On contractual issues, CAD will seek legal advice when appropriate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)013

(Question Serial No. 2427)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise this Committee on whether the Civil Aviation Department (CAD) has discussed with the civil aviation authorities of the Mainland on the rationalisation and optimisation of the airspace design of the Pearl River Delta (PRD) region and the airspace issue of the three-runway system (3RS) in the past 3 years? What were the annual number and details of the discussions? What was the staffing provision involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 26)

Reply:

The Civil Aviation Administration of China (CAAC), the CAD and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the 3RS as well as expansion plans of neighbouring airports in the PRD. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

Over the past 3 years, the three sides held a total of 15 meetings at different levels, of which 8 were meetings at administrative level. A breakdown by year is as follows:

2014-15: 2 meetings

2015-16: 9 meetings

2016-17: 4 meetings (as at 28 February 2017)

The Air Traffic Management Bureau of the CAAC, the CAD and the CAAM signed an agreement on a strengthened liaison mechanism to enhance co-operation and exchange in May 2016, thereby establishing a mechanism for the top management of the three sides to meet on a regular basis. Thereafter, the three sides will host administrative-level meetings

in the Mainland, Hong Kong and Macao on a rotational basis twice a year to further strengthen co-operation among the three sides.

The Mainland, Hong Kong and Macao will continue to promote synergy and foster tripartite co-operation through this co-ordination mechanism, in the aim of pushing forward the implementation of all airspace enhancement measures and implementing the Plan progressively in a gradual and orderly manner. This will bring about healthy and orderly development of the airports in the PRD region, and will also enable the 3RS of the Hong Kong International Airport to maximise its potential in achieving the target runway capacity of 102 air traffic movements per hour in the long run.

The three governments have announced from time to time the progress made in the successful phased implementation of short to medium term initiatives set out in the Plan. Press releases issued by the CAD in respect of the discussions and progress of the administrative-level meetings have been uploaded to the CAD website (<http://www.cad.gov.hk/english/home.html>). In April 2016, the Government also briefed the Subcommittee to Follow Up Issues Relating to the Three-runway System at the Hong Kong International Airport of the Legislative Council on this issue and a paper was submitted (http://www.legco.gov.hk/yr14-15/english/hc/sub_com/hs101/papers/hs10120160412cb4-832-1-e.pdf).

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

- End -

CONTROLLING OFFICER'S REPLY

THB(T)014

(Question Serial No. 2428)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Radar technology is adopted in both the new and old Air Traffic Management Systems (ATMS). However, as flight signals have disappeared on radar screens on a number of occasions since the commissioning of the new ATMS, the Civil Aviation Department (CAD) has stated that satellite positioning technology will be fully implemented in the Hong Kong Flight Information Region (HKFIR) in the coming year. Will the Government advise this Committee on:

- (1) whether there is a schedule for full implementation of satellite positioning technology? If yes, what are the details?
- (2) the operating expenses, staff establishment and salary expenditure for adopting the satellite positioning technology as compared to those for adopting radar technology?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 27)

Reply:

- (1) To overcome the limitations of sole dependence on radar surveillance technology, the International Civil Aviation Organization (ICAO) advocates the implementation of the satellite-based "Automatic Dependent Surveillance – Broadcast (ADS-B)" technology in all member states/regions, concurrently with radar surveillance technology. The CAD has all along been striving to expedite full integration of the ADS-B in the new ATMS, and already notified all stakeholders (including airlines) of the relevant arrangements in 2014 to allow them ample time for preparation. The first phase of ADS-B implementation started from 14 November 2016, covering the southern tip of the HKFIR where there was no radar coverage, and the results have been satisfactory so far. The second phase started from 8 December 2016 and since then Air Traffic Control Officers (ATCOs) have been able to monitor the information on flights inside the HKFIR with radar coverage through ADS-B. In other words, ATCOs can now obtain relevant flight information simultaneously through radar and ADS-B screens. Under such arrangements for progressive implementation, the CAD can observe whether the ADS-B is smoothly introduced in other parts of the HKFIR and identify areas for enhancement in respect of technology, hardware support and procedures.

With the progressive implementation of the ADS-B in Hong Kong, we have seen improvements in the display issues of aircraft positions on radar screens (such as aircraft positions temporarily not displayed on radar screens and split tracks). The expert panel appointed by the CAD is satisfied with the progress of the ADS-B implementation and the improvements made. It has also recommended that the CAD should continue to closely monitor the performance of the ADS-B and solicit more views from frontline ATCOs. The CAD will implement the ADS-B progressively with a view to fully integrate it into the new ATMS by end-2017.

- (2) In 2017-18, the total expenditure for the operation and maintenance of air traffic surveillance systems by the CAD is estimated to be around \$32.1 million, of which about \$27.3 million and \$4.8 million will be for radar systems and ADS-B systems respectively. Both ADS-B systems and radar systems are operated by existing CAD staff as part of their normal duties under Programme (4). No additional staff establishment or salary expenditure is involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)015

(Question Serial No. 2430)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will create 33 posts in 2017-18. Regarding these 33 newly created posts, please set out their post titles and job natures.

With regard to the personnel related expenses, there is a substantial decrease in the Mandatory Provident Fund contribution but a substantial increase in the Civil Service Provident Fund contribution, representing a drastic change in the proportion of contract staff to civil servants in the CAD. Will the Government inform this Committee of the reasons for the drastic change in the proportion of contract staff to civil servants and the posts held by them?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 29)

Reply:

The duties, rank and nature of the 33 civil service posts to be created by the Civil Aviation Department (CAD) in 2017-18 are as follows:

Duties	Rank / Nature of Post	Number of Posts
To carry out preparatory work for the three-runway system, including the work to meet the additional air traffic and service demand	Air Traffic Control Officer I / Permanent	4
	Air Traffic Flight Services Officer II / Air Traffic Flight Services Officer III / Permanent	2
	Student Air Traffic Control Officer / Air Traffic Control Officer III / Time-limited (7 years)	12
	Operations Officer / Time-limited (7 years)	1
	Assistant Operations Officer / Time-limited (7 years)	1
	Senior Electronics Engineer / Time-limited (7 years)	1
	Electronics Engineer / Assistant Electronics Engineer / Time-limited (7 years)	1
	Electronics Inspector / Time-limited (7 years)	2
To help carry out and implement new air cargo security controls	Operations Officer / Time-limited (2 years)	1
	Assistant Operations Officer / Time-limited (2 years)	2
To strengthen manpower to meet the existing service demand and additional workload in relation to the regulation of operational safety and airworthiness standards of aircraft and the implementation of air services arrangements and civil aviation safety policy	Senior Operations Officer / Permanent	2
	Operations Officer / Permanent	2
	Assistant Operations Officer / Permanent	2
Total:		33

The subhead mentioned in the question (personnel related expenses) covers expenses related to civil servants of the CAD. Expenses on mandatory provident fund (MPF) contribution and civil service provident fund (CSPF) contribution under the subhead are projected based on the terms of appointment of serving civil servants. Under the existing mechanism, officers appointed on probationary terms but yet to pass the probation bar will make contribution according to the MPF arrangements. After passing the probation bar, they will transfer to permanent terms and make CSPF contribution instead. Therefore, a change in the proportion of MPF contribution to CSPF contribution under the subhead mainly reflects the change in the terms of appointment but not the number of staff employed.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)016****(Question Serial No. 2431)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the expenditures on minor plant, vehicles and equipment in 2017-18, there has been a substantial increase annually as compared with the expenditures in 2015-16 and 2016-17. Please set out the names of, uses of and amount approved for those new minor plant, vehicles and equipment.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 30)Reply:

Provision under Subhead 661 Minor plant, vehicles and equipment (block vote) is mainly used for replacement of ageing equipment and system in the Civil Aviation Department (CAD). The annual provision required varies with the operating condition, performance and replacement demand, etc. of the equipment and system. The increase in provision in the past 3 years mainly reflects the continuous ageing of some CAD equipment. The CAD is pressing ahead with the replacement of the equipment and system according to the professional assessment and recommendations of the maintenance staff. In the past 2 years, the provision for the relevant work and the details are as follows:

Year	Amount of provision	Details of the project
2015-16	\$3.36 million	Replacement of the Aircraft Noise and Flight Track Monitoring System
2016-17	\$10 million	Commencement of replacement of the aged and defective air-conditioning chiller plant at the old Air Traffic Control (ATC) Centre in support of the conversion of the old ATC Centre into the Backup ATC Centre of the new ATC System

As regards the provision of \$13.5 million in 2017-18, apart from meeting the residual balance of the costs of replacing the air-conditioning chiller plant, it will also be used for the payment for refurbishment of individual surveillance radar equipment and replacement of the central control and monitoring systems of the old ATC Centre and Control Tower as backup facilities. The above-mentioned works is expected to be completed in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)017****(Question Serial No. 2441)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the manpower of air traffic control staff, please inform this Committee of:

- (a) the number of staff involved in the work under this Programme in the past 3 years; please set out in tabular form the types of employment, ranks and expenditures involved;
- (b) the statistics on overtime work by these officers by types of employment and ranks in the past 3 years (please set out the total number of hours per year and the average number of hours per week); and the additional expenditures involved.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 40)Reply:

- (a) Regarding the staff under Programme (3) of the Civil Aviation Department (CAD), they are employed on civil service terms. The respective number of staff and the salary costs involved by grade in the past 3 years are tabulated below:

	2014-15		2015-16		2016-17	
	No. of staff	Salary cost (\$m)	No. of staff	Salary cost (\$m)	No. of staff	Salary cost (\$m)
Air Traffic Control Officer Grade	288	205.9	276	214.8	277	223.0
Air Traffic Flight Services Officer Grade	110	43.1	110	45.8	110	47.5
Aeronautical Communications Officer Grade	65	26.1	65	27.7	65	28.7
Operations Officer Grade	8	6.3	8	6.7	8	6.9
Total :	471	281.4	459	295.0	460	306.1

The above table covers the information of staff performing air traffic management duties under Programme (3). Administrative and other staff including those perform supervisory or support functions under Programme (3) are excluded.

- (2) The number of working hours of staff responsible for the provision of air traffic control service varies according to the specific nature of their duties. Since the CAD provides 24-hour air traffic control service, air traffic control staff, regardless of their ranks, are required to work shifts. Their conditioned working hours vary from month to month depending on the air traffic flow and operational needs. Working relatively longer hours at a given month may not necessarily equivalent to overtime work. The CAD will compensate the extra hours of work outside the contractual working hours by time-off in lieu. Therefore, no additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)018

(Question Serial No. 1854)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will continue to monitor aircraft noise and flight tracks, and implement the noise abatement programme in 2017-18, please advise this Council of the following:

- (a) The details and expenditure involved in implementing the above measures in the past and in the future, and the effect of such;
- (b) During the period from January 2015 to January 2017, the data recorded monthly by noise monitoring terminals between 11:00 pm and 07:00 am on aircraft reaching the noise level of 70 to 74 db, 75 to 79 db and 80 db or above;
- (c) What are the specific measures to reduce the long term noise impact caused by aircraft to Ma Wan residents?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 16)

Reply:

(a) to (c)

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

- (i) aircraft departing to the northeast of the Hong Kong International Airport (HKIA) are required to adopt the noise abatement take-off procedures so as to reduce noise impact on areas in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;
- (ii) the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, in particular Ma Wan, and reduces the impact of aircraft noise on these areas;

- (iii) to reduce aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;
- (iv) starting from late March 2014, the CAD no longer allowed aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities;
- (v) between midnight and 07:00 am, subject to acceptable operational and safety consideration, arriving aircraft are required to land from the southwest. This measure aims at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
- (vi) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the HKIA are required to use the southbound route via the West Lamma Channel. This measure aims at reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island; and
- (vii) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered.

Apart from the above measures, with the advancement of aviation technology, aircraft engines are quieter than before, and the improved design of airframe has also helped reduce noise significantly. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as A330, A350, A380, B777-300ER, B747-8F, B747-8I, B777F, B787 etc. The ratios of newer-model aircraft in their fleets are on the rise. It will alleviate the aircraft noise impact in the long run.

The CAD also monitors the noise caused by aircraft operations through a computerized Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of the HKIA, with one at Ma Wan, and a computer to correlate the noise data with the aircraft flight tracks recorded by the CAD's radar system. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The noise data of CAD indicated that the number of noise events of high decibel level (80 decibels or above) during the night period in 2016 at Ma Wan NMT have reduced by three-fourths compared with 2011, and those of 70 decibels or above during the night period have also been decreasing year-on-year from 2011 to 2016. This showed the effectiveness of the related noise mitigation measures. The monthly noise data recorded by NMTs in 2015 and 2016 (between 11:00 pm and 07:00 am the following day) are tabulated below in detail. The data for January 2017 is pending verification and thus not available yet.

Table 1 : Noise data recorded by the NMTs from January 2015 to December 2015
(between 11:00 pm and 07:00 am the following day)

NMTs	Noise Level (dB)	2015											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
1. Mei Lam Estate, Tai Wai	70 - 74	0	0	0	0	3	4	8	1	0	1	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
2. On Yam Estate, Kwai Chung	70 - 74	0	0	0	13	56	123	73	81	20	1	0	4
	75 - 79	0	0	0	0	1	3	3	2	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
3. Yiu Tung Estate, Shau Kei Wan	70 - 74	0	0	2	0	4	0	0	0	0	11	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
4. Beverley Heights, Cloud View Road, North Point	70 - 74	0	1	0	0	11	1	0	0	2	10	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
5. Fairmont Gardens, Conduit Road, Mid-Levels	70 - 74	1	1	0	0	1	2	0	0	0	2	1	0
	75 - 79	0	0	1	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
6. Hong Kong Garden, Tsing Lung Tau	70 - 74	169	118	125	186	893	814	596	627	292	150	125	212
	75 - 79	12	16	3	13	55	34	35	19	8	6	15	25
	≥80	0	0	0	0	2	0	1	0	1	0	0	0
7. Sha Lo Wan, Lantau	70 - 74	522	285	285	500	420	338	220	550	275	529	450	443
	75 - 79	161	43	39	119	60	30	36	73	48	111	71	104
	≥80	7	0	0	7	9	1	5	3	2	4	1	6
8. Caribbean Coast, Tung Chung	70 - 74	195	141	118	102	96	86	108	85	143	147	167	183
	75 - 79	6	4	20	5	8	4	15	1	5	7	8	17
	≥80	0	0	2	0	0	0	0	0	0	0	0	0
9. Ma Wan Marine Traffic Control Station, Ting Kau	70 - 74	9	5	8	139	541	605	444	500	204	11	5	51
	75 - 79	0	1	0	2	12	11	15	16	2	0	0	5
	≥80	0	0	0	0	1	0	0	0	0	0	0	1

NMTs	Noise Level (dB)	2015											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
10. Park Island, Ma Wan	70 - 74	533	476	385	516	513	448	537	451	377	436	425	522
	75 - 79	115	91	91	126	120	83	81	62	63	95	89	84
	≥80	7	7	2	4	10	1	7	3	2	3	3	1
11. Tai Lam Chung Tsuen	70 - 74	8	4	1	3	15	18	2	5	5	6	11	9
	75 - 79	0	0	0	0	2	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
12. Yau Kom Tau, Tsuen Wan	70 - 74	0	0	0	19	196	292	263	225	90	1	0	22
	75 - 79	0	0	0	1	8	7	13	5	2	0	0	3
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
13. Cheung Hang Estate, Tsing Yi	70 - 74	0	0	0	46	136	236	171	173	41	6	0	1
	75 - 79	0	0	0	3	3	4	7	3	4	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
14. MTR Siu Ho Wan Depot, Sunny Bay	70 - 74	436	321	235	239	139	92	139	127	195	225	243	270
	75 - 79	15	23	8	11	7	13	12	7	16	13	9	11
	≥80	0	0	0	0	0	0	0	0	0	0	1	0
15. Mount Butler Road, Jardine's Lookout	70 - 74	0	2	0	0	6	1	0	0	0	9	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	2	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
16. Mount Haven, Liu To Road, Tsing Yi	70 - 74	0	0	1	1	12	20	10	13	6	2	0	0
	75 - 79	0	0	0	0	0	1	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Table 2 : Noise data recorded by the NMTs from January 2016 to December 2016
(between 11:00 pm and 07:00 am the following day)

NMTs	Noise Level (dB)	2016											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
1. Mei Lam Estate, Tai Wai	70 - 74	0	0	0	2	2	6	4	0	5	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

NMTs	Noise Level (dB)	2016											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
2. On Yam Estate, Kwai Chung	70 - 74	1	0	0	23	25	36	83	8	46	0	0	0
	75 - 79	0	0	0	1	0	1	1	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
3. Yiu Tung Estate, Shau Kei Wan	70 - 74	0	0	2	0	0	0	0	2	1	0	0	2
	75 - 79	0	1	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
4. Beverley Heights, Cloud View Road, North Point	70 - 74	0	1	7	1	0	2	0	4	0	0	0	4
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
5. Fairmont Gardens, Conduit Road, Mid-Levels	70 - 74	0	0	3	0	0	0	0	1	2	2	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
6. Hong Kong Garden, Tsing Lung Tau	70 - 74	204	182	194	108	333	695	904	206	349	207	160	169
	75 - 79	25	22	11	6	32	64	47	6	22	12	11	6
	≥80	0	0	0	0	1	1	0	0	0	0	0	0
7. Sha Lo Wan, Lantau	70 - 74	445	134	441	351	388	382	356	652	760	591	594	745
	75 - 79	98	43	94	44	73	53	64	154	147	197	168	272
	≥80	2	5	4	2	3	2	7	6	3	12	14	12
8. Caribbean Coast, Tung Chung	70 - 74	174	170	151	57	40	30	18	60	31	73	138	122
	75 - 79	8	12	4	3	0	2	0	3	0	1	3	4
	≥80	0	0	0	0	0	0	0	1	0	0	0	0
9. Ma Wan Marine Traffic Control Station, Ting Kau	70 - 74	27	30	1	145	194	268	554	92	160	37	3	6
	75 - 79	1	0	0	2	3	3	11	4	3	1	1	0
	≥80	0	0	0	0	0	0	1	0	0	0	0	0
10. Park Island, Ma Wan	70 - 74	360	477	557	395	327	358	392	322	440	342	432	449
	75 - 79	101	90	123	91	75	121	75	61	132	75	92	80
	≥80	13	5	7	3	2	3	5	0	7	1	4	4
11. Tai Lam Chung Tsuen	70 - 74	24	9	13	5	11	9	2	3	10	3	22	13
	75 - 79	0	0	0	0	1	2	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

NMTs	Noise Level (dB)	2016											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
12. Yau Kom Tau, Tsuen Wan (Note)	70 - 74	2	7	0	65	204	240	496	108	118	0	0	0
	75 - 79	0	0	0	1	17	5	12	1	11	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
13. Cheung Hang Estate, Tsing Yi	70 - 74	3	3	0	77	45	141	207	20	129	4	0	0
	75 - 79	0	0	0	3	2	18	9	3	19	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
14. MTR Siu Ho Wan Depot, Sunny Bay	70 - 74	225	237	222	113	123	109	56	135	116	184	271	317
	75 - 79	15	6	6	6	4	6	3	6	3	6	18	7
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
15. Mount Butler Road, Jardine's Lookout	70 - 74	0	1	4	1	0	0	0	7	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	3	0	0	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
16. Mount Haven, Liu To Road, Tsing Yi	70 - 74	5	0	0	7	7	16	24	2	64	3	3	0
	75 - 79	1	0	0	0	0	0	2	0	5	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Note: The NMT at Yau Kom Tau, Tsuen Wan has been relocated from Greenview Court to Yau Kom Tau Water Treatment Works with effect from 2 February, 2016.

In 2017-18, the estimated expenditure for the maintenance of the ANFTMS is \$2.5 million. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2). No additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)019

(Question Serial No. 1857)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the new air traffic control systems (ATC systems), would the Government advise this Committee of the following:

- (a) Please list out in detail all the incidents that had occurred since the commissioning of the new ATC systems in November 2016, the follow-up measures taken by the Government and the expenditures involved.
- (b) Does the Government have any plan to enhance its notification mechanism to ensure that the public has the right to know?
- (c) In the face of increasing air traffic in the future, what would the Government do to maintain the highest standard of aviation safety under the new ATC systems?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 17)

Reply:

The whole new air traffic control systems (ATCS) is implemented in 2 phases through 8 major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATCS (including the new ATMS) while that of phase 2 involves the installation of the new ATCS in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATCS project.

My reply to the Member's question is as follows:

(1) to (2)

The Civil Aviation Department (CAD) has all along been explaining to the public about the operation of the new ATMS in an open and transparent manner, including the setbacks

during the teething period after the full commissioning of the new system through various channels (including press releases and media meetings)¹. In the information papers submitted to the Legislative Council Panel on Economic Development (the Panel) on 28 November and 13 December 2016², the CAD reported the operations of the new ATMS up to 29 November 2016 after its full commissioning. At the Panel meeting on 13 December 2016, the CAD also reported in detail the occurrences of aircraft positions (i.e. aircraft positions not displayed temporarily, split tracks and false targets) displayed on radar screen. Apart from the abovementioned occurrences, the setbacks of the new ATMS occurred temporarily since its full commissioning on 14 November 2016 are as follows:

Date	Incident
15 November 2016	The position of a departing flight was not displayed on the radar screen for 12 seconds.
29 November 2016	Radar screens were unable to display some of the flight information (such as flight callsigns and flight speed) for about 26 seconds. To safeguard aviation safety, air traffic controllers have suspended the handling of departure flights for 15 minutes during the incident.
12 December 2016	Radar screens were unable to display some of the flight information for about 75 seconds. The incident was caused by working staff failed to follow the recommended procedures promulgated by the department earlier to avoid retrieving and archiving data from the Main System. This was not a problem of the new ATMS.
26 December 2016	Two planner positions could not process the command to change the operation configuration temporarily in the ATCC as the command entered did not fully match with the operating configuration. Some 20 departure flights were affected.

In addition, some sub-systems which are independent from the old ATMS have also been enhanced by the new ATMS and incorporated into the new system. The occurrences of temporary setbacks of these sub-systems are as follows:

1 For details, please refer to the CAD's website: http://www.cad.gov.hk/english/pressrelease_2017.html

2 For details, please refer to the papers submitted to the Legislative Council Panel on Economic Development by the CAD:

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161128cb4-154-4-e.pdf>

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161213cb4-253-6-e.pdf>

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161213cb4-320-1-e.pdf>

Date	Incident
18 November 2016	Arrival Manager System (“AMAN”) ³ : The AMAN temporarily could not show the arrival sequence of the arrival flights for about 2 minutes due to human factors; The AMAN temporarily could not show the arrival sequence of the arrival flights for about 2 minutes due to human factors; and The AMAN temporarily could not show the arrival sequence of some of the arrival flights.
2 January 2017	
12 February 2017	
18 December 2016	The Tower Electronic Flight Strips (TEFS) System: Some functions of the TEFS System was temporarily and intermittently affected.

Apart from the above incidents, there are also teething issues caused by the limitations of radar surveillance technology occasionally (e.g. aircraft positions temporarily not displayed on the radar screens, split tracks through different channels and false targets). Any ATMS, regardless of the brand, would encounter this situation. This phenomenon was not unique to the new ATMS and it was also observed in ATMS elsewhere and in the old ATMS of the CAD.

An expert panel comprising local and overseas experts, set up by the CAD, has evaluated the above issues and confirmed that these issues did not undermine aviation safety. They did not cause any real or significant implications to the overall operations of the Hong Kong International Airport, nor any substantial economic losses. In the event of any incidents, safeguarding aviation safety is the top priority of the CAD and it is in line with the international practices and has been acknowledged by the expert panel and the National Air Traffic Services (NATS), the independent professional consultant of the Transport and Housing Bureau (THB).

The CAD has been working closely with the ATMS contractor to keep on optimising the system software and at the same time set up an expert panel comprising local and overseas experts to offer professional and objective advice to the CAD on the various issues encountered during the teething period. The expert panel confirmed that the new ATMS has been providing safe, reliable and generally smooth air traffic services to flights operating in and out of the Hong Kong Flight Information Region (HKFIR) since its full commissioning on 14 November 2016. It has never been necessary to activate the multiple fallback systems of the new ATMS. Based on the experience of the NATS, the THB’s independent consultant, given the complexity of the new ATMS, even with all reasonable efforts and endeavours, there could still be possibilities of having setbacks during the introduction of the new system.

³ The AMAN is not a tool to safeguard the standard separation between the aircraft, but basically a tool to provide automatically the arrival sequence of arrival flights and to assist the air traffic control officers in arranging the arrival sequence, so as to achieve more efficient use of airspace and optimise the arrival capacity.

The expert panel also met with the chairman/president and representatives of the CAD Electronics Engineers' Branch of Hong Kong Chinese Civil Servants' Association and the Hong Kong Air Traffic Control Association. The electronics engineers' representatives informed the expert panel that the teething issues arising from the initial commissioning period of the new ATMS is unavoidable in the transition of any large-scale and complicated ATMS. The representatives of the air traffic control officers (ATCOs) said that they have gradually adapted to different functionalities of the new system, and have become more competent and confident in operating the new ATMS. The expert panel also met with the management pilots of the major local airlines and the Government Flying Service. The management pilots noted that the transition of the ATMS was seamless and the operations were smooth. This has also been recognised by the Board of Airline Representatives Hong Kong which represents over 70 airlines.

In fact, since the full commissioning of the new ATMS for 4 months, the total air traffic movements handled by the CAD increased by 4% over the same period last year. During the peak air traffic movement periods in last Christmas and New Year, as well as the Lunar New Year holidays, the CAD handled a record-high number of overflights. It is a sufficient proof of the capacity and reliability of the new ATMS. The expert panel also considered that the safety performance of the new ATMS has so far exceeded international requirements.

Regarding false crash alarms triggered by false targets temporarily displayed on the radar screens, there are long established guidelines on how to tackle relevant scenarios for all ATCOs to follow. Well-trained and professional ATCOs are fully capable in handling these situations and aviation safety has never been affected by that. With regard to radar screen display problems caused by the limitations of radar technology, the CAD has all along been striving to expedite full implementation of the satellite-based "Automatic Dependent Surveillance-Broadcast" (ADS-B) in the HKFIR as a technology breakthrough to the sole reliance on radar technology. The CAD informed the relevant stakeholders (including airlines) of this arrangement in 2014 so that they would have sufficient time to make preparation. In the first phase, starting from 14 November 2016, the ADS-B was implemented in the southern tip of the HKFIR, where there was no radar coverage. So far, the results have been satisfactory. Moving on to the second phase on 8 December 2016, the ATCOs have been able to view the information of flights inside the HKFIR with radar coverage through ADS-B screens, i.e. they can obtain relevant flight information simultaneously through radar screens and ADS-B screens. Through progressive introduction of ADS-B into the HKFIR, the CAD will be able to observe whether the operations of other areas are smooth, and whether there are rooms for enhancement in terms of technology, hardware and procedures.

With the progressive introduction of ADS-B in Hong Kong, improvements have already been seen in the display issue of aircraft positions on the radar screens (e.g. split tracks and aircraft positions not displayed temporarily). The expert panel appointed by the CAD was satisfied with the progress of the improvements brought by the implementation of ADS-B and advised the CAD to continue monitoring the performance of ADS-B closely and gauging more views from the frontline ATCOs. The CAD will implement the ADS-B progressively with a view to fully incorporating it into the new ATMS by end-2017.

The CAD will continue to closely monitor the performance of ATMS, expedite its optimisation and fine-tuning, and report the progress to the expert panel. On receiving a

new software fix for site acceptance tests from the system's contractor in February 2017, the CAD proceeded to test and conduct safety assessment of the new software fix, and launched it in the end of March 2017 to rectify the problems of not displaying certain flight information on radar screens and intermittent interruptions to certain functions of TEFS System. The expert panel is expected to publish an interim report on the initial performance of the new ATMS in March or April 2017. The CAD will carefully study the contents and recommendations of the report with a view to further improving the ATMS. The CAD will inform the public of the progress in a timely manner.

The maintenance of the new ATMS and staff training are part of the regular work of the CAD and, as such, do not entail additional civil service staff costs. All the expert panel members, appointed by CAD, work and attend the meetings on a voluntary basis without remuneration. In accordance with the Government's usual practice, the expenses on air tickets and hotel accommodation for 2 overseas expert members to attend the expert panel meeting held in Hong Kong would be reimbursed by in-house resources of the CAD on an actual cost basis.

Upon the full commissioning of the new ATMS in November 2016, apart from the general staff costs and routine expenses, the total maintenance costs for the new ATMS (Phase 1) in 2016-17 is around \$6.69 million while the total maintenance costs for the new ATMS costs (Phase 1) in 2017-18 is estimated to be around \$15.13 million.

The CAD fully understands the community's concerns over aviation safety. Should there be any issues concerning aviation safety, the CAD will continue to take the initiative to make timely promulgation in an open and transparent manner.

(3)

The new ATMS adopts the latest information technologies, including enhanced flight information and data processing, advanced automatic safety net features and more precise flight trajectory calculation functions. Moreover, the new ATMS consists of multiple layers of fallback systems – an enhanced feature compared with the old system – which can meet the increasingly stringent aviation safety requirements. The new ATMS will greatly enhance the competitiveness of the Hong Kong International Airport in the region. In the face of increasing air traffic in the future, the CAD will spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)020****(Question Serial No. 1000)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Air Services and Safety ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the provision of support for the negotiation and implementation of Hong Kong's air services agreements under this Programme, please advise this Committee of the following:

- (1) What were the ports added or suspended in each of the past 3 years by type of traffic right?
- (2) What are the number of ongoing negotiations on air services agreements and their details as of December 2016?

Asked by: Hon WU Chi-wai (Member Question No. 71)Reply:

- (1) Every year, ports are being added or suspended subject to an airline's network planning and market strategy. In the past 3 years, the number of new and suspended ports is tabulated as follows:

New Ports

Type of traffic right	2014	2015	2016
Third/Forth freedom ¹	1. Calgary 2. Huangshan 3. Indianapolis 4. Kagoshima 5. Mexico City 6. Minneapolis 7. Udon Thani 8. Washington 9. Xishuangbanna 10. Yekaterinburg	1. Boston 2. Changzhou 3. Cheongju 4. Davao 5. Detroit 6. Dusseldorf 7. Hiroshima 8. Kalibo 9. Krabi 10. Kumamoto 11. Lanzhou City 12. Luoyang 13. Miyazaki 14. Nha Trang 15. Stockholm 16. Xining	1. Chiang Rai 2. Taegu 3. Gold Coast 4. Ishigaki 5. London (Gatwick) 6. Madrid 7. Manado 8. Mandalay 9. New York (La Guardia) 10. Okayama 11. Portland 12. Takamatsu 13. Yonago

		17. Yiwu	
Fifth freedom ²		1. Ashgabat 2. Beirut 3. Frankfurt (Hahn) 4. Maastricht 5. Turkmenbashi	1. Ahmedabad
Total:	10	22	14

Suspended Ports

	2014	2015	2016
Third/Forth freedom ¹	1. Charleston 2. Hulunbeier 3. Islamabad 4. Kalibo 5. Luoyang 6. Moscow Vnukovo 7. Stockholm	1. Karachi 2. Krasnoyarsk 3. London Stansted 4. Minneapolis 5. Yichang	1. Cheongju 2. Huangshan 3. Mahe Island 4. Yekaterinburg
Fifth freedom ²	1. Beirut 2. Kabul 3. Komatsu 4. Kozhikode 5. Tbilisi 6. Thiruvananthapuram 7. Yerevan	1. Ciudad del Este 2. Lagos 3. Milan Bergamo	1. Ashgabat 2. Chittagong 3. Frankfurt (Hahn) 4. Lahore
Total:	14	8	8

The ports added or suspended above mainly reflect the commercial decisions of the airlines, which may not cover all the air services arrangements signed between Hong Kong and its aviation partners in a particular year and they may not be related to the availability of traffic rights.

- (2) The Government has been progressively liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. As of December 2016, Hong Kong has signed Air Services Agreements with 66 aviation partners. We shall seek to further liberalise existing air services agreements/arrangements and to negotiate new air services agreements/arrangements with other aviation partners as opportunities arise.

¹ In respect of scheduled international air services, third/fourth freedom right refers to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first Party, traffic coming from or destined to the home state/region of the carrier.

² In respect of scheduled international air services, fifth freedom rights refer to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first State, traffic coming from or destined to a third Party.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)021

(Question Serial No. 1004)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following:

- 1) since the commissioning of the new generation of air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, the total number of ATC system failure cases (whether they involved the Autotrac 3 system or not) and their details, including the time, handling and causes of each of the incidents;
- 2) in the past 12 months, the number of reported cases of ATC system abnormalities, including those known as Ghost Target, Target Drop/Label Drop, Split Tracks, and false alarm in such systems with the time and details of each occurrence provided; and
- 3) in each of the past 12 months, the percentages of flight delays caused by non-weather factors in the total number of departure and arrival flights.

Asked by: Hon WU Chi-wai (Member Question No. 70)

Reply:

The whole new air traffic control systems (ATCS) is implemented in 2 phases through 8 major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATCS (including the new ATMS) while that of phase 2 involves the installation of the new ATCS in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATCS project.

My reply to the Member's question is as follows:

(1) to (2)

The Civil Aviation Department (CAD) has all along been explaining to the public about the operation of the new ATMS in an open and transparent manner, including the setbacks during the teething period after the full commissioning of the new system through various channels (including press releases and media meetings)¹. In the information papers submitted to the Legislative Council Panel on Economic Development (the Panel) on 28 November and 13 December 2016², the CAD reported the operations of the new ATMS up to 29 November 2016 after its full commissioning. At the Panel meeting on 13 December 2016, the CAD also reported in detail the occurrences of aircraft positions (i.e. aircraft positions not displayed temporarily, split tracks and false targets) displayed on radar screen. Apart from the abovementioned occurrences, the setbacks of the new ATMS occurred temporarily since its full commissioning on 14 November 2016 are as follows:

Date	Incident
15 November 2016	The position of a departing flight was not displayed on the radar screen for 12 seconds.
29 November 2016	Radar screens were unable to display some of the flight information (such as flight callsigns and flight speed) for about 26 seconds. To safeguard aviation safety, air traffic controllers have suspended the handling of departure flights for 15 minutes during the incident.
12 December 2016	Radar screens were unable to display some of the flight information for about 75 seconds. The incident was caused by working staff failed to follow the recommended procedures promulgated by the department earlier to avoid retrieving and archiving data from the Main System. This was not a problem of the new ATMS.
26 December 2016	Two planner positions could not process the command to change the operation configuration temporarily in the Air Traffic Control Centre as the command entered did not fully match with the operating configuration. Some 20 departure flights were affected.

In addition, some sub-systems which are independent from the old ATMS have also been enhanced by the new ATMS and incorporated into the new system. The occurrences of temporary setbacks of these sub-systems are as follows:

1 For details, please refer to the CAD's website: http://www.cad.gov.hk/english/pressrelease_2017.html

2 For details, please refer to the papers submitted to the Legislative Council Panel on Economic Development by the CAD:

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161128cb4-154-4-e.pdf>

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161213cb4-253-6-e.pdf>

<http://www.legco.gov.hk/yr16-17/english/panels/edev/papers/edev20161213cb4-320-1-e.pdf>

Date	Incident
18 November 2016	Arrival Manager System (“AMAN”) ³ : The AMAN temporarily could not show the arrival sequence of the arrival flights for about 2 minutes due to human factors;
2 January 2017	The AMAN temporarily could not show the arrival sequence of the arrival flights for about 2 minutes due to human factors; and
12 February 2017	The AMAN temporarily could not show the arrival sequence of some of the arrival flights.
18 December 2016	The Tower Electronic Flight Strips (TEFS) System: Some functions of the TEFS System was temporarily and intermittently affected.

Apart from the above incidents, there are also teething issues caused by the limitations of radar surveillance technology occasionally (e.g. aircraft positions temporarily not displayed on the radar screens, split tracks and false targets). Any ATMS, regardless of the brand, would encounter this situation. This phenomenon was not unique to the new ATMS and it was also observed in ATMS elsewhere and in the old ATMS of the CAD.

An expert panel comprising local and overseas experts, set up by the CAD, has evaluated the above issues and confirmed that these issues did not undermine aviation safety. They did not cause any real or significant implications to the overall operations of the Hong Kong International Airport, nor any substantial economic losses. In the event of any incidents, safeguarding aviation safety is the top priority of the CAD and it is in line with the international practices and has been acknowledged by the expert panel and the National Air Traffic Services (NATS), the independent professional consultant of the Transport and Housing Bureau (THB).

The CAD has been working closely with the ATMS contractor to keep on optimising the system software and at the same time set up an expert panel comprising local and overseas experts to offer professional and objective advice to the CAD on the various issues encountered during the teething period. The expert panel confirmed that the new ATMS has been providing safe, reliable and generally smooth air traffic services to flights operating in and out of the Hong Kong Flight Information Region (HKFIR) since its full commissioning on 14 November 2016. It has never been necessary to activate the multiple fallback systems of the new ATMS. Based on the experience of the NATS, the THB’s independent consultant, given the complexity of the new ATMS, even with all reasonable efforts and endeavours, there could still be possibilities of having setbacks during the introduction of the new system.

³ The AMAN is not a tool to safeguard the standard separation between the aircraft, but basically a tool to provide automatically the arrival sequence of arrival flights and to assist the air traffic control officers in arranging the arrival sequence, so as to achieve more efficient use of airspace and optimise the arrival capacity.

The expert panel also met with the chairman/president and representatives of the CAD Electronics Engineers' Branch of Hong Kong Chinese Civil Servants' Association and the Hong Kong Air Traffic Control Association. The electronics engineers' representatives informed the expert panel that the teething issues arising from the initial commissioning period of the new ATMS is unavoidable in the transition of any large-scale and complicated ATMS. The representatives of the air traffic control officers (ATCOs) said that they have gradually adapted to different functionalities of the new system, and have become more competent and confident in operating the new ATMS. The expert panel also met with the management pilots of the major local airlines and the Government Flying Service. The management pilots noted that the transition of the ATMS was seamless and the operations were smooth. This has also been recognised by the Board of Airline Representatives Hong Kong which represents over 70 airlines.

In fact, since the full commissioning of the new ATMS for 4 months, the total air traffic movements handled by the CAD increased by 4% over the same period last year. During the peak air traffic movement periods in last Christmas and New Year, as well as the Lunar New Year holidays, the CAD handled a record-high number of overflights. It is a sufficient proof of the capacity and reliability of the new ATMS. The expert panel also considered that the safety performance of the new ATMS has so far exceeded international requirements.

Regarding false crash alarms triggered by false targets temporarily displayed on the radar screens, there are long established guidelines on how to tackle relevant scenarios for all ATCOs to follow. Well-trained and professional ATCOs are fully capable in handling these situations and aviation safety has never been affected. With regard to aircraft display problems on radar screen caused by the limitations of radar surveillance technology, the CAD has all along been striving to expedite full integration of the satellite-based "Automatic Dependent Surveillance-Broadcast" (ADS-B) in the new ATMS as a technology breakthrough to the sole reliance on radar surveillance technology. The CAD informed the relevant stakeholders (including airlines) of this arrangement in 2014 so that they would have sufficient time to make preparation. In the first phase, starting from 14 November 2016, the ADS-B was implemented in the southern tip of the HKFIR, where there was no radar coverage. So far, the results have been satisfactory. Moving on to the second phase on 8 December 2016, the ATCOs have been able to view the information of flights inside the HKFIR with radar coverage through ADS-B, i.e. they can obtain relevant flight information simultaneously through radar and ADS-B screens. Through progressive introduction of ADS-B into the HKFIR, the CAD will be able to observe whether the operations of other areas are smooth, and whether there are rooms for enhancement in terms of technology, hardware and procedures.

With the progressive introduction of ADS-B in Hong Kong, improvements have already been seen in the display issue of aircraft positions on the radar screens (e.g. split tracks and aircraft positions not displayed temporarily). The expert panel appointed by the CAD was satisfied with the progress of the improvements brought by the implementation of ADS-B and advised the CAD to continue monitoring the performance of ADS-B closely and gauging more views from the frontline ATCOs. The CAD will implement the ADS-B progressively with a view to fully integrating it into the new ATMS by end-2017.

The CAD will continue to closely monitor the performance of ATMS, expedite its optimisation and fine-tuning, and report the progress to the expert panel. On receiving a

new software fix for site acceptance tests from the system's contractor in February 2017, the CAD completed to test and to conduct safety assessment of the new software fix, and launched it in the end of March 2017 to rectify the problems of not displaying certain flight information on radar screens and intermittent interruptions to certain functions of TEFS System. The expert panel is expected to publish an interim report on the initial performance of the new ATMS in March or April 2017. The CAD will carefully study the contents and recommendations of the report with a view to further improving the ATMS. The CAD will inform the public of the progress in a timely manner.

The CAD fully understands the community's concerns over aviation safety. Should there be any issues concerning aviation safety, timely promulgation will be made according to the established mechanism in an open and transparent manner. Given the increasing air traffic, the CAD will also spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

(3)

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

In the past 12 months, the average percentages of departure and arrival passenger flights delayed by more than 15 minutes at the Hong Kong International Airport were 30% and 29% respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)022

(Question Serial No. 1006)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the recruitment and training of air traffic control staff, please advise this Committee of:

- (1) the number of air traffic control staff estimated to be recruited this year (including the respective numbers of these recruits for filling the vacancies from officers leaving the service and for new posts created to cope with the increasing workload) and the expenditure involved;
- (2) the attrition rate of the Student Air Traffic Control Officers (SATCO) recruited in each of the past three years (2014-15, 2015-16 and 2016-17) (please provide a breakdown by the number of recruits and year); and
- (3) the differences between the conditions of service for the Air Traffic Control Officer II (ATCO II) recruited from overseas and promoted locally in the past two years (2015-16 and 2016-17), and the ratio of local and overseas staff at the rank of ATCO II and higher ranks.

Asked by: Hon WU Chi-wai (Member Question No. 72)

Reply:

(1) The Civil Aviation Department (CAD) plans to recruit 21 ATCOs III/SATCOs in 2017-18. The total expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$9.7 million. In addition, the CAD will also create 2 posts for the Air Traffic Flight Services Officer grade, for which no further recruitment exercise will be required as eligible candidates will be selected from those who applied for the same posts in 2016-17. The salary expenditure involved for these 2 posts in terms of notional annual mid-point salary value is about \$0.53 million. The above staff are recruited to cope with the increasing demand for air traffic service and to fill anticipated vacancies of the Air Traffic Control Officer grade.

(2) In the past 3 years, the CAD has not recruited any SATCOs. The last recruitment was conducted in 2013-14. 2 SATCOs resigned in 2014-15 and 2015-16 respectively, representing an attrition rate of 6.9%.

(3) The CAD has not recruited any ATCO II from overseas in the past 2 years. The salary scale for the ATCO II is the same regardless of whether they are local or expatriate officers while fringe benefits are paid in accordance with the relevant terms of appointment of the local or expatriate officers, as well as the relevant regulations and guidelines. As at 31 January 2017, the CAD has 7 officers on overseas agreement terms and 161 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II is 1:23.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)023****(Question Serial No. 1099)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Air Services and Safety ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide a breakdown by year of the numbers of applications for runway slots made for passenger flights and charter flights which were turned down in the past 3 years.

Asked by: Hon YIU Si-wing (Member Question No. 43)Reply:

Regarding the applications for runway slots made for scheduled passenger flights and charter flights via the Civil Aviation Department (CAD) by airlines biannually during the application periods for the respective seasons in the past 3 years, the numbers of applications which were turned down are listed below:

<u>Year</u>	<u>Daily Average</u>
2014-15	100 flights
2015-16	114 flights
2016-17	150 flights

The significant increase in the number of applications turned down in 2016-17 was mainly due to the fact that the Hong Kong International Airport had nearly reached its full capacity in terms of runway slots.

Apart from the biannual application periods for runway slots, the CAD has from time to time received from airlines ad hoc applications for one-off runway slots and/or additional/revised runway slots. For some of the ad hoc applications turned down, runway slots might eventually be allocated due to last minute cancellation of other flights. No figures are kept for the number of ad hoc applications turned down by the CAD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)024

(Question Serial No. 0849)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

What was the number of piers maintained by the Government for each of the previous 3 years and the expenditure involved?

Asked by: Hon CHAN Han-pan (Member Question No. 31)

Reply:

Civil Engineering and Development Department (CEDD) has been maintaining 319 piers in 2016-17. The routine maintenance costs incurred in the last 3 years for piers are shown below:

Year	Expenditure (\$M)
2014-15	25.7
2015-16	23.0
2016-17	21.3 ¹

¹ Up to the end of February 2017

- End -

CONTROLLING OFFICER'S REPLY

THB(T)025

(Question Serial No. 0660)

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:

Regarding matters requiring special attention in 2017-18, it is mentioned that the Department will promote and administer the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops. Please advise this Committee of:

- (a) the number of applications for registration as vehicle mechanics in the past 3 years according to the table below:

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2016			
2015			
2014			

- (b) the details on implementation of the voluntary registration scheme for vehicle maintenance workshops; and
- (c) the latest development of the study on the feasibility of a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops.

Asked by: Hon POON Siu-ping (Member Question No. 17)

Reply:

- (a) As of 28 February 2017, there were 8 716 vehicle mechanics registered under the scheme, representing about 92% of the total vehicle mechanics in Hong Kong. The number of applications for registration as vehicle mechanics in the past 3 years is provided in the table below:

	Number of new applications issued with certificates	Number of renewal applications ¹ issued with certificates	Number of applications rejected
2016	1 098	1 883	0
2015	314	1 035	0
2014	219	3 380	38

¹ The validity of each registration/renewal is 3 years.

- (b) Since the roll-out of the voluntary registration scheme for vehicle maintenance workshops on 15 July 2015, registered workshops must comply with and abide by or pledge to endeavour to abide by the requirements of the Practice Guidelines for Vehicle Maintenance Workshops issued by the Electrical and Mechanical Services Department (EMSD) and the Vehicle Maintenance Technical Advisory Committee. With the support of a series of promotional activities, the number of vehicle maintenance workshops which have successfully registered under the scheme reached 1 735 as at end February 2017, equivalent to about 64% of the total vehicle maintenance workshops in Hong Kong. The number of vehicle mechanics employed by the registered workshops amounted to about 89% of the total vehicle mechanics in Hong Kong.
- (c) EMSD has commenced an in-depth study on the feasibility of putting in place a mandatory registration system for the vehicle maintenance trade (including both mechanics and workshops), with regard to the experience of the 2 voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops. EMSD will maintain close communication with the trade on the study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)026

(Question Serial No. 0917)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Transport and Housing

Question:

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

- (a) the number and the percentage of registered vehicle mechanics and workshops under the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops in 2016-17;
- (b) the resources for handling the work and work details and targets of the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops in 2017-18; and
- (c) the progress of the study on the development of a mandatory registration system for both vehicle mechanics and workshops, and when the system will be implemented.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 41)

Reply:

- (a) As of 28 February 2017, there were 8 716 vehicle mechanics registered under the voluntary registration scheme, representing about 92% of the total vehicle mechanics in Hong Kong. Besides, since the implementation of the voluntary registration scheme for vehicle maintenance workshops on 15 July 2015, 1 735 vehicle maintenance workshops have been successfully registered so far, amounting to about 64% of the total vehicle maintenance workshops in Hong Kong. The number of vehicle mechanics employed by the registered vehicle maintenance workshops is about 89% of the total vehicle mechanics in Hong Kong.

- (b) EMSD will continue to promote the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops in 2017-18 through various means, including broadcasting of television and radio announcements in the public interest, publication of newsletters, establishment of a demonstration workshop for conducting talks on the requirements under the Practice Guidelines for Vehicle Maintenance Workshops, and promotional visits to vehicle mechanics and vehicle maintenance workshops. The budgeted expenditure involved in implementing and promoting the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops is \$5.41 million in 2017-18. There is no separate breakdown of the budgeted expenditure for the two schemes.
- (c) EMSD has commenced an in-depth study on the feasibility of putting in place a mandatory registration system for the vehicle maintenance trade (including both mechanics and workshops), with regard to the experience of the 2 voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops. EMSD will maintain close communication with the trade on the study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)027

(Question Serial No. 3095)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the staff establishment, full year salary expenditure and operational expenditure for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Project Management Office (HKPMO) of the Highways Department (HyD) in 2017-18?

Asked by: Hon CHAN Chi-chuen (Member Question No. 49)

Reply:

There will be a staff establishment of 127 (as at 31 March 2018) under the HZMB HKPMO of the HyD. The operating expenses of the Office, including staff salaries, will be about \$109 million in 2017-18.

The above staff establishment includes 3 supernumerary directorate posts and the redeployment of 1 permanent directorate post. The 4 posts will lapse on 31 December 2017. The HyD proposes to retain 2 supernumerary directorate posts up to the end of 2019, as well as retain 1 supernumerary directorate post and extend the redeployment of 1 permanent directorate post, both up to the end of 2020. The Transport and Housing Bureau and the HyD will consult the Legislative Council Panel on Transport on the above proposal in 2017 before submitting the proposal to the Establishment Subcommittee of the Finance Committee (FC) for consideration and finally to the FC for approval.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)028****(Question Serial No. 0112)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The estimated expenditure of Programme (3) for 2017-18 is higher than the revised estimate of the current year by \$10 million, representing an increase of 8.1%. It is also stated that this is mainly due to the creation of 1 post.

Would the Government please advise this Committee on the details of the post?

Asked by: Hon CHAN Chun-ying (Member Question No. 11)Reply:

Under Programme (3) of the Controlling Officer's Report of "Head 60 – HIGHWAYS DEPARTMENT", the increased provision for 2017-18 is higher than the revised estimate for 2016-17 by \$10 million (8.1%). This is mainly due to filling of vacancies as well as creation of 1 post in 2017-18. Apart from the creation of 1 post, the increase in provision is actually for filling of vacancies, salary increments, salary expenses due to pre-retirement leave of staff and general departmental expenses.

The rank, annual staff cost (in terms of notional annual mid-point salary) and duties of the post of engineer to be created in 2017-18 are summarised below:

Rank	Number of Post	Annual Staff Cost (\$)	Duties
Engineer/Assistant Engineer	1	732,630	Mainly to provide technical support for railway-related planning and engineering studies, including technical advice concerning the green transit corridor in Hung Shui Kiu New Development Area which may involve a rail-based system.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)029

(Question Serial No. 0134)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure of Programme (2) for 2017-18 is higher than the revised estimate of the current year by \$277.3 million, representing an increase as high as 19.3%. Please advise this Committee on -

- (1) The breakdown and details of the above expenditure;
- (2) Please set out the details of the 25 posts to be created under this Programme.

Asked by: Hon CHAN Chun-ying (Member Question No. 31)

Reply:

Provision for Programme (2) in 2017-18 is higher than the revised estimate for 2016-17 by \$277.3 million. This is mainly due to the increased provision for highways maintenance, filling of vacancies, workshop services as well as creation of 25 posts in 2017-18.

Under Programme (2), 25 posts will be created in the Highways Department in 2017-18. The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 25 new posts are summarised below -

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Engineer/Assistant Engineer	1	732,630	To provide technical support to the Energising Kowloon East initiative
Works Supervisor I (Civil)	1	336,480	
Senior Engineer	1	1,363,920	To take over and maintain the highway infrastructures and related facilities of the Hong Kong-Zhuhai-Macao Bridge local projects (i.e. the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities)
Engineer/Assistant Engineer	2	1,465,260	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	732,630	
Senior Technical Officer (Civil)	1	566,880	
Technical Officer (Civil)/Technical Officer Trainee (Civil)	2	521,820	
Inspector of Works	1	650,760	
Assistant Inspector of Works	2	818,040	
Works Supervisor I (Civil)	2	672,960	
Works Supervisor II (Civil)	2	541,440	
Electrical Inspector	1	650,760	
Assistant Electrical Inspector	1	409,020	
Clerical Officer	1	409,020	
Assistant Clerical Officer	1	255,060	
Clerical Assistant	1	199,080	
Workman II	1	158,280	
Engineer/Assistant Engineer	1	732,630	Taking over and maintenance of Tate's Cairn Tunnel
Senior Clerical Officer	1	541,440	To strengthen clerical support in the Administration Division
Assistant Clerical Officer	1	255,060	
Total:	25	12,013,170	

- End -

CONTROLLING OFFICER'S REPLY**THB(T)030****(Question Serial No. 0135)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The estimated expenditure of Programme (1) for 2017-18 is higher than the revised estimate of the current year by \$31.7 million. This is mainly for filling of vacancies as well as the creation of 3 posts. Please set out the nature of work and salary expenses of the new posts.

Asked by: Hon CHAN Chun-ying (Member Question No. 30)Reply:

The estimated expenditure of Programme (1) for 2017-18 is higher than the revised estimate of the current year by \$31.7 million. This is mainly for filling of vacancies, salary increments, salary expenses due to pre-retirement leave of staff, general departmental expenses and net increase of 3 posts in 2017-18.

Under Programme (1), 4 time-limited posts of the Highways Department (HyD) will lapse in 2017-18, including 1 Senior Architect with annual salary cost of \$1,363,920, 1 Architect/Assistant Architect with annual salary cost of \$732,630, 1 Senior Geotechnical Engineer with annual salary cost of \$1,363,920 and 1 Engineer/Assistant Engineer with annual salary cost of \$732,630. Due to the creation of 7 new posts in the HyD in the same year, there is a net increase of 3 posts in the staff establishment under Programme (1) in 2017-18. The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 7 new posts are summarised below:

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Senior Engineer	1	1,363,920	To implement noise mitigation projects
Engineer/Assistant Engineer	1	732,630	Provision of covers on public walkways connecting to major public transport interchanges or railway stations

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Senior Engineer	1	1,363,920	To implement Hillside Escalator Links and Elevator Systems Projects
Engineer/Assistant Engineer	2	1,465,260	
Engineer/Assistant Engineer	2	1,465,260	To manage the impact of infrastructure works on traffic and transport and the replacement process of transport infrastructure and facilities
Total	7	6,390,990	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)031

(Question Serial No. 0812)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the reason for the conspicuous increase in the estimated expenditure on highways maintenance in 2017?

Asked by: Hon CHAN Hak-kan (Member Question No.48)

Reply:

The increase in the estimated expenditure on highways maintenance in 2017 is due to -

- (i) cost escalation, especially for works-related costs (e.g. workers' wages for civil works contracts); and
- (ii) the commissioning and handing over to the Highways Department of new highway and associated facilities for maintenance, including the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities for the Hong Kong-Zhuhai-Macao Bridge, improvement works on pedestrian link facilities in Tsz Wan Shan, Kai Tak development - Stage 3A & Stage 4 infrastructure works at north apron area of Kai Tak Airport, development at Anderson Road as well as the lifts and associated facilities under the Universal Accessibility Programme.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)032

(Question Serial No. 0979)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government states that provision of hillside escalator links and elevator systems is being taken forward. Please advise:

- (1) In which year did the project first begin? Since the launch of the project, which items have been completed and what were the costs involved? (Please set out in detail the completion dates and costs of these items.)
- (2) Up to now which items are still at the preparation stage and what are the estimated expenditures? (Please provide the anticipated completion dates and costs of these items.)
- (3) What are the number and details of items that must be shelved due to various reasons? (Please set out in detail.)

Asked by: Hon CHAN Han-pan (Member Question No. 18)

Reply:

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereinafter “hillside escalator links”) to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. In this regard, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the Panel on Transport in February 2010. 2 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 10 in the assessment would be firstly conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals.

Subsequently, following a review on its manpower resources, the Highways Department (HyD) also completed the preliminary technical feasibility studies for the proposals ranked 11 and 12. The current progress of the 18 hillside escalator links proposals is summarised at the Annex.

Of the 18 proposals, 2 are completed and opened for public use (ranked 13¹ and 14²), 1 is partly completed and opened for public use (ranked 1), 2 proposals are under construction (ranked 3 and 9), 1 is inviting tenders (ranked 5). The construction cost estimates for these proposals are as follows:

Rank	Proposal	Construction Cost Estimate (\$ million)
1	Pedestrian Link at Tsz Wan Shan	608
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	222.7
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
13 ¹	Yuet Wah Street Pedestrian Linkage	78
14 ²	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

7 proposals (ranked 2, 4, 6, 7, 8, 11 and 12) are at different stages of study and design. As at February 2017, the total expenditure for the design and study of these proposals are about \$13 million, with construction cost estimates pending review. As regards the 5 remaining proposals (ranked 10, 14³, 16, 17 and 18), please refer to the **Annex** for their current status.

¹ To support the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department (CEDD) commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.

² There are two proposals with the same ranking of 14. This one, “Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital” which was implemented and completed by the Hospital Authority (HA), mainly involved the construction of 1 lift.

³ There are two proposals with the same ranking of 14. The other one is “Escalator Link System between Hong Sing Garden and Po Hong Road”. Hence, there is no proposal ranked 15.

Current progress of the proposals of the hillside escalator links

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project. The construction work commenced in July 2012. As at end of February 2017, 12 out of the 15 facilities under this pedestrian link have already been completed and opened for public use, while 1 facility is expected to be completed in the second quarter of 2017. Regarding the 2 remaining facilities, the target completion date is the third quarter of 2017.
2	Braemar Hill Pedestrian Link	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Planning, Works and Housing Committee of the Eastern District Council on the design scheme in September 2016. The HyD is currently making preparation for the gazetting of the works.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government has obtained funding approval from the LegCo in May 2016. The construction work has commenced since February 2017 and is expected to be completed in mid-2019.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>In 2015, the HyD consulted the Central and Western District Council (C&WDC) on the refined proposal and held a public forum. The department is currently collating and analysing the comments received with a view to briefing the C&WDC on the proposal's progress in the first half of 2017.</p>
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The Government has obtained funding approval from the LegCo in May 2016. The invitation to tender for this proposal ended in February 2017. The HyD is assessing the relevant tenders with a view to commencing the construction works in the second quarter of 2017 for completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the design scheme in April 2016. The department is currently making preparation for the gazetting of the works.</p>

Rank	Proposal	Progress of Project
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Wong Tai Sin District Council on the preliminary design in July 2016. The department is making preparation for the gazetting of the works.</p>
9	Lift and Pedestrian Walkway System at Waterloo Hill	The Government has obtained funding approval from the LegCo in May 2016. Construction work has commenced since December 2016 and is expected to be completed in mid-2019.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit this proposal after the parties concerned have completed repairing the dangerous slopes.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the preliminary design in September 2016.</p> <p>The Government gazetted the proposed project in pursuance of the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in February 2017.</p> <p>The Government plans to seek funding approval from the LegCo within this legislative session to take forward the construction work for the proposal.</p>
12	Lift and Pedestrian Walkway at Luen On Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design for this project.</p> <p>The consultancy is studying the alignment and preliminary design scheme for reduction in land acquisition and impacts on the environment.</p>
13	Yuet Wah Street Pedestrian Linkage	To support the Kwun Tong Town Centre Redevelopment, the CEDD commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.

Rank	Proposal	Progress of Project
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The HA commenced the works for this proposal in November 2015. The works has been completed and the facility opened for public use since January 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)033****(Question Serial No. 0304)**Head: (60) Highways DepartmentSubhead (No. & title): (603) Plant, vehicles and equipmentProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the funding of the following new items which is sought in the context of the Appropriation Bill 2017, would the Administration provide the relevant estimates for 2017-18:

Head	Account	Subhead (Code)	Subhead	Item (Code)	Scope covered
60	Capital Account	603	Plant, vehicles and equipment	801	Procurement of one Bridge Inspection Vehicle for Tsing Ma Control Area
60	Capital Account	603	Plant, vehicles and equipment	802	Procurement of one Bridge Inspection Vehicle for Tsing Sha Control Area

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2554)Reply:

The total estimate for the procurement of 1 bridge inspection vehicle each for the Tsing Ma Control Area and Tsing Sha Control Area from 2017-18 to 2020-21 is \$27.56 million. The estimated expenditure on procurement of bridge inspection vehicle for each of these 2 control areas in 2017-18 is \$2.756 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)034

(Question Serial No. 1697)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government advise on the following -

Whether the Government will bear the additional construction costs caused by the collapse of the seawall in the southeast of the airport island in relation to the reclamation works for the Hong Kong Link Road project?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 26)

Reply:

Relatively large extensions (not collapse) occurred at two locations of the seawall of the Hong Kong Link Road project on 26 October and 6 November 2014. As the works contract is a design and build contract, all the costs associated with design review and strengthening measures are borne by the contractor. Therefore, the additional construction costs are borne by the contractor.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)035

(Question Serial No. 2026)

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in the document, “one of the duties of the Highways Department (HyD) is to plan, monitor and co-ordinate various activities associated with the implementation of new railway projects”. Would the Government inform this Committee on -

- (1) In the Railway Development Strategy 2014 (RDS-2014) published by the Government in September 2014, it was stated that the South Extension of Tuen Mun Station and the Northern Link (NOL) at Kam Sheung Road would be taken forward, with construction and commissioning initially anticipated to commence in 2019 and 2022 respectively. Given the construction works of a number of railway projects fell behind the anticipated schedules in recent years, does the Government have any measures to ensure the timely commissioning of Tuen Mun South Extension (TMS Extension)? Could expenditures on the relevant study and initial construction costs be provided using table form?
- (2) The Government has temporarily suspended the study on the Tuen Mun to Tsuen Wan Link (TMTWL) on the ground of little significance. Could the reasons of suspension be explained in detail? How much expenditure was involved in the study? Has any long-term study been conducted by the Government on the feasibility of 9-car trains?
- (3) Please provide a breakdown of such capital projects under design and construction currently entrusted to the railway corporation or other agencies, including the names of the agencies entrusted, the project costs, the sums payable to the agencies entrusted and the anticipated dates of completion;
- (4) Please provide a list of those capital projects which involve cost overrun or delay with overrun amount, as well as length and causes of delay.

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. 7)

Reply:

- (1) In accordance with the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) has invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway schemes, including the NOL (and Kwu Tung Station) and the TMS Extension. The MTRCL has submitted the proposals for the TMS Extension in end December 2016, and

will submit the proposals for the NOL (and Kwu Tung Station) later this year. The THB, the HyD and other departments concerned are currently assessing the contents of the proposal for the TMS Extension. The MTRCL is required to provide further details and give supplementary information in respect of the proposal to ensure that the proposal is feasible and most beneficial to the community.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the scheme. We will strive to consult the public, including the Legislative Council (LegCo) and the relevant District Councils, in respect of the TMS Extension in the 2017-18 legislative session.

(2) The Government examined in detail the feasibility of building the TMTWL in the consultancy study of the RDS-2014 and considered that the cost effectiveness of TMTWL could hardly be established at that time. Please refer to the RDS-2014 for the relevant findings in detail which are enclosed in the Annex.

The approved cost for the RDS-2014 consultancy study is \$43 million. The Government has no breakdown of the TMTWL study cost.

At present, the number of West Rail Line (WRL) train trips per direction per hour during peak hours is 20. To tie in with the Shatin to Central Link (SCL) which is under construction, starting from January 2016, WRL trains have been progressively converted from 7-car to 8-car trains. It is expected that the overall carrying capacity can be enhanced by about 14% when all WRL trains have been converted to 8-car trains by 2018. Besides, under the SCL project, MTRCL is upgrading the signalling system of the WRL to prepare for the increase in train frequency. The MTRCL is also procuring new train cars and modifying the existing trains. After all these new and modified trains have been put into service by mid-2019, the WRL will be able to serve in a maximum hourly frequency of 24 trains per direction. Based on this, the overall carrying capacity will increase by 37% as compared to that in 2015.

After considering the facilities along the SCL, including the fire safety requirements for tunnel sections and lengths of station platforms, it is expected that the SCL can ultimately reach an hourly frequency of 28 trips in each direction with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% as compared to that in 2015. That said, the actual enhancement in train service will depend on the then operation and passenger demand.

Upon the completion and commissioning of the "East-West Corridor" (formed by the existing WRL, the Tai Wai to Hung Hom section of the SCL currently under construction, and the existing Ma On Shan Line) in 2019, the passengers from New Territories West will be able to travel to eastern Kowloon, Tai Wai, Hin Keng and Wu Kai Sha, from Tuen Mun Station without interchange. As the platform length of Austin Station as well as Hung Hom Station to Wu Kai Sha Station restricts their trains to 8-car trains, the East-West Corridor, including the WRL, cannot operate with 9-car trains.

(3) The information on major railway-related capital projects under design/construction currently entrusted to the railway corporation or other agencies is tabulated below:

Subhead	Project Title	Entrusted to	Estimated Total Expenditure (\$ million)	Anticipated Completion Date
6038TR	West Rail (WR) (phase 1) – Essential Public Infrastructure Works (EPIW) for Tuen Mun section	MTRCL	409	Works substantially completed
6039TR	WR (phase 1) – EPIW for Sham Shui Po section	MTRCL	378.7	Works substantially completed
6045TR	WR (phase 1) – EPIW for Yuen Long section	MTRCL	576	Works substantially completed
6055TR	West Island Line – EPIW	MTRCL	79.6	Works substantially completed
6052TR	Hong Kong section of the Guangzhou - Shenzhen - Hong Kong Express Rail Link (XRL) – design and site investigation	MTRCL	2,782.6	Works substantially completed
6053TR	XRL – construction of railway works	MTRCL	70,405	Third quarter of 2018
6057TR	XRL – construction of non-railway works	MTRCL	16,015	Third quarter of 2018
6051TR	SCL – design and site investigation	MTRCL	2,407.5	Works substantially completed
6058TR	SCL – construction of railway works - protection works	Major Works Project Management Office of the HyD	440.6	Works substantially completed
6059TR	SCL – construction of railway works - protection works in Wan Chai Development Phase II	Civil Engineering and Development Department	119.4	Works substantially completed
6063TR	SCL – construction of railway works - advance works	MTRCL	6,254.9 (Approved Project Estimate (APE) needs to be increased from \$6,254.9 million to \$7,102.6 million)	Works substantially completed
6064TR	SCL – construction of non-railway works - advance works	MTRCL	1,448.2	End of 2017
6061TR	SCL – construction of railway works - remaining works	MTRCL	65,433.3 (under review)	Tai Wai to Hung Hom section: mid-2019
				Hung Hom to Admiralty section: 2021
6062TR	SCL – construction of non-railway works - remaining works	MTRCL	5,983.1 (under review)	Tai Wai to Hung Hom section: mid-2019
				Hung Hom to Admiralty section: 2021

Subhead	Project Title	Entrusted to	Estimated Total Expenditure (\$ million)	Anticipated Completion Date
6056TR	South Island Line (East) [SIL(E)] – EPIW	MTRCL	927 (APE needs to be increased from \$927 million to \$1,213.2 million.)	Works substantially completed
6060TR	Kwun Tong Line Extension (KTE) – EPIW	MTRCL	826.9	Works substantially completed

*Projects with APE exceeding \$50 million

(4) The subhead, project titles, original and forecast completion dates, and estimated budget overrun for the projects involving delay or budget overrun are tabulated below –

Subhead	Project Title	Original Completion Date	Forecast Completion Date	Estimated Budget Overrun (\$ million)
6053TR	XRL – construction of railway works	August 2015	Third quarter of 2018	15,387.5 (additional provision approved)
6057TR	XRL – construction of non-railway works	August 2015	Third quarter of 2018	4,215 (additional provision approved)
6063TR	SCL – construction of railway works – advance works	Fourth quarter of 2015	Works substantially completed	APE needs to be increased from \$6,254.9 million to \$7,102.6 million by \$847.7 million (pending approval by the Finance Committee)
6064TR	SCL – construction of non-railway works – advance works	Fourth quarter of 2015	End of 2017	No overrun
6061TR	SCL – construction of railway works – remaining works	December 2020	2021	See note
6062TR	SCL – construction of non-railway works – remaining works	December 2020	2021	See note
6056TR	SIL(E) – EPIW	2015	Works substantially completed	APE needs to be increased from \$927 million to \$1,213.2 million by \$286.2 million (pending approval by the Finance Committee)
6060TR	KTE – EPIW	2015	Works substantially completed	No overrun

Note: MTRCL pointed out that the SCL project was complicated and only 45% of the Hung Hom to Admiralty section had been completed as at 31 December 2016, adding that the remaining 55% of the section would still be affected by a number of factors. To provide a more accurate estimate for the cost of the main works, it is necessary to wait until the second half of 2017 in order to have a more practical assessment. As it is anticipated that the contingencies for the main works of the SCL would not be sufficient to meet the additional costs of the main works, upon receiving the final assessment on the additional costs from the MTRCL and completing the scrutiny of such assessment, the HyD and the THB will seek additional funding from the LegCo in the 2017-18 legislative session for the continuation of the main works.

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

**Excerpt on the Coastal Railway between
Tuen Mun and Tsuen Wan (TMTWL) from RDS-2014**

- 5.6 The proposed Tuen Mun to Tsuen Wan Link (see Figure 13) envisages a railway station in Tuen Mun West and five intermediate stations along the 20 km coastal corridor.
- 5.7 We have carefully examined the catchment area which the proposed scheme is intended to serve. The local population is mainly concentrated at the eastern and western ends of the 20 km coastline between Tuen Mun and Tsuen Wan, while the remaining population is scattered and dispersed along the coast. For passengers wishing to travel from Tuen Mun to Tsuen Wan (or vice versa), using the Tuen Mun to Tsuen Wan Link instead of the West Rail Line would only generate very limited travel time savings of around one minute. In either case, interchange to other railway lines would be required in the Tsuen Wan area for onward train journeys. For passengers boarding further north of Tuen Mun, e.g. at the Siu Hong Station, taking the Tuen Mun to Tsuen Wan Link would mean a longer overall journey time with two additional interchanges. We will keep a close watch on the usage of the West Rail Line, and evaluate the cumulative effects of the various NDAs and the Northern Link on the West Rail Line, so as to explore other transport infrastructure and measures in good time to provide relief to the railway line.
- 5.8 With reference to the latest planning condition, the residential population within the coastline areas between Tuen Mun and Tsuen Wan is expected to grow by about 11% by 2021, with no significant growth beyond. The distribution pattern will remain largely identical by 2031.
- 5.9 After the improvement works for Tuen Mun Road are completed in 2014, road traffic between Tuen Mun and the urban area will be further improved. The journey time for the bus services currently serving routes between Tuen Mun and the urban area will likely be shortened. As a result, more passengers may prefer to travel to and from Tuen Mun by bus, leading to relatively lower attractiveness of the railway scheme insofar as time savings are concerned. Moreover, implementation of the project will also create negative visual and landscape impacts along the scenic coastal areas. The cost of the project is also expected to be very high (in the region of \$65 billion (in 2013 prices)) due to the technical difficulties involved. The cost-effectiveness can hardly be established up to this point.
- 5.10 Based on the latest development planning and population distribution, the potential for further development by either reclamation or site formation at hillsides along the coast between Tuen Mun and Tsuen Wan is not substantial. We would consider revisiting the railway proposal if there are further changes in the planning circumstances and population as well as increase in transport demand in the longer term in the coastal areas between Tuen Mun and Tsuen Wan or other relevant new considerations in the planning for development in the region.

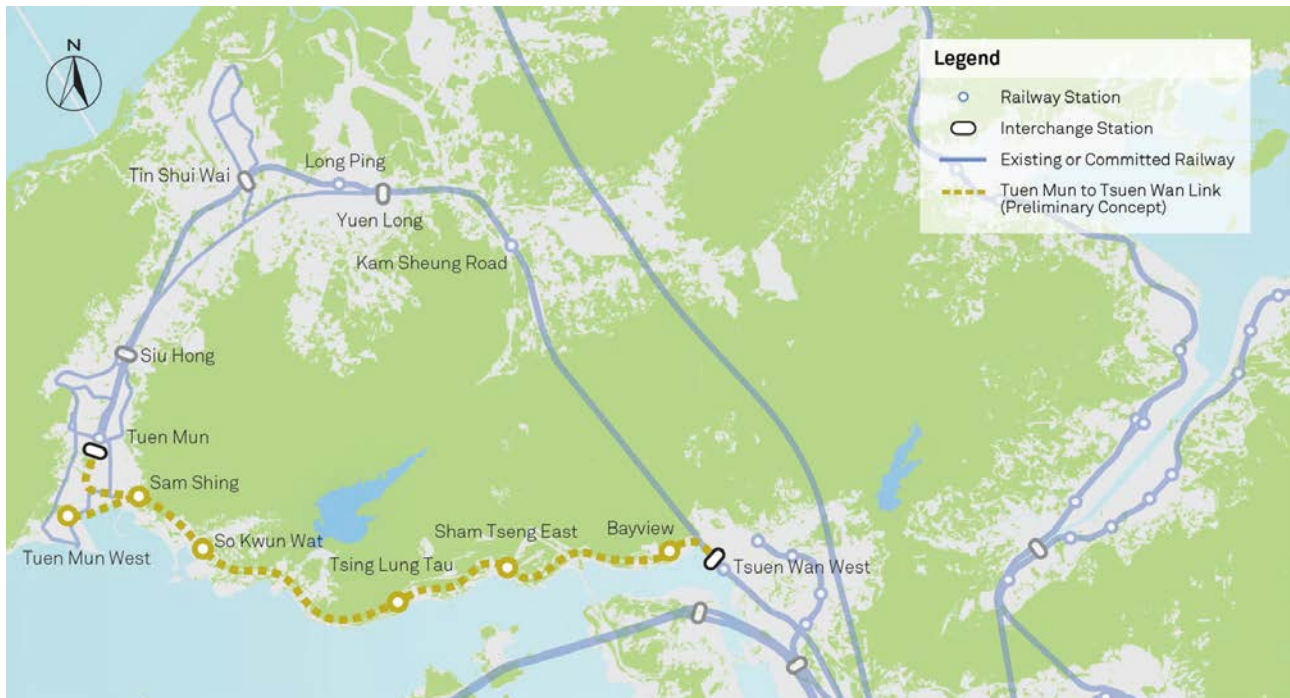


Figure 13: Preliminary Conceptual Scheme of the Tuen Mun to Tsuen Wan Link

- End -

CONTROLLING OFFICER'S REPLY

THB(T)036

(Question Serial No. 1746)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Estimates that the Highways Department (HyD) is responsible for the maintenance of all public roads. There are quite a number of roads in the territory with damaged surfaces or defects, including openings, cracks or unevenness, posing danger to pedestrians, cyclists and other road users. Would the Government inform this Committee on -

- (i) The total expenditure and the average expenditure per kilometre for maintenance of public roads over the past 3 years;
- (ii) Does the Government have any dedicated staff for carrying out regular inspections of road conditions as well as handling maintenance tasks? If yes, what are the details (including the number, establishment, ranks and situations at work of the staff);
- (iii) It is a common phenomenon for road surfaces to remain uneven after repairs. What are the methods of repairs currently adopted by the Government and what is the expenditure on road repairs? Has the Government considered introducing methods of repairs that can better safeguard the safety of pedestrians and cyclists, such as those that can completely level the openings, cracks or uneven surfaces?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 101)

Reply:

- (i) The total expenditure and the average expenditure per kilometre for maintenance of public roads by the HyD over the past 3 years are as follows –
 - 2014 – \$979.1 million (total expenditure); \$466,000 (average expenditure per kilometre)
 - 2015 – \$921.1 million (total expenditure); \$438,000 (average expenditure per kilometre)
 - 2016 – \$955.7 million (total expenditure); \$454,000 (average expenditure per kilometre)
- (ii) The HyD currently arranges contractors through 8 maintenance contracts to conduct regular inspection on public roads in the territory and makes timely arrangement for repairs to wear and tear as well as damaged road surfaces, with the HyD responsible for supervising the contractor's work. As at 31 March 2016, the HyD has an

establishment of 974 staff members under the Programme of District and Maintenance Works who are tasked with district administration and highway maintenance. District administration involves commenting on road matters related to land sale, public and private sector development plans and provision of accesses, as well as the implementation of minor road improvement works. Road maintenance includes routine road inspections, planning and managing road maintenance programme, supervising maintenance works, handling public complaints, managing the emergency control centres to deal with emergency matters such as landslips, washouts and fallen trees, as well as co-ordination of excavation works carried out by public utilities. Road inspection and handling of maintenance works are only part of the district administration and maintenance works. There is no breakdown on the staff establishment for road inspection and handling of maintenance works.

- (iii) The work of road maintenance can roughly be divided into “corrective repairs” and “planned maintenance”. Corrective repair works cover rectification of defects identified through reports received or regular visits and inspections to return the road surfaces to normal conditions as soon as possible. Corrective repair works mainly involve works such as patching of pot holes or small-scale repairs to road surfaces. On the other hand, planned maintenance is preventive in nature, the priorities and programmes of which are determined on the basis of the design standard and current conditions of individual highway facilities, as well as the quality and durability of the materials employed. The aim of planned maintenance works is to allow more comprehensive rehabilitation works bringing long lasting improvement when the facilities show signs of partial wear and tear but yet to develop into extensive serious defects. Such works are usually of a larger scale and take more time to complete.

In general, for non-structural defects which affect road safety (such as uneven road surfaces, pot holes, etc.), the HyD will use bituminous material or rapid hardening material as patching substance to rectify the defective road surfaces as soon as possible, so as to maintain the road in safe and proper conditions for public use. In contrast, road resurfacing which is generally of larger scale and requires more time for completion, the time of road occupation will inevitably be longer with greater impact on traffic. Thus, when the HyD plans for road resurfacing, the overall road usage, anticipated rate of wear and tear as well as impacts on roads nearby and the environment will all be taken into account.

In view of the constraints brought about by traffic and construction noise, the HyD has proactively conducted research into various methods of maintenance and repairs, including employment of thermal patcher, precast concrete panels, etc. for more effective road maintenance. As regards the expenditure on road maintenance, please refer to the reply in (i) above.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)037

(Question Serial No. 2158)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding cycle tracks repair works in the past 3 years, would the Government please advise this Committee on the total expenditures and the average expenditures per kilometre involved?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 105)

Reply:

The total expenditure and average expenditure per kilometre on cycle tracks repair works for the past 3 years (2014-15 to 2016-17) was \$12.29 million and \$0.727 million respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)038

(Question Serial No. 1682)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The plans for 2017 include -

- (a) cleansing all footbridges and subways at least once per quarter;
- (b) inspecting/cleansing traffic signs, directional signs at least once per quarter;
- (c) inspecting/cleansing traffic signs, directional signs on expressways at least twice per year.

However, the results are often less than satisfactory in the areas maintained by the Highways Department (HyD). By contrast, contractors of the Food and Environmental Hygiene Department (FEHD) (Head 49) are required by tenders to clean busy streets at least 1 time per week and even 3 times for markets. Also, there are ample examples of street name plates being blocked by vegetation or covered in dust. Regarding Programme (2) District and Maintenance Works, would the Government advise -

- (1) Why the ultimate reduction of 6.1% in expenditure in 2016-17 was not spent on improving the various cleansing tasks mentioned above?
- (2) Will more efforts be devoted to cleansing of footbridges and subways through redeployment of departmental resources or the increased provision of 19.3% in 2017-18, so as to be on a par with the FEHD in terms of cleansing frequency?
- (3) Without the sweep of rain water, various road signs under noise barriers or subways are especially dirty; blockages by different kinds of vegetation are also frequently found on other roads, with situations near work sites being the worst. Both scenarios cause difficulty to drivers in noting the road conditions. As provision is increased, will this issue be dealt with comprehensively, with more inspections and cleansing in this year? If not, what other specific options for improvement will be given?

Asked by: Hon LAM Cheuk-ting (Member Question No. 44)

Reply:

- (1) In contrast to decreasing as a result of the adjustment in overall expenditure, the HyD's expenditure on road cleansing in 2016-17 as compared to that in 2015-16 had increased, with such expenditure of the Urban and the New Territories Regional Offices for 2015-16 and 2016-17 being \$65 odd million and \$69 odd million. Cleansing of

footbridges, subways and road facilities including street name plates, traffic signs and directional signs belongs to one of the items under the HyD's maintenance contracts, with the cleansing standard and requirements for these road facilities stipulated in the relevant contracts. The HyD will closely monitor the performance of the contractors to ensure their work is up to the stipulated standard. Depending on the actual situation, such as traffic flow, pollution level in the surroundings and the number of complaints, etc., the Department will also increase the frequency of cleansing in order to maintain the cleanliness and the condition of the structures of roads.

(2) There is established division of cleansing work concerning footbridges and subways, including the associated lifts and escalators, between the HyD and the FEHD. In brief, the HyD is responsible for the structural maintenance of the footbridges and subways under their ambit. To ensure the structures of these facilities are in good condition, the HyD will deploy staff to conduct regular inspection on footbridges and subways so as to timely arrange for the cleansing works. Normally, thorough cleansing of footbridges and subways will be conducted at least once per quarter whereas the floor of footbridges and subways of high usage will be cleansed at least once per month. Depending on the actual need, the HyD will also conduct more inspections and cleansing to ensure their structures remain in good condition. As regards routine hygienic cleansing and refuse clearing for footbridges and subways, including the clearing of vomits and excretions of pets, these tasks are under the purview of the FEHD. The FEHD will also, if necessary, carry out localised cleansing for affected areas after clearing vomits or excretions of pets. Due to the different nature of work performed by the HyD and FEHD, no direct comparison between the departments can be made in terms of cleansing frequency.

(3) Under the current contracts between the HyD and contractors, the latter have to carry out regular cleansing of road facilities, including noise barriers and various road signs. At busy road sections, the frequency of cleansing will be higher. During regular inspections to public roads, the contractors will make prompt arrangements to trim the vegetation if driving safety is found compromised. The HyD will deploy staff to conduct site inspection to ensure the relevant work is conducted in accordance with the contractual requirements. Moreover, when the state of cleanliness of road signs for some road sections cannot be upkept by the regular cleansing schedule, the HyD will require the contractors to carry out additional cleansing works. As regards the state of cleanliness in areas near work sites, the sites' responsible parties will be reminded by the HyD from time to time to pay attention to cleanliness and hygiene of the sites and nearby areas, in particular to the suppression of dust and weed growth to upkeep the cleanliness of the roads near the sites.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)039

(Question Serial No. 2602)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) Please provide details about the staff establishment of the Highways Department (HyD) dedicated for monitoring the progress and expenditure of projects, including the rank, number and salary point.

(2) Please provide details about methods the HyD employs to monitor the projects and the procedures concerned. How many project items is each staff member responsible for? What professional qualifications and knowledge must a staff member possess for performing the task? What statutory power does the Government have in handling cases of projects being delayed or with a possible cost overrun? In the past, what means were employed to deal with project delay or cost overrun?

(3) Regarding the number and the cost of capital projects at the design and construction stages, those that involve in-house staff are apparently different from those involving consultants. Please provide details about the establishment of the HyD's in-house staff tasked with the duties of design and construction. On what grounds does the Government decide whether to outsource?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 7)

Reply:

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

(2) For the HyD, there are established mechanisms, comprehensive guidelines and stringent requirements put in place for administering the procurement, delivery and quality control of works projects; as well as for monitoring and auditing project costs, with a view

to achieving satisfactory completion of projects in a timely manner. A project team comprising various levels of in-house staff would be set up to take forward the corresponding project and to administer the relevant contracts. Depending on the scale and complexity of the project, consultants may be commissioned to take part in the administration of the projects. Professional and technical grade officers deployed to administer a contract must possess the relevant academic and professional qualifications. The HyD currently manages about 200 odd projects at different stages of implementation.

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

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

- End -

CONTROLLING OFFICER'S REPLY**THB(T)040****(Question Serial No. 1031)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please set out all the claims made by the contractors of the Hong Kong Link Road (HKLR) and the Hong Kong Boundary Crossing Facilities (HKBCF) projects for the Hong Kong-Zhuhai-Macao Bridge (HZMB).

Name of Contractor	Date of Claim Made	Amount Claimed

Asked by: Hon LAW Kwun-chung, Nathan (Member Question No. 9)Reply:

The contractors of the HKLR and HKBCF projects are obliged to complete the works within the designated time and amount as stipulated in the contracts. In the event of unexpected circumstances, the contractors may submit claims according to the relevant terms provided for in the contracts and are required to provide sufficient justifications and information as reasonable grounds for the claims. These cases of claims will be prudently and independently assessed by a consultant engineer engaged by the Highways Department (HyD) before they are being referred to the latter for approval. Before granting approval to the claims concerned, the HyD will conduct a detailed review of the assessments made by the consultant engineer on the claims submitted by contractors in an objective and reasonable manner to ensure that each claim approved has sufficient grounds and is in accordance with the terms of the contracts. In case the contractors dispute the results of the review on the claims, justifications should be provided for further review to be allowed.

As at February 2017, the claim amounts received in respect of the HKBCF and HKLR projects are about \$3,400 million and about \$2,500 million respectively. According to the relevant terms of the contracts, the Government cannot divulge the information concerning any individual claims of the contractors without their consent.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)041

(Question Serial No. 0955)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016, 50% of works contracts commenced in accordance with agreed programmes, with 2 works contracts unable to commence according to agreed programmes. What were the reasons and the amount of funds involved? Has the commencement date been rescheduled? If so, what are the details?

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

Reply:

Subsequent to the failure of the Northern Connection of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) to complete according to agreed programmes, the award dates of 2 contracts under this project have been rescheduled accordingly. These 2 works contracts are TM-CLKL – Northern Connection Tunnel Buildings, Electrical and Mechanical Works and TM-CLKL – Northern Connection Traffic Control and Surveillance System. Tenders for the former are currently being vetted with funds involved under review, while preparation for the invitation to tender for the latter is currently in progress with funds involved still in the process of assessment.

Based on the latest progress report submitted by the contractor of the TM-CLKL Southern Connection, the Highways Department (HyD) anticipates that if no other unforeseen conditions arise in the future, all the works for the TM-CLKL Southern Connection can be completed in the first half of 2019 at the earliest. As for the Northern Connection, based on a preliminary assessment, if the contractor is fully co-operative and can complete a reasonable design amendment in a timely manner and expeditiously catch up with the work progress, the HyD and the consultants believe they can strive to complete the tunnel works contract in the end of 2019 at the earliest and all construction works of the TM-CLKL Northern Connection in 2020.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)042****(Question Serial No. 3091)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Tuen Mun - Chek Lap Kok Link is one of the projects implemented by the Department. Under the conditions of the Environmental Permit for the operation and construction of the Hong Kong Boundary Crossing Facilities of the Hong Kong - Zhuhai - Macao Bridge, artificial reefs with a volume of 10 800 cubic metres must be deployed within The Brothers Marine Park as an ecology and fisheries compensatory and enhancement measure while fish fry / fingerlings are to be released within the boundary of the artificial reefs. Please advise on -

(a) The date, location, expenses, species as well as the manpower involved in releasing fish fry / fingerlings for the project in the past three years, using the table below:

Date of releasing fish fry / fingerlings	Location for releasing fish fry / fingerlings	Species and number of fish fry / fingerlings released	Expenses on releasing fish fry / fingerlings	Manpower involved in releasing fish fry / fingerlings	Company tasked to release fish fry / fingerlings

(b) Had monitoring been conducted after releasing fish fry / fingerlings for the project in the past 3 years? How did the Department evaluate the results and effectiveness of releasing fish fry / fingerlings?

(c) The date, location, expenses, types as well as the manpower involved in constructing artificial reefs for the project in the past 3 years, using the table below:

Date of constructing artificial reefs	Location of artificial reefs	Size of artificial reefs	Expenses on constructing of artificial reefs	Manpower involved in constructing artificial reefs	Company tasked to construct artificial reefs

Asked by: Hon MO Claudia (Member Question No. 50)

Reply:

According to the recommendations of the environmental impact assessment report of the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road projects of the Hong Kong - Zhuhai - Macao Bridge (HZMB), fry are to be released within the boundary of the newly established Brothers Marine Park as well as the existing Sha Chau and Lung Kwu Chau Marine Park by the Highways Department (HyD) as a measure to enhance fishery resources in the waters. A release trial was conducted on 5 September 2014 in the waters near the Brothers, with a total of about 40 000 fry of yellow croaker and about 60 000 fry of threadfin released. The aim of the release trial was to gather information related to the actual operation of a fry release, and with the trial serving as a reference to our design and tendering of the fry release contract in the future, subsequent working arrangements can therefore be improved. The release trial was conducted by the contractor of reclamation works for the HKBCF of the HZMB and the record of the number of workers tasked with the release was not available. As this was not a formal release to enhance fishery resources, with the major purpose of the release trial being gathering information on the actual arrangements (such as the time the fry supplier needed to deliver the fry to Hong Kong, the mortality rate of the fry during the delivery and important points to note during the delivery), we did not take any post-release action to monitor the situation afterwards. Besides, we are now actively preparing for the deployment of artificial reefs with a volume of 10 800 cubic metres within the Brothers Marine Park as well as the tendering for the fry release exercise, which are anticipated to be implemented in 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)043

(Question Serial No. 2313)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It was pointed out in Programme (1) that the Highways Department (HyD) would “continue to monitor closely the construction progress of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge in the Mainland waters” in 2017-18. In this regard, would the Government please advise this Committee -

- (a) The latest progress of the HZMB project, the number of delayed items, causes of delay and the completion date;
- (b) The additional expenditures and staff establishment involved in the above delayed items;
- (c) Given a large number of industrial accidents in the course of construction, whether the HyD currently has any specific measures to improve construction safety and reduce safety incidents; if yes, what is the expenditure involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 1)

Reply:

(a)

The construction of the tunnel and artificial islands of the HZMB Main Bridge within the Mainland waters is still in progress. Its critical process involves the placement of 33 sub-sea tunnel segments and the final connection. As of 7 March 2017, all 33 sub-sea tunnel segments were placed. Given that the works site is in a complex sea environment, the project faces huge technical difficulties arising from the need to cater for wind speed and under-water current conditions. Its challenges include overcoming the inclement weather and sedimentation of the tunnel bedding conditions. The bridge section of the HZMB Main Bridge was connected in end-September 2016 and bridge deck surfacing works are underway. Given the immense scale of the surfacing works and the high technical requirements, the progress of works may also be affected by inclement weather. In addition, remaining works for the HZMB Main Bridge include the installation of public utilities and testing for commissioning.

As for the Hong Kong projects, reclamation for the Hong Kong Boundary Crossing Facilities (HKBCF) was largely completed in late 2016 while the remaining works of installing armour rocks and the removal of preloading materials are in progress. The 9 works contracts for the superstructures of the HKBCF are now in full swing: the construction of superstructures and installation of prefabricated roof segments are being carried out for the passenger clearance building; installation of precast bridge deck segments are being carried out for the land infrastructure works; construction of the vehicle clearance plaza, ancillary buildings and associated facilities are also in progress. As regards the Hong Kong Link Road (HKLR), bored piles, pile caps, piers and precast bridge deck segments for the marine and land viaducts have all been completed. The bridge decks of land viaduct have all been erected and stressing of their post-tensioning tendons is being carried out. The erection of bridge decks of the marine viaducts, construction of the tunnel section and at grade road works are also in progress. According to the latest works progress, the HyD assesses that the Hong Kong projects will be completed and ready for commissioning by end 2017.

In summary, the HZMB Main Bridge as well as projects of the 3 sides encounter a lot of difficulties and challenges (including risks in respect of technical challenges, extreme weather, works safety and works interface, etc.). At this stage, to commission the project by end 2017, there are still certain problems that will have to be resolved. Without compromising the quality and safety of works, the HZMB Authority and the 3 sides, the Governments of Guangdong, Hong Kong and Macao, are adopting every possible measure to resolve the problems they encountered so as to proceed with their relevant projects. Based on the further consolidated assessment by the Joint Works Committee of the 3 Governments, the 3 sides strive to complete the entire HZMB project by end 2017 for early simultaneous commissioning subject to factors such as the implementation of cross-boundary transport arrangements.

(b)

Through deploying in-house staff resources (estimated establishment of 71 staff members as at 31 March 2018), the HyD monitors the implementation of the HZMB Main Bridge and the Hong Kong projects (including the HKBCF and HKLR projects), with a staff cost of about \$70 million in 2017-18.

The above staff establishment includes 3 supernumerary directorate posts. The 3 posts will lapse on 31 December 2017. The HyD proposes to retain 2 supernumerary directorate posts up to the end of 2019, as well as retain 1 supernumerary directorate post up to the end of 2020. The Transport and Housing Bureau and the HyD will consult the Legislative Council Panel on Transport on the above proposal in 2017 before submitting the proposal to the Establishment Subcommittee of the Finance Committee (FC) for consideration and finally to the FC for approval.

(c)

Contractors of the HKBCF and HKLR projects are required to formulate and implement safety management systems in accordance with the contract terms and relevant safety regulations. The contractors shall ensure that all the workers are provided with adequate safety training and appropriate personal protective equipment such as helmet, safety shoes, reflective tabard, life-jacket and safety belt prior to entering the site to work.

The foreman and safety supervisors of the contractor are to carry out daily site inspection to

monitor construction safety (weekly inspection of site for safety officers), and each vessel is to assign one works supervisor to monitor construction safety at sea.

In order to ensure adequate supervision of the works both before its commencement and at the construction stage, resident site staff members of the consultant engaged by HyD are tasked with vetting the works programme submitted by the contractor and conducting risk assessment. Site Safety and Environmental Management Committee is also set up by resident site staff and the contractor to formulate and implement safety management systems and monitor the contractor's safety performance. Staff of the HyD and the departments concerned (including the Labour Department) shall attend the meeting of the Committee and conduct inspection. If any safety issues are found during the routine safety inspections conducted by the resident site staff of the consultant, as well as the site foreman and safety personnel of the contractor, the contractor will be required to follow up on the issues immediately.

As the safety measures mentioned above are included in the contract terms, no additional costs will be involved.

In order to further enhance site safety, apart from the requirements of existing legislation and the contracts, the contractors are also required to engage independent safety auditors accredited by the Occupational Safety and Health Council to carry out regular audit on the contractors' safety management systems and safety measures for 3 relatively large scale contracts under the HKBCF and HKLR projects of the HZMB. The costs involved is about \$1.63 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)044****(Question Serial No. 2314)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

This Programme pointed out that the Highways Department (HyD) would “continue to take forward the proposed railway schemes recommended under the Railway Development Strategy 2014 (RDS-2014)” in 2017-18. In this regard, would the Government please advise this Committee of the following –

- (a) the current progress of the construction works, the most updated completion dates and estimated expenditures for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Shatin to Central Link (SCL) projects respectively;
- (b) progress of the studies relating to other railway projects; and
- (c) the expenditures and staff establishment involved, as well as their duties.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 2)Reply:

(a)

According to the MTR Corporation Limited (MTRCL), the progress of construction works, the target commissioning dates and the updated cost estimates of the XRL and SCL projects as at end of 2016 are tabulated below -

Projects	Actual Progress of Construction Works* (% completed)	Target Commissioning Date	Updated Cost Estimate (\$ billion) (in money-of-the-day prices)
XRL	87	Third quarter of 2018	86.4
SCL	68	Tai Wai to Hung Hom section: mid-2019	79.8 (under review)
		Hung Hom to Admiralty section: 2021	

Note:* The progress of the railway projects is expressed in terms of percentage of work done.

(b)

In accordance with the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) has invited the MTRCL to submit proposals for the implementation of the first batch of railway schemes viz the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension. The MTRCL has submitted the proposals for the Tuen Mun South Extension in end December 2016, and will submit the proposals for the Northern Link (and Kwu Tung Station) and the East Kowloon Line later this year. The THB, the HyD and other departments concerned are currently assessing the contents of the proposal for the Tuen Mun South Extension. The MTRCL is required to provide further details and give supplementary information in respect of the proposal to ensure that the proposal is feasible and most beneficial to the community.

The THB has also invited the MTRCL to submit proposals for the implementation of the Tung Chung West Extension (and Tung Chung East Station) in early January 2017.

Regarding the other 3 railway schemes viz the Hung Shui Kiu Station, the South Island Line (West) and the North Island Line, we will pursue these schemes in accordance with the indicative implementation window recommended in the RDS-2014. The taking forward of various railway projects is subject to the outcome of the detailed engineering, environmental and financial studies relating to the project at the time, as well as updated assessment of passenger transport demand and availability of resources.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the scheme.

(c)

Various divisions of the Railway Development Office (RDO) of the HyD deploy in-house staff resources, with the assistance of consultants on some specialised tasks, to monitor the works of the XRL and SCL projects, as well as take forward the new railway projects recommended in the RDS-2014. The major duties and responsibilities of these divisions include handling issues related to the planning, design, implementation and commissioning of the XRL and SCL projects entrusted to the MTRCL, and assisting the THB in the implementation of new railway projects, including vetting the proposals of the railway projects submitted by the MTRCL. As at March 2017, there are 4 Chief Engineers, 16 Senior Engineers and 26 Engineers in the HyD tasked with the above duties, with a total estimated staff cost of \$47.8 million in 2017-18. A number of staff also provide support to these divisions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)045

(Question Serial No. 2315)

Head: (60) Highways Department

Subhead (No. & title): (661) Minor plant, vehicles and equipment (block vote)

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It was pointed out under Capital Account that the funding for Subhead 661 Minor plant, vehicles and equipment (block vote) is higher than the revised estimate of 2016-17 by \$2,727,000 (68.2%), which is mainly due to the increased requirement for equipment. Regarding the significant increase mentioned above, please provide the reasons in detail as well as the projects and staff establishment involved.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 3)

Reply:

The ambit of Subhead 661 Minor plant, vehicles and equipment (block vote) covers minor capital expenditure on plant and equipment (except administrative computer systems) with the cost of individual items above \$200,000 but not exceeding \$10 million.

The funding of \$6.727 million in 2017-18, which is higher than the revised estimate of 2016-17 by \$2.727 million, is mainly due to the increased requirement for equipment. The amount of \$6.727 million will be used in replacing and purchasing the following items of equipment:

(1)	Replacement of an old automated telephone system for the government departments in Nan Fung Commercial Centre (including the office of Urban Region (Kowloon) of the Highways Department (HyD) and offices of other departments)
(2)	Replacement of 3 sets of old and malfunctioning Survey Total Station Equipment to support the surveying work of the HyD
(3)	Purchase of 2 maintenance access gantries for repainting the main cables of the Tsing Ma Bridge
(4)	Introducing the use of Building Information Modelling to further ascertain its applicability to road construction works

The purchase of the above items does not involve any increase in staff establishment.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)046****(Question Serial No. 2040)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital Projects
(2) District and Maintenance WorksControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government please provide to this Committee in table form -

- (1) The lengths of the cycle tracks on which the Department completed repair works in the past 5 years and the expenditures involved in the respective 18 District Council districts?
- (2) The lengths and expenditures of the cycle tracks to be improved, newly constructed and repaired by the Department in the coming 5 years in the respective 18 District Council districts?

Asked by: Hon YEUNG Alvin (Member Question No. 123)Reply:

- (1) The lengths of the cycle tracks on which the Highways Department (HyD) completed repair works in the past 5 years and the expenditures involved in the respective 18 District Council districts are as follows –

The expenditures for the cycle tracks on which the HyD completed repair works in the past 5 years (\$million)

District	2012-13	2013-14	2014-15	2015-16	2016-17	Total
Islands	0.002	-	-	-	0.007	0.009
Kwai Tsing	0.001	0.004	-	-	-	0.005
North	0.358	0.167	0.386	0.226	0.112	1.249
Sai Kung	0.177	0.085	0.389	0.449	0.028	1.128
Sha Tin	0.314	0.837	0.070	0.423	0.179	1.823
Tai Po	0.088	0.425	0.334	0.679	0.318	1.844
Tsuen Wan	0.014	0.169	0.011	-	-	0.194
Tuen Mun	0.418	0.363	0.069	0.509	1.205	2.564
Yuen Long	1.177	2.304	2.303	1.884	2.691	10.359
Southern	0.006	0.006	0.006	0.006	0.006	0.030

District	2012-13	2013-14	2014-15	2015-16	2016-17	Total
Central & Western, Eastern, Wan Chai, Kowloon City, Kwun Tong, Sham Shui Po, Wong Tai Sin, Yau Tsim Mong	-	-	-	-	-	-
Total	2.555	4.360	3.568	4.176	4.546	19.205

The lengths of the cycle tracks on which the HyD completed repair works in the past 5 years (kilometre)

District	2012-13	2013-14	2014-15	2015-16	2016-17	Total
Islands	0.001	-	-	-	0.001	0.002
Kwai Tsing	0.001	0.001	-	-	-	0.002
North	0.240	0.232	0.112	0.172	0.855	1.611
Sai Kung	0.430	0.022	0.517	0.011	0.018	0.998
Sha Tin	0.263	0.804	0.489	0.250	0.037	1.843
Tai Po	0.242	0.211	0.230	0.591	0.210	1.484
Tsuen Wan	0.111	0.001	0.001	-	-	0.113
Tuen Mun	0.194	0.366	0.166	0.985	2.007	3.718
Yuen Long	1.464	1.203	1.926	3.425	4.588	12.606
Southern	0.110	0.110	0.110	0.110	0.100	0.540
Central & Western, Eastern, Wan Chai, Kowloon City, Kwun Tong, Sham Shui Po, Wong Tai Sin, Yau Tsim Mong	-	-	-	-	-	-
Total	3.056	2.950	3.551	5.544	7.816	22.917

(2) In the end of 2013, the Transport Department (TD) engaged a consultancy to carry out a study on improvement to the cycle tracks and cycling facilities in 9 new towns. The consultancy has suggested about 900 locations where improvement is required. Since 2016 the HyD has commenced in phases the first batch of improvement works (including provision of additional cycle parking spaces and enhanced safety of cycle tracks) involving about 100 locations, which is expected to be completed within this year. Currently, the TD is dealing with the approximately 800 remaining locations where improvement is required. As these 800 locations involve relatively more complicated work procedures, these projects have to be taken forward in phases on the basis of resources available and the degree of urgency. Moreover, the Civil Engineering and Development Department is also taking forward the project of cycle tracks connecting North West New Territories with North East New Territories.

Since detailed design work for most of the projects is yet to commence or in progress, and that the implementation programme depends on the result of resource allocation as well as

the urgency of the projects, details of lengths and expenditures of cycle tracks to be improved, newly constructed and repaired by the Government in the coming 5 years is not available at the present stage.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)047****(Question Serial No. 0385)**

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:

Under Matters Requiring Special Attention in 2017-18, it is said that the Lands Department will continue with the handling of compensation claims in respect of railway projects; and undertake land administration work required for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL). In this connection, will the Government inform this Committee of the following:

- 1) What were the amounts of expenditures involved in the handling of compensation claims in respect of railway projects over the past five years? (Please provide a yearly breakdown.)
- 2) What items were included in the compensation claims?
- 3) Regarding the land administration work required for the XRL, the SIL(E), the KTE and the SCL, what is the staff establishment? What are the expenditures involved?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. 5)

Reply:

- 1) The total amount of compensation paid in respect of compensation claims arising from railway projects in each of the past five years is as follows -

Financial Year	2012-13	2013-14	2014-15	2015-16	2016-17 (up to end-January 2017)
Total expenditure on compensation claims (about) (\$ million)	131	10	23	88	45

- 2) The expenditure covered, but was not limited to, compensation for the land resumed, rights of temporary occupation created and disturbance caused.
- 3) For the handling of the land administration work required for the XRL, SIL(E), KTE and SCL in 2017-18, the number of staff and staff cost involved are estimated at 58 and \$38 million respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)048

(Question Serial No. 1016)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. The Ship Safety Branch which enforced the Flag State Quality Control (FSQC) and the Port State Control (PSC) effectively maintained its ISO 9000 quality standards during the year and was duly certificated. Please advise on the specific work of the Ship Safety Branch and how the Government assesses the international competitiveness and attractiveness of Hong Kong as a flag state.
2. In 2017-18, the Marine Department will continue to strengthen the quality assurance system on Hong Kong-registered ships, which includes FSQC and the Pre-registration Quality Control (PRQC) inspections, and audits on management companies on the performance of their safety management systems. What is the specific work? What are the estimated expenditure and manpower resources involved?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 37)

Reply:

1. The specific work of the Ship Safety Branch is as follows:
 - (a) carrying out quality control inspections on ships applying for registration in Hong Kong, and on their management companies;
 - (b) vetting and monitoring the performance of recognised organisations;
 - (c) monitoring the quality of Hong Kong-registered ships and their management companies, and providing advice on ship security;
 - (d) following up on Hong Kong-registered ships detained due to PSC inspections in foreign ports; and
 - (e) carrying out PSC inspections on foreign ships entering the port of Hong Kong.

Hong Kong's attractiveness as a flag state worldwide is demonstrated by the persistent increase in the number of ships registered on the Hong Kong Shipping Register, which ranks fourth in the world. To ensure that Hong Kong-registered ships maintain a good level of international safety standards, the MD has, since early 2016, strengthened the inspection of Hong Kong-registered ships which had been detained in others ports, with a view to improving the quality of ships and their management companies, reducing the chance of ships being detained, and enhancing the international competitiveness of Hong Kong as a flag state. The detention rate of Hong Kong-registered ships in 2016 was as low as 0.84%, which was far below the average rate of 3.57% worldwide, placing Hong Kong among the top flag states in the world.

2. The quality assurance system on Hong Kong-registered ships covers, inter alia, FSQC and PRQC inspections, and audits on management companies on the performance of their safety management systems.

The MD conducts FSQC inspections to effectively monitor the overall quality of Hong Kong-registered ships. It analyses, mainly by means of a computer-based information system, the data of Hong Kong-registered ships and their management companies, such as safety certificates and records of inspection provided by foreign port states. Ships and companies with poor inspection and detention records are then selected for comprehensive inspections. PRQC inspections aim at assessing the safety standard and quality of ships applying for registration to prevent any substandard ships from joining the Hong Kong Shipping Register. For audits on management companies on the performance of their safety management systems, the MD makes reference to the inspection reports from other port states on the Hong Kong-registered ships managed by those companies to assess the quality of their safety management systems.

The MD will continue to monitor the quality of Hong Kong-registered ships through the quality control systems which are implemented by 14 professional grade officers. The work forms part of the normal duties of the MD and there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)049

(Question Serial No. 1019)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016, the Marine Department (MD)'s quality assurance system on Hong Kong-registered ships, which included the Flag State Quality Control (FSQC) and the Pre-registration Quality Control (PRQC) inspection systems, was strengthened to ensure the quality of ships in the Hong Kong Shipping Register and in preventing sub-standard ships from joining the Register. The questions are as follows:

1. What are the functions and mode of operation of the quality assurance system on Hong Kong-registered ships?
2. What was the total expenditure involved in strengthening the system last year?
3. In 2016, the rate of Hong Kong-registered ships detained in port state control (PSC) inspections by other administrations was 2.2%, which showed improvement compared to 3% in the previous year. What is the overall situation regarding this level internationally? What is the role and work of the MD in respect of the situation? What are the comments on the efficiency with which Hong Kong, as a flag state, handled relevant cases in the past 3 years? Is Hong Kong competitive enough when compared to other major flag states?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 36)

Reply:

1. The Marine Department (MD) has implemented the Flag State Quality Control (FSQC) system (the control system) since 1999 to monitor the compliance of Hong Kong-registered ships. The control system analyses, by means of a computer-based system, the data of Hong Kong-registered ships and their management companies, such as safety certificates and records of inspection provided by foreign port states. Ships and companies with poor inspection and detention records are then selected for comprehensive inspections in order to effectively monitor the compliance of ships.

The Pre-registration Quality Control (PRQC) system has been adopted since 2004 with the aim of assessing the safety standard and quality of ships applying for registration to prevent any substandard ships from joining the Hong Kong Shipping Register.

2. The total expenditure on the quality assurance system on Hong Kong-registered ships last year was \$754,840, among which \$81,840 was the annual maintenance fee for the computer system, and the remaining \$673,000 was the development cost of a new electronic submission system on information of the certificates of survey.
3. To ensure that ships comply with international safety standards, each port state inspects foreign-registered ships staying at its ports in accordance with international conventions and enters into a Memorandum of Understanding (MOU) for “Port State Control (PSC) regions” to specify inspection standards in detail. According to the figures released by “PSC regions”, between 2014 and 2016, the average detention rate of Hong Kong ships was 0.95%, which was better than the world’s rate of 3.35% and the rates of the 3 largest flag states (Panama, Liberia and Marshall Islands). To put it simply, the average detention rate commonly used around the world is calculated by the following formula:

$$\text{Average detention rate of Hong Kong ships} = \frac{\text{Number of times of Hong Kong ships detained in inspections at ports}}{\text{Total number of inspections of all Hong Kong ships at ports}}$$

The 2.2% detention rate of Hong Kong ships as stated in the Controlling Officer’s Report of the MD is derived from a calculation different from that commonly used around the world. To put it simply, Hong Kong’s rate is calculated by the following formula:

$$\text{Rate of Hong Kong-registered ships detained in PSC inspections by other administrations} = \frac{\text{Number of times of Hong Kong ships detained in inspections at ports}}{\text{Total number of Hong Kong-registered ships}}$$

This indicator is formed to provide the MD with additional reference for a speedy grasp of the overall quality of Hong Kong-registered ships and timely reviews.

In handling Hong Kong-registered ships being detained outside Hong Kong, the MD will provide round-the-clock service throughout the year to help ship owners deal with various emergencies to prevent ship operation from unnecessary delay. To ensure that Hong Kong-registered ships can maintain a good level of international safety standards, since early 2016, the MD has strengthened the inspection of Hong Kong-registered ships which had been detained in other ports, with a view to enhancing the quality of the ships and their management companies, thereby reducing the chance of Hong Kong-registered ships being detained. In addition, the MD provides round-the-clock service throughout the year to help ship owners solve various urgent problems.

The fleet of Hong Kong-registered ships is the world's fourth largest among flag states. The persistent growth in gross tonnage indicates that Hong Kong, as a flag state, has certain attractiveness and competitiveness in the world.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)050

(Question Serial No. 1022)

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the major tasks of the Government for this year is to continue to develop measures to make the Hong Kong Shipping Register more efficient, user-friendly and attractive. Please advise on:

1. the details of the measures implemented in the past 5 years;
2. the specific work for this year; and
3. the manpower and cost involved in the work?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 34)

Reply:

1. The Marine Department (MD) has all along endeavoured to enhance the effectiveness and appeal of the Hong Kong Shipping Register. In this connection, the MD implemented a number of initiatives regarding quality control, service standard and market promotion in the past 5 years.

For quality control, the MD stepped up inspection of Hong Kong-registered ships which had been detained in other ports, with a view to ensuring the quality of such ships and their management companies, reducing the chance of ships being detained by other Port State Controls, and enabling Hong Kong-registered ships to maintain a good level of international safety standards. For enhancing services, the MD met with the industry regularly to jointly study improvement measures for ship registration services, such as exploring the elektronisation of verification services of vessel certificates, providing guidelines of ship registration procedures, and reflecting the industry's views on motions on safety of vessels and crew to the International Maritime Organization from time to time. For market promotion, the MD proactively participated in maritime events with a view to stepping up promotion of the services of the Hong Kong Shipping Register. Apart from the locally held Hong Kong Maritime Industry Week and Asian Logistics and Maritime Conference, the MD also participated in major international maritime exhibitions in Shanghai in 2015 and in

Athens in 2014 and 2016 to introduce the Hong Kong Shipping Register and complementary services of Hong Kong's shipping industry to overseas shipowners.

2. In 2017-18, the MD will continue to enhance the appeal of the Hong Kong Shipping Register by introducing an online certificate verification service to enable instant verification of the validity of vessel certificates by shipowners and overseas harbour authorities. Furthermore, in order to acquaint lawyers engaged in Hong Kong ship registration with ship registration procedures, the MD will compile a practical guideline for stakeholders' reference.
3. The work is performed by the MD's existing staff as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)051****(Question Serial No. 1386)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not Specified

Programme: (1) Infrastructure
 (3) Local Services
 (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

- (a) the respective numbers of floating marine bunkering points and mobile oil barges in the past 3 years (2014-15 to 2016-17);
- (b) the changes, if any, of the designated bunkering areas in the past 3 years (2014-15 to 2016-17); and
- (c) the improvement measures to be taken by the Government to avoid affecting the operations of the industry in response to the lack of supporting facilities for bunkering of fishing vessels as suggested by some fishermen, and in view of the opposition by the industry against the cancellation of the trial bunkering area in the west of Lamma earlier.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 1)Reply:

(a) & (b)

In the past 3 years, the number of designated bunkering areas within Hong Kong waters and licensed oil carriers are set out as follows:

Year (As at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2014	8	165
2015		162
2016		162

- (c) There are currently 8 designated bunkering areas within Hong Kong waters for oil carriers to supply bunker to vessels, including Yau Tong, Cheung Sha Wan, Outside Aberdeen West Typhoon Shelter, Outside Cheung Chau Typhoon Shelter, Outside Tuen Mun Typhoon Shelter, South of Tuen Mun Immigration Anchorage, North of Yau Ma Tei Anchorage and Sai Kung Harbour. These bunkering areas are located near the major berthing places for local vessels (including fishing vessels) to address their needs. Furthermore, some fuelling stations ashore also supply bunker to vessels. The MD maintains communication with the industry regarding the establishment of bunkering areas. In response to the suggestion made by the industry, the MD established 3 bunkering areas on a trial basis, i.e. southwest of Cheung Chau, southwest of Tung Lung Chau and west of Lamma in 2007. Due to low utilisation, the former 2 trial bunkering areas were cancelled in March 2013 and the third one was cancelled in June 2016.

Regarding the supporting facilities for bunkering, the MD is mainly responsible for designating sufficient bunkering areas for oil carriers to supply bunker to local vessels. The present designated bunkering areas are sufficient to meet the demand. As for the types of bunker supplied by oil carriers and their operation locations, these are business considerations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)052

(Question Serial No. 1399)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

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

- (a) the size of the 14 typhoon shelters and sheltered anchorages in Hong Kong and the area of typhoon shelters with permitted length overall of 30.4 metres (m), 50m and 75m respectively over the past 3 years (2014-15 to 2016-17);
- (b) the respective numbers of fishing vessels, pleasure vessels, cargo vessels, dwelling vessels and vessels of other categories berthing at the 14 typhoon shelters and sheltered anchorages in Hong Kong over the past 3 years (2014-15 to 2016-17);
- (c) the average occupancy, the highest and lowest occupancy or relevant data of typhoon shelters (please provide information on each individual typhoon shelter and typhoon shelters with permitted length overall of 30.4m, 50m and 75m) and sheltered anchorages for each month over the past 3 years (2014-15 to 2016-17);
- (d) the expenditure on, staffing for and progress of the relevant work and review conducted by the Government on the berthing and sheltered spaces for local vessels over the past 3 years (2014-15 to 2016-17) and the expected completion time of the review; and
- (e) the respective numbers of “overlength endorsement” applications approved by the Government for the 14 typhoon shelters in Hong Kong for each month over the past 3 years (2014-15 to 2016-17).

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

Reply:

- (a) In the past 3 years (i.e. 2014-15 to 2016-17), the total area of the 14 gazetted typhoon shelters and sheltered anchorages in Hong Kong remained unchanged, i.e. 419 hectares

(ha) for typhoon shelters and 143.8 ha for sheltered anchorages. The area of gazetted typhoon shelters with vessels' permitted length overall of 30.4m, 50m and 75m also remained unchanged in the past 3 years at 109.5 ha, 232.9 ha and 76.6 ha respectively.

- (b) All local vessels, with certain exceptions (such as vessels carrying dangerous goods and vessels exceeding the permitted length of respective typhoon shelters), may enter and remain in any typhoon shelters at any time. In 2014, 2015 and 2016, the number of dwelling vessels moored at the Causeway Bay Typhoon Shelter remained at 4. Apart from this, the Marine Department (MD) does not keep track of the numbers and types of local vessels moored in each typhoon shelter and sheltered anchorage.
- (c) The MD does not maintain records of occupancy of typhoon shelters and sheltered anchorages in normal days, but keeps track of the highest occupancy of each typhoon shelter during typhoons to ensure that their provision meets demands. The highest occupancy of typhoon shelters by class of vessels is set out in *Annex A*.
- (d) The review on berthing and sheltered space for local vessels is carried out in 3 stages. In Stage I, a consultant was engaged at around \$1.5 million to conduct a survey for the stocktaking of supply and demand situation. The survey was completed in mid-2016. The work of Stage II is on policy review and management issues, and Stage III on consultation on the recommendations of the review. The work of these 2 stages is undertaken by the existing staff of the MD as part of their normal duties under Programme (3). There is no separate breakdown of expenditure for such work. The MD is taking forward the work of Stage II which is expected to be completed by the middle of this year. It will then proceed to Stage III.
- (e) The number of Permits issued by the MD for over-length vessels to enter the 14 typhoon shelters in 2014, 2015 and 2016 are set out in *Annex B*.

Table I – The Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2014

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# ₁	10	45	80	3	35	1	0	0	91	83	804	0	750	0	12	1914	86%
Causeway Bay TS ₁	0	35	3	6	19	2	0	15	4	10	60	0	182	0	2	338	45%
Cheung Chau TS ₂	3	24	0	0	25	3	4	0	7	10	131	45	20	0	3	275	36%
Hei Ling Chau TS ₃	2	3	0	5	8	2	0	5	0	3	0	0	1	0	1	30	4%
Kwun Tong TS ₂	2	1	0	11	0	15	0	0	0	4	6	0	4	136	0	179	48%
New Yau Ma Tei TS ₂	18	50	14	110	30	27	0	12	5	35	30	0	62	47	6	446	91%
Rambler Channel TS ₂	0	4	0	30	18	7	0	13	0	30	15	0	14	83	2	216	100%
Sam Ka Tsuen TS ₁	0	5	0	0	3	0	0	0	2	0	41	0	8	0	0	59	45%
Shaukeiwan TS ₁	5	14	0	0	15	2	0	0	30	0	265	0	23	0	2	356	62%
Shuen Wan TS ₁	0	7	0	0	4	0	0	0	0	2	28	40	36	0	10	127	50%
To Kwa Wan TS ₂	3	10	0	42	10	60	0	8	0	61	0	0	4	5	6	209	55%
Tuen Mun TS ₂	0	26	0	90	30	15	10	6	4	45	510	22	23	12	3	796	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	1	0	20	0	2	23	23%

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

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

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

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

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

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table III – The Numbers and Types of Vessels Observed in Typhoon Shelters in 2016

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	26	57	67	3	44	0	0	0	88	82	586	0	733	0	12	1698	77%
Causeway Bay TS ₁	0	35	3	0	0	0	0	15	4	10	80	0	190	0	0	337	52%
Cheung Chau TS ₂	1	25	0	0	15	1	0	0	6	0	165	50	47	0	2	312	45%
Hei Ling Chau TS ₃	4	2	0	2	0	2	8	0	0	4	0	0	0	81	2	105	11%
Kwun Tong TS ₂	2	0	0	40	20	20	0	0	0	0	92	0	45	29	2	250	70%
New Yau Ma Tei TS ₂	27	40	30	158	30	37	0	0	4	35	15	0	50	53	5	484	100%
Rambler Channel TS ₂	0	1	0	26	7	2	0	2	0	6	17	0	15	50	1	127	100%
Sam Ka Tsuen TS ₁	0	5	0	0	2	0	0	0	2	0	65	0	18	0	0	92	65%
Shaukeiwan TS ₁	7	18	0	0	0	0	0	0	24	14	412	0	70	0	0	545	90%
Shuen Wan TS ₁	0	8	0	0	4	0	0	0	0	2	28	40	38	0	8	128	51%
To Kwa Wan TS ₂	11	0	0	60	0	30	0	18	0	13	0	0	20	10	0	162	100%
Tuen Mun TS ₂	0	59	0	85	26	36	0	30	4	67	161	0	105	28	7	608	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	5%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2016

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Number of Permits issued for over-length vessels to enter 14 typhoon shelters from 2014 to 2016

Year	Number of Permits for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	74	25	60	64	114	65	60	75	106	71	45	101
2015	85	116	82	82	113	75	55	65	54	58	51	53
2016	77	96	64	47	110	72	59	61	64	68	60	69

- End -

CONTROLLING OFFICER'S REPLY**THB(T)053****(Question Serial No. 1401)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

the respective numbers of pair trawlers, stern trawlers, shrimp trawlers, hang trawlers, fishing sampans (C7), purse seiners with light, purse seiners, liners and gillnetters, outboard open sampans (P4), fish carriers, other fishing vessels and industry-related vessels in the past 3 years (2014-15 to 2016-17).

Asked by: Hon HO Chun-yin, Steven (Member Question No. 10)Reply:

Vessels licensed as Class III vessel (i.e. fishing vessel) under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation are divided into 4 types. The numbers of each type of vessels in the past 3 years are set out as follows:

Types	2014	2015	2016
Fish carrier	25	26	31
Fishing sampan (known as C7)	1 958	1 997	1 982
Fishing vessel	2 003	2 030	1 997
Outboard open sampan (known as P4)	2 613	2 575	2 621
Total	6 599	6 628	6 631

The Marine Department does not have a further breakdown of the types of fishing vessels.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)054

(Question Serial No. 1414)

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding piers, please advise:

- (a) the number and locations of piers (please provide a list by district) for various fishing vessels in Hong Kong;
- (b) which piers of the above had maintenance works done in the past 3 years (2014-15 to 2016-17), and when these works were carried out; and
- (c) the staffing and expenditure for the above works in the past 3 years (2014-15 to 2016-17) and the estimated staffing and expenditure in 2017-18.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 23)

Reply:

- (a) Fishing vessels may use over 180 public piers and landing facilities all over Hong Kong (listed at Annex). Besides, fishing vessels may use the piers at the Aberdeen Wholesale Fish Market and the Cheung Sha Wan Wholesale Fish Market managed by the Fish Marketing Organization (FMO).
- (b) The maintenance of public piers, landing facilities and other marine structures is undertaken by the Civil Engineering and Development Department (CEDD) instead of the Marine Department (MD). In the past 3 years (2014-15 to 2016-17), the CEDD issued about 520 works orders to their contractors for maintenance of public piers and landing facilities. The FMO also undertakes maintenance for the piers at the Cheung Sha Wan Wholesale Fish Market and the Aberdeen Wholesale Fish Market from time to time.
- (c) The total expenditure of the CEDD on maintaining public piers and landing facilities in the past 3 years (2014-15 to 2016-17) is about \$23 million. The estimated expenditure for 2017-18 is \$16 million. 3 professional and 16 technical in-house

staff of the CEDD handle the maintenance work of these facilities. The staffing and expenditure for the maintenance of the piers at the 2 wholesale fish markets are absorbed by the FMO.

Public Piers and Landing Facilities
managed by the Civil Engineering and Development Department

(a) Public Piers

	Name of Public Piers	Structure No.	District
1	Ap Chau Public Pier	NP082	North
2	Blake Pier at Stanley	HP148	Southern
3	Central Pier No. 10	HP151	Central & Western
4	Central Pier No. 9	HP150	Central & Western
5	Chek Keng Pier	NP108	Tai Po
6	Cheung Chau Public Pier	IP026	Islands
7	Chi Ma Wan Pier	IP047	Islands
8	Hap Mun Bay Public Pier	NP071	Sai Kung
9	Joss House Bay Public Pier	NP051	Sai Kung
10	Kadoorie Pier	NP128	Tuen Mun
11	Kat O Chau Pier	NP083	North
12	Kei Ling Ha Hoi Pier	NP110	Tai Po
13	Ko Lau Wan Public Pier	NP167	Tai Po
14	Kowloon Public Pier	KP070	Yau Tsim Mong
15	Kwun Tong Public Pier	KP058	Kwun Tong
16	Lai Chi Chong Pier	NP111	Tai Po
17	Lo Tik Wan Pier	IP035	Islands
18	Luk Chau Tsuen Pier	IP083	Islands
19	Ma Liu Shui Ferry Pier	NP141	Sha Tin
20	Ma Tau Kok Public Pier	KP048	Kowloon City
21	Ma Wan Public Pier	IP054	Tsuen Wan
22	Pak A Pier	NP059	Islands
23	Pak Mong Pier	IP048	Islands
24	Pak Sha Wan Pier No.2	NP149	Sai Kung
25	Peng Chau Public Pier	IP055	Islands
26	Pier at Angler's Beach Sham Tseng	NP161	Tsuen Wan
27	Po Toi O Pier No. 2	NP147	Sai Kung
28	Po Toi Public Pier	IP058	Islands
29	Sai Kung New Public Pier	NP175	Sai Kung
30	Sai Kung Public Pier	NP073	Sai Kung
31	Sai Wan Jetty	IP027	Islands

	Name of Public Piers	Structure No.	District
32	Sam Mun Tsai Village Pier	NP094	Tai Po
33	Sha Kiu Public Pier	NP074	North
34	Sha Lo Wan Pier	IP049	Islands
35	Sha Tau Kok Public Pier	NP165	North
36	Sham Chung Pier	NP112	Tai Po
37	Sham Tseng Public Pier	NP091	Kwun Tong
38	Sok Kwu Wan Pier No. 2	IP031	Islands
39	Sok Kwu Wan Public Pier	IP039	Islands
40	St. Stephen's Beach (South) Pier	HP113	Southern
41	Tai Lei Island Pier	IP056	Islands
42	Tai Mei Tuk Pier No. 1	NP095	Tai Po
43	Tai Mei Tuk Pier No. 2	NP096	Tai Po
44	Tai O Public Pier	IP050	Islands
45	Tai Pai Tsui Pier	IP075	Tsuen Wan
46	Tai Po Railway Pier	NP097	Tai Po
47	Tai Shui Hang Pier	IP051	Islands
48	Tai Tam Bay Pier	HP116	Southern
49	Tai Tau Chau Pier	NP075	Southern
50	Tap Mun Pier	NP113	Tai Po
51	Tiu Keng Leng Pier	NP164	Sai Kung
52	Tong Shui Road Pier	HP105	East
53	Tsing Yi Public Pier	NP123	Kwai Tsing
54	Tso Wo Hang Pier	NP076	Sai Kung
55	Tsuen Wan Ferry Pier (West Rail)	KP092	Tsuen Wan
56	Tsuen Wan Public Landing Steps (West Rail)	KP093	Tsuen Wan
57	Tung Chung Development Pier (Public)	IP101	Islands
58	Tung Chung Public Pier	IP053	Islands
59	Tung Lung Chau (North) Pier	IP069	Sai Kung
60	Tung Lung Chau Public Pier	IP061	Sai Kung
61	Tung Ping Chau Public Pier	NP053	Tai Po
62	Wong Shek Public Pier	NP166	Tai Po
63	Wu Kai Sha Pier	NP088	Sha Tin
64	Yau Kom Tau Pier	NP125	Tsuen Wan
65	Yim Tin Tsai Pier	NP065	Sai Kung
66	Yung Shue Wan Development Pier	IP076	Islands

	Name of Public Piers	Structure No.	District
67	Yung Shue Wan Public Pier	IP040	Islands

(b) Public Landing Facilities

	Name of Public Landing Facilities	Structure No.	District
68	Aberdeen Praya Road Landing No. 1	HP016	Southern
69	Aberdeen Praya Road Landing No. 2	HP017	Southern
70	Aberdeen Praya Road Landing No. 3	HP018	Southern
71	Aberdeen Praya Road Landing No. 4	HP019	Southern
72	Aberdeen Praya Road Landing No. 5	HP020	Southern
73	Aberdeen Praya Road Landing No. 6	HP009	Southern
74	Aberdeen Praya Road Landing No. 7	HP010	Southern
75	Aberdeen Wholesale Fish Market Landing No. 3	HP008	Southern
76	Ap Lei Chau Landing No. 1	HP024	Southern
77	Ap Lei Chau Landing No. 2	HP025	Southern
78	Ap Lei Chau Landing No. 3	HP026	Southern
79	Ap Lei Chau Landing No. 4	HP027	Southern
80	Ap Lei Chau Landing No. 5	HP023	Southern
81	Causeway Bay Typhoon Shelter Landing No. 7	HP037	Eastern
82	Central Landing No. 10	HP048	Central & Western
83	Chai Wan Cargo Handling Basin Landing	HP147	Eastern
84	Cheung Chau Complex Landing	IP003	Islands
85	Cheung Sha Wan Landing No. 3	KP004	Sham Shui Po
86	Ha Wai Landing	NP150	Tai Po
87	Hong Kong Convention & Exhibition Centre Landing	HP080	Wan Chai
88	Hung Hom Landing No. 8	KP006	Kowloon City
89	Kai Tak Landing No. 1	KP106	Kowloon City
90	Kai Tak Landing No. 2	KP107	Kowloon City
91	King Wan Street Landing	KP012	Kowloon City
92	Lee Nam Road Landing	HP022	Southern
93	Long Harbour Wan Tsai Landing	NP034	Tai Po
94	Ma Liu Shui Landing No. 1	NP152	Sha Tin
95	Ma Liu Shui Landing No. 2	NP153	Sha Tin

	Name of Public Landing Facilities	Structure No.	District
96	Ma Liu Shui Landing No. 3	NP154	Sha Tin
97	Ma Wan Pak Lam Road Landing	IP121	Tsuen Wan
98	Mui Wo Landing No. 1	IP010	Islands
99	Mui Wo Landing No. 2	IP011	Islands
100	Mui Wo Landing No. 3	IP012	Islands
101	Pak She Praya Road Landing	IP004	Islands
102	Pak Shek Kok Public Pier	NP168	Tai Po
103	Peng Chau Landing No. 1	IP014	Islands
104	Peng Chau Landing No. 2	IP015	Islands
105	Peng Chau Landing No. 3	IP016	Islands
106	Peng Chau Landing No. 4	IP017	Islands
107	Peng Chau Landing No. 5	IP088	Islands
108	Peng Chau Landing No. 6	IP089	Islands
109	Peng Chau Landing No. 7	IP096	Islands
110	Peng Chau Landing No. 8	IP097	Islands
111	Peng Chau Landing No. 9	IP098	Islands
112	Po Chong Wan Landing No. 1	HP011	Southern
113	Praya Street Landing	IP006	Islands
114	Quarry Bay Park Landing No. 1	HP069	Eastern
115	Sai Kung Town Landing No. 1	NP013	Sai Kung
116	Sai Kung Town Landing No. 2	NP014	Sai Kung
117	Sai Kung Town Landing No. 3	NP145	Sai Kung
118	Sai Kung Town Landing No. 5	NP008	Sai Kung
119	Sai Ning Street Landing No. 1	HP058	Central & Western
120	Sai Ning Street Landing No. 2	HP059	Central & Western
121	Sai Wan Landing	IP005	Islands
122	Sam Ka Tsuen Landing No. 1	KP013	Sai Kung
123	Sam Ka Tsuen Landing No. 2	KP014	Sai Kung
124	Sam Ka Tsuen Landing No. 3	KP015	Sai Kung
125	Sha Ha Landing No. 1	NP009	Sai Kung
126	Sha Ha Landing No. 2	NP010	Sai Kung
127	Sha Ha Landing No. 3	NP011	Sai Kung
128	Sha Ha Landing No. 4	NP012	Sai Kung
129	Sha Tau Kok Landing No. 1	NP017	North
130	Sha Tau Kok Landing No. 2	NP018	North
131	Shatin Area 77 Landing	NP151	Sha Tin

	Name of Public Landing Facilities	Structure No.	District
132	Shau Kei Wan Typhoon Shelter Landing No. 1	HP070	Eastern
133	Shau Kei Wan Typhoon Shelter Landing No. 2	HP071	Eastern
134	Shau Kei Wan Typhoon Shelter Landing No. 3	HP072	Eastern
135	Shau Kei Wan Typhoon Shelter Landing No. 4	HP073	Eastern
136	Shau Kei Wan Typhoon Shelter Landing No. 5	HP074	Eastern
137	Shau Kei Wan Typhoon Shelter Landing No. 6	HP137	Eastern
138	Shau Kei Wan Typhoon Shelter Landing No. 7	HP075	Eastern
139	Shau Kei Wan Typhoon Shelter Landing No. 10	HP068	Eastern
140	Shek Pai Wan Landing No. 1	HP012	Southern
141	Shek Pai Wan Landing No. 2	HP013	Southern
142	Shek Pai Wan Landing No. 3	HP014	Southern
143	Sheung Wan Landing No. 1	HP076	Central & Western
144	Sheung Wan Landing No. 2	HP142	Central & Western
145	Shuen Wan Breakwater Landing No. 1	NP029	Tai Po
146	Shuen Wan Breakwater Landing No. 2	NP030	Tai Po
147	Shum Wan Landing No. 1	HP015	Southern
148	Siu Sai Wan Landing No. 1	HP077	Eastern
149	Siu Sai Wan Landing No. 2	HP141	Eastern
150	Tai A Chau Landing No. 1	IP021	Islands
151	Tai A Chau Landing No. 2	IP022	Islands
152	Tai A Chau Landing No. 3	IP023	Islands
153	Tai Hing Tai Road Landing No. 1	IP007	Islands
154	Tai Hing Tai Road Landing No. 2	IP008	Islands
155	Tai Kok Tsui Landing	KP026	Yau Tsim Mong
156	Tai Mei Tuk Landing	NP031	Tai Po
157	Tai O Promenade Landing No.1	IP099	Islands
158	Tai O Promenade Landing No. 2	IP100	Islands
159	Tai Po Area 27 Landing	NP032	Tai Po
160	Tai Po Industrial Area Landing	NP033	Tai Po
161	Tai Shui Hang Landing	NP026	Sha Tin

	Name of Public Landing Facilities	Structure No.	District
162	Tai Wan Shan Landing	KP007	Kowloon City
163	Tseung Kwan O South Landing	NP181	Sai Kung
164	Tsim Sha Tsui Landing No. 2	KP030	Yau Tsim Mong
165	Tsim Sha Tsui Landing No. 5	KP029	Yau Tsim Mong
166	Tsuen Wan Area 2 Landing No. 1	NP040	Tsuen Wan
167	Tsuen Wan Area 2 Landing No. 2	NP041	Tsuen Wan
168	Tuen Mun Area 27 Landing No. 1	NP044	Tuen Mun
169	Tuen Mun Area 27 Landing No. 2	NP045	Tuen Mun
170	Tuen Mun Area 40 Landing	NP047	Tuen Mun
171	Tuen Mun Area 44 Landing No. 2	NP043	Tuen Mun
172	Tui Min Hoi Landing No. 1	NP015	Sai Kung
173	Tui Min Hoi Landing No. 2	NP016	Sai Kung
174	Tung Chung Development Seawall Landing No. 1	IP091	Islands
175	Waglan Landing	IP018	Islands
176	Western PCWA Landing No. 1	HP057	Central & Western
177	Yau Ma Tei Typhoon Shelter Landing No. 1	KP036	Yau Tsim Mong
178	Yau Ma Tei Typhoon Shelter Landing No. 2	KP037	Yau Tsim Mong
179	Yau Ma Tei Typhoon Shelter Landing No. 3	KP038	Yau Tsim Mong
180	Yau Ma Tei Typhoon Shelter Landing No. 4	KP039	Yau Tsim Mong
181	Yau Ma Tei Typhoon Shelter Landing No. 5	KP040	Yau Tsim Mong
182	Tathong Point Landing	IP024	Sai Kung
183	Runway Park Pier Landing No. 1	KP009	Kowloon City
184	Runway Park Pier Landing No. 2	KP010	Kowloon City

- End -

CONTROLLING OFFICER'S REPLY

THB(T)055

(Question Serial No. 1425)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of new measures and amendment of legislation by the Marine Department (MD), please advise on:

- (a) the MD's general procedures of releasing relevant information to fishermen and the staffing involved;
- (b) the MD's expenditure on publicity in the past 3 years (2014-15 to 2016-17); and
- (c) the policies to rectify the various inconvenience arising from fishermen often being unaware of the MD's latest changes in policies.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 59)

Reply:

- (a) Before introducing new policies or amending existing legislation, the MD releases information and consults the industry through a number of channels. In general, information papers are presented at meetings of the Local Vessels Advisory Committee and related Sub-committees, and uploaded to the MD's website. It also sends representatives to talks for fishermen groups to explain policies, invites representatives of fishermen groups to attend talks or meetings of working groups, and gazettes relevant notices. The above work is mainly undertaken by the Local Vessels Safety Section with an establishment of 23 staff members.
- (b) Release of information and publicity form part of the normal duties of the MD staff and there is no separate breakdown of the expenditure involved.
- (c) To ensure that fishermen fully understand the new measures, the MD is proactive in participating in talks held in various districts to enhance rapport in districts, and in producing and distributing information leaflets or guidelines as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)056****(Question Serial No. 1426)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the survey of ships, please advise on:

- (a) the quotas the Marine Department (MD) allots at a time to fishermen by district for application for inspection of locally-licensed and river trade vessels respectively in the past 3 years (2014-15 to 2016-17) and the respective schedules;
- (b) the staffing and expenditure for inspection of locally-licensed and river trade vessels by district for compliance with marine legislation in the past 3 years (2014-15 to 2016-17);
- (c) the time the MD takes from document vetting to the issue of a certificate of survey in the past 3 years (2014-15 to 2016-17); and
- (d) the time that the MD will conduct a review on the staffing for the above districts and the relevant timetables.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 60)Reply:

- (a) In the past 3 years, the MD's schedule and quotas for the survey of locally-licensed vessels (including river trade vessels) at designated survey locations are as follows:

Designated Survey Location	Schedule (Except Public Holidays)	Quota on Vessels
New Yau Ma Tei Typhoon Shelter	Monday to Friday	Nil
Aberdeen Typhoon Shelter	Every Tuesday and Thursday	20
Shau Kei Wan Typhoon Shelter	First and third Tuesday of every month	10

Cheung Chau Typhoon Shelter	Second and fourth Tuesday of every month	10
Sai Kung (off Sai Kung Hoi Pong Street)	First and third Wednesday of every month	10
Tai Po (off Sam Mun Tsai Marine Office)	Second Wednesday of every month	10
Tuen Mun Kadoorie Pier	Second and fourth Friday of every month	10
Sha Tau Kok Pier at Yim Liu Ha	Third Friday of every 3 months	20 (Additional quota is available according to actual situations)

- (b) Inspections of locally-licensed vessels are performed by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section. The inspections form part of the normal duties of the MD and there is no separate breakdown of the expenditure involved.
- (c) The time required from document vetting to the issue of a certificate of survey varies depending on different factors, including whether the vessel is a completely new construction and whether it has been surveyed by an authorised surveyor. The process usually takes 2 weeks to several months. Generally speaking, the survey of a completely new constructed vessel takes a longer time. If a vessel has been surveyed by an authorised surveyor, the processing time can be shortened.
- (d) Subject to the availability of resources, the MD implements flexible staff deployment to conduct surveys of ships in various districts in response to the industry's demand. For example, there was an increase of demand for surveys in Sha Tau Kok in 2016. The MD promptly deployed additional staff members to process the applications and introduced a 2-week special re-inspection period to conduct re-inspections for vessels which have failed to meet the requirements as soon as possible for speeding up the process.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)057

(Question Serial No. 1428)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the examinations for seafarers and the issue of certificates of seafarers, please advise on:

- (a) the Government's mechanism for providing translation service, audio version of examination paper or other assistance for candidates with special needs; and
- (b) further to the above item, the staffing and expenditure for the mechanism.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 62)

Reply:

- (a) The Marine Department (MD) organises 3 types of examinations for seafarers, namely the Sea-going, River Trade and Local Certificates of Competency (CoCs).

For the Sea-going CoC examination, no translation service, audio version of examination paper or other assistance is provided. For the River Trade CoC examination, candidates may choose to take the examination in Chinese or English. The Local CoC examination consists of 3 parts, namely multiple choice questions, a practical chart work written examination and an oral examination. For the multiple choice section, the MD will arrange a computer-aided audio version in Cantonese for candidates with special needs. Candidates taking the practical chart work written examination may choose to take the examination in traditional Chinese, simplified Chinese or English, and the oral section can be conducted in Cantonese or English.

- (b) The Seafarers' Certification Section of the MD has an establishment of 17 staff members taking care of the examinations for seafarers and the issue of CoC. Providing examination related assistance forms part of the normal duties of the MD staff. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)058

(Question Serial No. 1429)

Head: (100) Marine Department

Subhead (No. & title): (603) Plant, vehicles and equipment
(661) Minor plant, vehicles and equipment (block vote)

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under the Capital Account, why is the total for 2016-17 more than double that for 2015-16?

Asked by: Hon HO Chun-yin, Steven (Member Question No. 63)

Reply:

In 2016-17, the Marine Department carried out a number of relatively large projects on the replacement of plant and equipment, including the installation of an integrated closed-circuit television system at the Government Dockyard, refurbishment of 3 hydrofoil platforms at the Macau Ferry Terminal and replacement of the baggage handling crane at the China Ferry Terminal. Therefore, the total for 2016-17 has increased against that for 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)059

(Question Serial No. 1437)

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

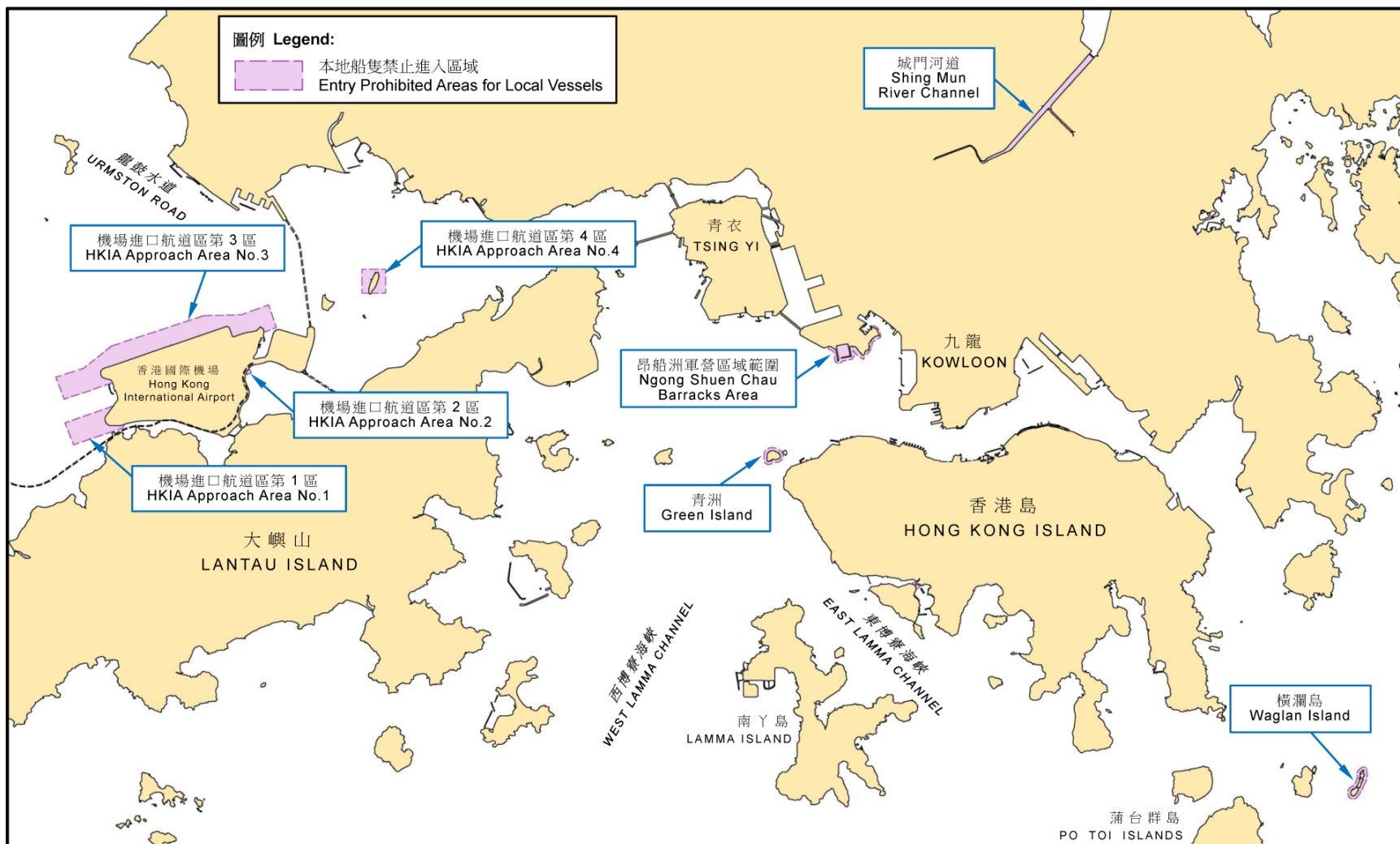
Regarding the navigation of local vessels, please advise on the waters currently available for vessel navigation in Hong Kong. Please indicate on a map.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 72)

Reply:

Apart from the entry prohibited areas stipulated in the Merchant Shipping (Local Vessels) (General) Regulation, local vessels may navigate within any waters of Hong Kong in general. The locations of the entry prohibited areas are shown in the attached map.

Entry Prohibited Areas for Local Vessels under the Merchant Shipping (Local Vessels) (General) Regulation (Cap.548F)



海事處海道測量部於 2017 年 3 月繪製
Prepared by the Hydrographic Office,
Marine Department. March 2017

不宜作航行用途
Not to be used for Navigation

基準
Datum WGS84

圖則編號
Drawing No. 2017MAR014

- End -

CONTROLLING OFFICER'S REPLY

THB(T)060

(Question Serial No. 3288)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In view of the recruitment difficulties faced by the ferry industry, what measures will the Government take to encourage people to enter the industry?

Asked by: Hon LUK Chung-hung (Member Question No. 34)

Reply:

The Government set up a Maritime and Aviation Training Fund (the Fund) in April 2014 with a commitment of \$100 million. The Local Vessel Trade Training Incentive Scheme (the Scheme) was introduced under the Fund to provide incentive to attract new blood to the local vessel trade (including the ferry industry) and encourage them to acquire their first professional qualification as coxswains or engine operators on local vessels. The Scheme provides a maximum total of \$30,000 for eligible deck or engine room seafarers newly employed by the local vessel trade.

As at 28 February 2017, a total of 71 seafarers from 17 local vessel companies joined the Scheme, among which 19 were working in the ferry industry and 7 of them have acquired local professional qualifications.

Besides, to encourage new recruits to acquire local professional qualifications, the Marine Department (MD) has launched the following measures:

- (a) The 12-month shipboard service requirement for Coxswain Grade 3 Certificate can be cut to 9 months after the applicant has completed relevant preparatory maritime course and on-the-job training. Similar adjustment will be applied to the applicants of the examination for Engine Operator Grade 3 Certificate;
- (b) A new recruit with no shipboard service experience will be allowed to sit for the examination for professional qualification. After he/she has passed the examination and performed shipboard service for the required period, he/she will be issued a certificate. This arrangement helps address the hesitation that one cannot pass the examinations despite having performed shipboard service for the required period; and

- (c) An examination guidebook covering the syllabus and some mock questions has been published to help candidates better prepare for the examination for Coxswain Grade 3 Certificate.

In promoting the local maritime industry, the MD collaborates with the industry to organise a series of events on the “6.25 Day of the Seafarer” in June every year. The events include setting up street booths in various places in Hong Kong, and arranging MD’s staff to the events to promote the local maritime industry and recruit young people for the industry. The MD also takes part proactively in the annual Education and Careers Expo held at the Hong Kong Convention and Exhibition Centre, activities and promotional events of the local maritime sector, such as Maritime Industry Week and the exhibition at Asian Logistics and Maritime Conference, to introduce the local maritime industry to the youth. In addition, the MD will strengthen co-operation with the industry and training organisations (including the Maritime Services Training Institute of the Vocational Training Council and the Department of Logistics and Maritime Studies of the Hong Kong Polytechnic University) to acquaint young students with knowledge about the maritime industry, with a view to arousing their interest in the industry.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)061

(Question Serial No. 2112)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the data obtained from the consultancy study on the berthing and sheltered space for local vessels, how much additional sheltered space for local and small visiting vessels will be required in the next 5 to 10 years in order to meet the demand as expected by the Government? What are the staffing and expenditure involved in the planning work? Is there any assessment on the adequacy of the existing berthing and sheltered space? What are the job category, scope of work and estimated expenditure for the 5 new posts to be created under this Programme in 2017-18?

Asked by: Hon NG Wing-ka, Jimmy (Member Question No. 39)

Reply:

The Marine Department (MD) is conducting a review on berthing and sheltered space for local vessels in 3 stages. The large-scale survey on stocktaking of supply and demand situation at Stage I was completed in mid-2016. The findings of the survey show that the area of the berthing and sheltered space in Hong Kong can meet the present demand as well as the demand in the coming 5 to 10 years. The work of Stage II is on policy review and management issues, and Stage III on consultation on the recommendations of the review. A consultant was engaged at around \$1.5 million to conduct the large-scale survey at Stage I. The work of Stages II and III is undertaken by the existing staff of the MD as part of their normal duties under Programme (3). There is no separate breakdown of expenditure for such work.

The MD will create 5 Marine Inspector II posts in 2017-18. The annual expenditure is 1.438 million. The new Marine Inspectors will be deployed to work in shifts on patrol launches to conduct round-the-clock patrol specifically in the works area of the three-runway system project at the Hong Kong International Airport and the water areas in the vicinity. They will conduct marine traffic control, handle marine incidents and enforce marine legislation to ensure efficient traffic flow and safe navigation in the waters concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)062

(Question Serial No. 3239)

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Marine Department (MD) introduced the third generation Vessel Traffic Services (VTS) system in March 2016 to enhance its monitoring and regulation of marine traffic. Regarding the implementation of the project of replacing and upgrading the Hong Kong VTS system in 2017-18 under Programme (2), will the Government inform this Committee of the difference between the project and the new generation of VTS system currently in use? Are there any other countries that use the same VTS system? If yes, what are those countries? How much of the increased provision under this programme is for implementing the project of replacing and upgrading the VTS system? What is the estimated annual expenditure for the maintenance and repair of the system?

Asked by: Hon NG Wing-ka, Jimmy (Member Question No. 50)

Reply:

The Finance Committee of the Legislative Council approved to grant a provision of around \$558 million to the MD in 2012 for replacing and upgrading the VTS system. The project involves a series of works including refurbishing the Vessel Traffic Centre, replacing the main computer system (by the third generation VTS system which came into operation in 2016), and replacing equipment such as radars and Very High Frequency radios installed on outlying islands and hill tops in 2017-18. The project, being implemented in phases, is expected to be completed by 2017-18. After the upgrade, the new VTS system can detect up to 10 000 vessels, which is a double of the existing capacity. In addition, small and fast vessels can be more readily detected. Thus, the upgraded system will enable the MD to monitor and regulate marine traffic more effectively. The annual expenditure for the maintenance and repair of the new VTS system is around \$24 million.

Countries which use the same supplier's VTS system as the MD of Hong Kong include the Netherlands, Belgium, China, India, Bangladesh, Latvia and Vietnam.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)063

(Question Serial No. 0859)

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under the key performance indicators, there are 93 projects under planning by the Marine Department which will affect the port and its associated facilities. Please advise on the details and progress of the projects, and the expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 34)

Reply:

Among the 93 projects of 2016, only the dredging project on the Kwai Tsing Container Basin and its approach channel is undertaken by the Marine Department (MD). The project, with an estimated capital cost of \$488.2 million, was substantially completed in 2016. The other 92 projects, including the Hong Kong-Zhuhai-Macao Bridge, the Three-runway System, the Central-Wan Chai Bypass and the Shatin to Central Link, all involve considerable amount of marine works. MD's participation in those projects is required to avoid those marine works having any adverse impact on the safety of marine traffic and port facilities. The work is undertaken by the existing staff of the MD as part of their normal duties. The expenditure for the work is not separately accounted for.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)064

(Question Serial No. 0860)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2017-18, the Marine Department will follow up the recommendations of the review on berthing and sheltered space for local vessels in Hong Kong. What are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 35)

Reply:

The review on berthing and sheltered space for local vessels is carried out in 3 stages. In Stage I, a consultant was engaged at around \$1.5 million to conduct a survey for the stocktaking of supply and demand situation. The survey was completed in mid-2016. The work of Stage II is on policy review and management issues, and Stage III on consultation on the recommendations of the review. The work of these 2 stages is undertaken by the existing staff of the MD as part of their normal duties under Programme (3). There is no separate breakdown of expenditure for such work. The MD is taking forward the work of Stage II which is expected to be completed by the middle of this year. It will then proceed to Stage III.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)065

(Question Serial No. 0863)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Among the key performance measures, the rate of quality assurance inspection and audits on Hong Kong-registered ships and their management companies decreased from 5% in 2015 to the planned 3.5% in 2017 due to more thorough and comprehensive inspection and audits. Please advise on the estimated increase in the time for conducting the inspection and audits, the estimates for the inspection and audit work in 2017-18, and whether more resources will be allocated to enhance the efficiency of quality assurance inspection and audits.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 36)

Reply:

The number of Hong Kong-registered ships has been constantly on the rise. The number of ocean-going vessels increased from 2 165 (94.5 million gross tonnage) in early 2015 to 2 311 (109 million gross tonnage) in early 2017, with a growth of 6.7% in the number of ships and 15.4% in gross tonnage. To better utilise the resources available and to ensure that Hong Kong-registered ships maintain a good level of international safety standards, the Marine Department (MD) launched new inspection measures in 2016 to focus on strengthening the inspection of Hong Kong vessels which had been detained in other ports, with a view to improving the quality of the ships and their management companies, thereby reducing the chance of ships being detained in other ports. Due to the change in inspection measures and the persistent increase in the number of Hong Kong ships, the rate of inspection was adjusted from 5% in 2015 to 3.8% in 2016 and 3.5% in 2017. Since the implementation of the new inspection measures in 2016, Hong Kong ships have shown a rise in quality and a plunge in the number detained at ports outside Hong Kong from 67 in 2015 to 49 in 2016. In 2016, the average detention rate of Hong Kong ships was 0.84%, which was far below the world's average detention rate (3.57%).

Inspection of ships forms part of the normal duties of the MD. There is no separate breakdown of the inspection time involved and the estimates for audit work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)066****(Question Serial No. 0865)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

In the past 3 years, what are the numbers of initial and periodical safety inspections of locally-licensed and river trade vessels carried out by the Marine Department (MD), the average actual waiting time, the actual time required for each inspection, and the resources involved? Will the MD consider allocating more resources to expedite the inspections? If so, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming Frankie (Member Question No. 37)Reply:

The numbers of initial and periodical safety surveys of locally-licensed vessels (including river trade vessels) carried out by the MD in the past 3 years are set out below:

(a) Numbers of initial safety surveys of locally-licensed vessels:

	2014	2015	2016
Class I Vessels	46	13	37
Class II Vessels	83	55	198
Class III Vessels	2	9	9
Class IV Vessels	0	0	0
Total	131	77	244

(b) Numbers of periodical safety surveys of locally-licensed vessels:

	2014	2015	2016
Class I Vessels	789	857	785

	2014	2015	2016
Class II Vessels	1 322	1 348	1 049
Class III Vessels	786	942	664
Class IV Vessels	111	103	118
Total	3 008	3 250	2 616

The MD conducts inspection for vessels at various designated locations at specific times. If a survey is conducted within Hong Kong, the shipowner is required to notify the MD 1 working day in advance; and if outside Hong Kong, 4 working days. In general, the actual time required for an initial and a periodical survey are 2 days and 1 day respectively. Initial and periodical safety surveys of locally-licensed vessels are performed by 20 ship surveyors and ship inspectors. Records show that the MD fully met its performance pledges in the past 3 years, inspecting 90% of vessels within Hong Kong and 95% of vessels outside Hong Kong as scheduled. The MD has no plan to allocate more resources in this regard for the time being.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)067

(Question Serial No. 0104)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure under Programme (3) in 2017-18 is 24.9% higher than this year's revised estimate. Would the Government inform this Committee:

1) of the amount of provision involved for the implementation of the Hong Kong International Aviation Academy project? Would the Government also provide details as to the contents of the relevant programmes and the implementation timetable?

Asked by: Hon CHAN Chun-ying (Member Question No. 6)

Reply:

The Hong Kong International Aviation Academy (the Academy) is established and run by the Airport Authority Hong Kong (AA). All day-to-day expenses of the Academy will be borne by the AA. No resources of the Transport and Housing Bureau will be involved.

Through the establishment of the Academy, the AA aims to train local and regional air transport talents, raise the safety and efficiency of air transportation, and strengthen Hong Kong's leading position as a major regional aviation hub. The Academy will collaborate with local and overseas educational and vocational training institutions, the International Civil Aviation Organization, the International Air Transport Association, AA's business partners and other organisations to offer a wide range of courses, including summer youth and internship programmes, on-the-job training for airport employees, professional certificate courses and other more advanced programmes. The first batch of introductory courses to the aviation industry is expected to be rolled out in April this year. In addition, the Academy signed an agreement with Ecole Nationale de l'Aviation Civile (or National School of Civil Aviation of France) at the end of last year to jointly launch a master degree programme in air transport management by end of this year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)068

(Question Serial No. 0585)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The provision for “700 General non-recurrent” in 2017-18 is nearly 50% higher than the revised estimate for 2016-17. Would the Government advise this Committee of the following:

- 1) What are the reasons for the aforesaid increase?
- 2) Regarding “Item 864 Public Transport Strategy Study” for which more than \$7 million has been reserved in this financial year, what are the areas to be covered under the study?

Asked by: Hon CHAN Chun-ying (Member Question No. 45)

Reply:

1) The estimate for the general non-recurrent items in 2017-18 is about \$16.34 million, or 50%, higher than the revised estimate for 2016-17. This is mainly due to increased cash flow for the non-recurrent items of Maritime and Aviation Training Fund and Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project.

2) Since late 2014, the Government has progressively rolled out the two parts of the Public Transport Strategy Study (PTSS), namely the Role and Positioning Review (RPR) and the Topical Study, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some more time-sensitive topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public concerns about taxi and public light bus (PLB) services, we have accorded priority to the reviews of these two services under the RPR. The study on PLB service has been completed, in which we recommend to increase the maximum seating capacity of PLBs (i.e. green minibuses and red minibuses) from 16 to 19 seats. This can enhance the overall carrying capacity of PLBs to cater for the passenger demand, in particular during peak periods. We briefed the Legislative Council Panel on Transport (the Panel) on the study outcome and implementation details, and canvassed Members' views in December 2016. We are preparing for the necessary legislative amendments. Meanwhile, we are studying how to enhance personalised and point-to-point transport services (including the proposal of introducing franchised taxis (formerly known as "premium taxis")) to meet the demand of various passenger groups. We have briefed the Panel on the progress of the study and canvassed Members' views in June 2016, and will report on the matter further in April 2017.

Moreover, we reported to the Panel the results of all 8 Topical Studies within the 2014-15 and 2015-16 legislative years. These included the service level of franchised bus service, school bus service, seating capacity of PLBs, supply of taxis, taxi fuel surcharge, statutory cap on the PLBs, review of ferry service and accessible public transport services for people with disabilities.

The whole PTSS is expected to be completed in mid-2017. A consolidated report will be released. For the RPR, a sum of \$9.5 million has been earmarked for commissioning the consultancy studies. The revised estimate for 2016-17 is \$7.295 million and the estimated expenditure for 2017-18 is \$2.205 million. The Topical Study is carried out using existing resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)069

(Question Serial No. 2725)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure for Programme (3) in 2017-18 is 24.9% higher than this year's revised estimate. Would the Government advise this Committee of the following:

1) Given that the expenditure is mainly for the Maritime and Aviation Training Fund and the Three-Runway System Project, what is the breakdown of the expenditure?

Asked by: Hon CHAN Chun-ying (Member Question No. 6)

Reply:

Details of the training and incentive schemes under the Maritime and Aviation Training Fund (MATF) are set out at **Annex**. In 2017-18, the estimated expenditure of various schemes under the MATF is \$24.71 million.

As far as the Three-Runway System (3RS) project is concerned, the public expect the Government to closely monitor the implementation of the project by the Airport Authority Hong Kong (AA) in view of the unprecedented scale, cost and complexity of the project. The Transport and Housing Bureau (THB) has engaged independent engineering consultants to provide monitoring and verification services so as to support and assist the THB in monitoring the AA's implementation of the 3RS project. The scope of services rendered by the independent engineering consultants mainly includes:

- (i) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
- (ii) independent review of the design works by the AA to ensure full compliance with relevant statutory requirements and technical standards;

- (iii) provision of expert advice on the tender documentation and contract procurement strategy, with particular focus on claims avoidance and the mechanism for dispute resolution; and
- (iv) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

In 2017-18, the estimated expenditure for monitoring and verification consultancy services for the 3RS project is \$22 million.

**Training and Incentive Schemes
under the Maritime and Aviation Training Fund (MATF)**

Schemes under MATF	Details
(a) Professional Training and Examination Refund Scheme	<p>The Scheme aims to enhance the professionalism and competency of practitioners in the maritime and aviation sectors and encourage them to acquire relevant professional qualification(s). The approved courses include maritime- or aviation-related courses and professional examinations provided by various education institutions, professional organisations and trade bodies.</p> <p>Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.</p>
(b) Maritime and Aviation Internship Scheme	<p>The Scheme offers summer intern places in maritime- and aviation-related companies for students of tertiary institutions through tripartite co-operation among the Government, the industry and academia.</p> <p>The MATF will cover up to 75% of the intern's monthly honorarium, or \$6,000 (whichever is lower), for an internship period up to 3 months.</p>
(c) Local Vessel Trade Training Incentive Scheme	<p>The Scheme provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.</p>
(d) Sea-going Training Incentive Scheme	<p>The Scheme offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.</p>
(e) Ship Repair Training Incentive Scheme	<p>The Scheme offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.</p>
(f) Hong Kong Maritime and Logistics Scholarship Scheme	<p>Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).</p>

Schemes under MATF	Details
(g) The University of Hong Kong (HKU) - Dalian Maritime University (DMU) Academic Collaboration Scheme	<p>The Scheme consists of two parts –</p> <p>(1) provides scholarship to selected students of DMU to undertake the Master of Common Law course at the HKU; and</p> <p>(2) supports HKU students and in-service practitioners to undertake summer courses and professional seminars.</p>
(h) Hong Kong Maritime Law Scholarship Scheme	Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).
(i) Overseas Exchange Sponsorship Scheme	The Scheme provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology (HKUST) to attend maritime-related overseas exchange courses.
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.
(k) Hong Kong Aviation Scholarship Scheme	Scholarship for selected students of aviation-related bachelor or master degree programmes of the HKPU or the HKUST.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)070****(Question Serial No. 0829)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Special Helping Measures provided to the 6 major outlying island ferry routes by the Government, please provide the following information:

Up till now, what are the respective amounts applied for by the 6 outlying island ferry routes and approved by the Government for reimbursement?

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

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

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

In addition, apart from the above measures, has the Government provided other support measures? If so, what are the details?

Asked by: Hon CHAN Han-pan (Member Question No. 8)

Reply:

The Finance Committee of the Legislative Council approved on 5 July 2013 a funding of \$190.359 million straddling over four financial years from 2014-15 onwards for providing the 6 major outlying island ferry routes (namely “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan”; and “Central – Sok Kwu Wan”) with Special Helping Measures (SHM) during the current three-year licence period starting from 1 April/1 July 2014¹.

¹ The current three-year licence of “Central – Mui Wo” route commenced on 1 April 2014 whereas the three-year licences of the remaining 5 routes on 1 July 2014.

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

As at end February 2017, the accumulated amounts of SHM reimbursement applied by the operators and approved by the TD in respect of each of the 6 major outlying island ferry routes since 2014-15 are given in the following tables:

“Central – Cheung Chau”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	697	697
(b) Reimbursing pier water charges	154	154
(c) Reimbursing pier cleansing and electricity charges	3,979	3,979
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	13,430	13,430

“Inter – islands”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(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 these 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		

“Inter – islands”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	416	416

“Central – Mui Wo”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	365	365
(b) Reimbursing pier water charges	60	60
(c) Reimbursing pier cleansing and electricity charges	2,617	2,617
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	3,796	3,796

“Central – Peng Chau”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	195	195
(b) Reimbursing pier water charges	16	16
(c) Reimbursing pier cleansing and electricity charges	1,803	1,628
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	5,633	4,988

“Central – Yung Shue Wan”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	90	85
(b) Reimbursing pier water charges	24	24
(c) Reimbursing pier cleansing and electricity charges	2,363	2,237

“Central – Yung Shue Wan”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	3,831	3,415

“Central – Sok Kwu Wan”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
	(\$'000)	(\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	37	37
(b) Reimbursing pier water charges	4	4
(c) Reimbursing pier cleansing and electricity charges	508	455
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	923	824

Apart from the above items, the SHM provided to the 6 major outlying island ferry routes also include the following:

- (1) reimbursing the vessel maintenance cost;
- (2) reimbursing the revenue foregone due to provision of child fare concession;
- (3) reimbursing the vessel insurance cost; and
- (4) implementing “Visiting Scheme to Outlying Islands”. The Scheme provides free ferry rides to eligible persons who come from institutions such as schools, non-governmental organisations, community and local groups, to facilitate them to organise activities on the outlying islands served by the six ferry routes. The ferry operators are reimbursed with the revenue foregone from the Government.

Moreover, the Government has been providing various ordinary helping measures (other than SHM) to ferry services, including those of the 6 major outlying island ferry routes. These measures include:

- (1) taking over pier maintenance responsibility;
- (2) waiving fuel duty;
- (3) reimbursing pier rentals and exempting vessel fees for ferry services under the Elderly Concessionary Fares Scheme; and
- (4) streamlining the pier subletting approval procedures to help generate non-fare box revenue for cross-subsidising the ferry operation so as to alleviate pressure for fare increase.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)071****(Question Serial No. 0832)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on the interchange fare concession arrangements between different public transport operators in the past 3 years.

2016-17

Public transport operators involved	Concession for each journey	Number of beneficiaries
e.g. MTR and Green Minibus Route No. 7	\$1	
1.		
2.		

Asked by: Hon CHAN Han-pan (Member Question No. 11)

Reply:

To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements in each of the past 3 years from 2014 to 2016 is set out in the tables below. Given the large number of routes involved, information is presented in aggregate form in the tables below.

2014 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (7 routes) (Note 2)	\$1.0	9 300
Railway and green minibus (GMB) (54 routes)	\$0.3 - \$3.0	47 500

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and ferry (5 routes) <i>(time-limited from 1 July 2014 to 1 January 2015)</i> (Note 3)	\$1.5	4 300
Bus-bus interchange between different franchised bus companies (208 routes)	\$0.5 - \$24.0	15 800
GMB-GMB interchange between different GMB operators (29 routes)	\$1.0 - \$9.6	- (Note 4)
Ferry-ferry interchange between different ferry operators (2 routes)	Monday to Saturday: \$3.5 Sunday and Public Holidays: \$4.8	36

2015 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (6 routes) (Note 2)	\$0.5 - \$1.0	9 900
Railway and GMB (57 routes)	\$0.3 - \$3.0	49 800
Bus-bus interchange between different franchised bus companies (213 routes)	\$0.5 - \$24.0	17 600
GMB-GMB interchange between different GMB operators (29 routes)	\$1.0 - \$10.3	- (Note 4)
Ferry-ferry interchange between different ferry operators (2 routes)	Monday to Saturday: \$4 Sunday and Public Holidays: \$5.3	31

2016 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (7 routes) (Note 2)	\$0.6 - \$1.0	11 600
Railway and GMB (63 routes)	\$0.3 - \$3.0	48 000
Bus-bus interchange between different franchised bus companies (449 routes) (Note 5)	\$0.5 - \$24.0	21 000
GMB-GMB interchange between different GMB operators (37 routes)	\$0.5 - \$10.3	- (Note 4)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Ferry-ferry interchange between different ferry operators (2 routes)	Monday to Saturday: \$4 Sunday and Public Holidays: \$5.3	29

Notes:

1. The above tables do not cover interchange concessionary fare arrangements for routes operated by the same operator.
2. In addition, the MTR Corporation Limited has collaborated with the Kowloon Motor Bus Company (1933) Limited (KMB) since October 2014 to allow designated MTR “Monthly Pass Extra” holders to ride on specified trips of selected KMB morning bus routes free of charge. As at end-2016, the arrangement was applicable to 5 KMB routes with full fares ranging from \$13 to \$14.8. The average number of passengers who have made use of the arrangement on each working day was 53 in 2016.
3. Public transport operators would take into account factors such as their respective operating and financial conditions, market condition and passenger needs when considering offering fare concessions to passengers. Details of such concessions are commercial decisions of individual operators.
4. The Transport Department does not have passenger trip figures of GMB-GMB interchange schemes.
5. The number of routes involved is significantly higher than that of the previous years largely because of the new interchange fare concession scheme introduced jointly by the KMB and the Long Win Bus Company Limited (LW) since 19 November 2016. Under the new scheme, passengers of LW’s Airbus routes (“A” routes) interchanging for KMB’s routes may enjoy a fare concession of up to \$6. This fare concession scheme covers all solely operated regular routes of the KMB (excluding racecourse routes, recreational routes, non-regular special routes and feeder routes connecting Tai Po Market Station (i.e. “K” routes)) and all “A” routes of the LW.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)072

(Question Serial No. 0833)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards reviewing the operational policy for franchised bus service, please set out in table form the subsidy/allowance/exemption items granted by the Government to each franchised bus company and the respective expenditures incurred over the past 3 years.

Asked by: Hon CHAN Han-pan (Member Question No. 12)

Reply:

Franchised buses and buses solely used for the training of bus captains are exempted from the first registration tax under the Motor Vehicles (First Registration Tax) Ordinance (Cap. 330).

In addition, under the Elderly Concession Fare Scheme (ECFS), the Government has exempted franchised buses from annual vehicle licence fees and reimbursed franchised bus operators the rentals of government land used for franchised bus operations. As announced in the 1993-94 Budget, public transport operators (including franchised bus operators) would have their annual licence fees waived and rentals reimbursed to enable them to introduce or continue to offer concessionary fares for the elderly. Under the ECFS, franchised bus operators would offer half fare to the elderly passengers and absorb any revenue forgone which could not be covered by the aforementioned waiver of licence fees and reimbursement of rentals of government land.

Following the announcement in the 2015-16 Budget, the fees for vehicle examination of franchised buses for the renewal of vehicle licences were waived on a one-off basis from 13 July 2015 to 12 July 2016 under the Government's short-term targeted support measures to support sectors affected by the Occupy Movement.

The amount of exemption/reimbursement granted to the franchised bus operators under the above arrangements and support measures in each year from 2014 to 2016 is as follows –

Year	Amount of first registration tax waived (\$ million)	Under the ECFS		Amount of vehicle examination fees waived under the short-term support measures announced by the Government in the 2015-16 Budget (\$ million)
		Amount of vehicle licence fees exempted (\$ million)	Amount of government rentals reimbursed* (\$ million)	
2014	47	24	263	-
2015	184	24	278	2.3
2016	84	25	291	3.6

* Figures as at 3 March 2017. Applications for reimbursement can still be made after the close of the financial year.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)073****(Question Serial No. 0835)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please use the table below to set out the passenger reward measures offered by each franchise bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective costs incurred over the past 3 financial years.

Kowloon Motor Bus Company (1933) Limited

Year	Name of passenger reward measure	Cost incurred (\$)	Number of beneficiaries

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

Reply:

According to the Passenger Reward Arrangement under the Fare Adjustment Arrangement for Franchised Buses, when the rate of return on the average net fixed asset for a franchised bus operator reaches or exceeds the threshold of 9.7% in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions.

Details of the fare concession schemes offered by franchised bus operators under the Passenger Reward Arrangement in the past 3 years are as follows -

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
2014	Long Win Bus Company Limited 1. free ride for the elderly on the Senior Citizen's Day on 16 November 2014; 2. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and 3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 1 September and 28 November 2014	4.0	1.8
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); 2. free ride for the elderly on the Senior Citizen's Day on 16 November 2014; 3. same day return discounts on solely-operated cross-harbour routes between 26 January and 5 April 2014; and 4. \$2 discount on every second trip on local routes between 26 January and 5 April 2014	19.5	10.3
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. free ride for the elderly on the Senior Citizen's Day on 16 November 2014; 2. same day return discounts on "Airbus Services" routes; 3. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and 4. concession on prepaid tickets on "Airbus Services" routes	26.4	2.3

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
2015	Long Win Bus Company Limited 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 31 January and 1 May 2015	4.7	1.9
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); 2. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 3. same day return discounts on solely-operated cross-harbour routes between 18 January and 9 May 2015; and 4. \$2 discount on every second trip on local routes between 18 January and 9 May 2015	29.2	15.3
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. same day return discounts on "Airbus Services" routes; 3. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 4. concession on prepaid tickets on "Airbus Services" routes	29.7	2.6
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. same day return discounts on solely-operated cross-harbour routes between 18 January and 9 May 2015; and 3. \$2 discount on every second trip on local routes between 18 January and 9 May 2015	16.7	9.1

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
2016	Kowloon Motor Bus Company (1933) Limited 1. same day return discounts between 5 November 2016 and 31 January 2017*; and 2. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	38.9	24.0
	Long Win Bus Company Limited 1. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; 2. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 10 September 2016 and 7 January 2017*; and 3. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	6.4	2.6
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); and 2. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	0.9	0.9
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	0.1	0.06
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. same day return discounts on "Airbus Services" routes; 2. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; 3. concession on prepaid tickets on "Airbus Services" routes; and 4. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	32.8	2.8
	New Lantao Bus Company (1973) Limited 1. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	0.04	0.01

* The concession period of this time-limited fare concession straddled the following year. The figures on the amount used and number of beneficiaries in the table cover only up to 31 December of the year in which the concession was launched.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)074

(Question Serial No. 1293)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the performance of the Transport Branch in overseeing the works for the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Zhuhai-Macao Bridge, it is obviously less than satisfactory. What is the staffing provision for the work? What new initiatives will be undertaken by the Bureau to improve its works supervision?

Asked by: Hon CHENG Chung-tai (Member Question No. 36)

Reply:

The supervision of the works for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the local projects of the Hong Kong Zhuhai Macao Bridge (HZMB) is undertaken by the Highways Department (HyD), with the assistance of its consultants engaged. The Transport Branch of the Transport and Housing Bureau (THB) has been deploying existing staff resources to oversee the implementation of these projects as part of their normal duties.

In the light of the delay of the construction of the Hong Kong section of the XRL, the Chief Executive appointed in May 2014 an Independent Expert Panel (IEP) chaired by the Hon Mr Justice Hartmann to review the implementation of the XRL project. The report of the IEP, which was released by the Government in January 2015, put forward recommendations to improve the monitoring work by the HyD on the Hong Kong section of the XRL project. The THB and the HyD have actively taken follow-up actions in discussing with the MTR Corporation Limited and relevant parties ways to implement the recommendations, with a view to improving the systems, processes and practices for implementing and monitoring the Hong Kong section of the XRL project as well as future new railway projects. Since the fourth quarter of 2014, the THB has been providing reports to the Subcommittee on Matters Relating to Railways quarterly, instead of

half-yearly, on the progress and financial situation of the construction of the Hong Kong section of the XRL project.

Regarding the HZMB related local projects (including the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) projects), the Government has established mechanisms to monitor the implementation of works projects. At present, for major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors and other cross-discipline professional teams to assist the departments concerned to closely supervise the progress and quality of works.

During the construction of the HKBCF and the HKLR, the consultant engineers engaged by the HyD will deploy resident site staff to manage the daily operations of various works contracts, including supervising the contractors' performance in works progress, material testing, site safety, environmental protection measures, etc.

As for the HZMB Main Bridge, according to the agreement of the three governments, the HZMB Authority jointly set up by the three governments is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge. The HZMB Authority oversees the performance of the contractors during the construction of the works to ensure compliance with the specified standards and other contractual requirements. It also reports the progress of the works to the three governments from time to time. The three governments meet regularly and conduct site visits from time to time to monitor the progress of the HZMB Main Bridge.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)075****(Question Serial No. 1295)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the lost trip problem of the outlying island ferry services and the inconvenience encountered by residents when gaining access to the ferry, how will the Bureau urge the ferry operators to improve the situation in the 2017-2020 licence period? How will the Bureau encourage new competitors to enter the market?

Asked by: Hon CHENG Chung-tai (Member Question No. 37)

Reply:

The Transport Department (TD) has been monitoring the service level, passenger demand, service arrangements and service quality of the 6 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”) through on-site surveys. According to TD’s surveys on service level conducted in 2016, the ferry operators provided services in accordance with the Schedules of Service approved by the TD and there were no lost trips. Ferry operators have all along been providing additional sailings in response to the passenger demand during holidays, so as to meet the needs of the passengers. The TD will continue to closely monitor the services and passenger demand of the 6 ferry routes through regular on-site surveys, and explore the feasibility of service enhancement with the operators in a timely manner.

The TD has received public views that the hinges connecting the gangplank and the cabin on some individual fast ferries of the “Central – Peng Chau” route with a semi-circular design caused inconvenience to wheelchair users. After relaying such views to the operator, the operator has been installing suitable device on top of the hinges of the

gangplank on these ferries gradually, so as to reduce the steepness of the joints and facilitate the usage by wheelchair users.

Besides, the 2 incumbent operators of the 6 major outlying island ferry routes expressed their intention to apply for licence extension to the TD in early 2016. The Government consulted the Legislative Council (LegCo) Panel on Transport (the Panel) on this matter in April 2016. The Panel noted the operating difficulty of ferry services and that there were not many service providers available in the market. The Panel also noted the experience that there had been no new service provider submitting bids¹ when the Government conducted open tender for the operating right of the ferries. Taking these into account, to ensure a smooth continuation of the ferry services after the current licence period which would expire in mid-2017, subsequent to the consultation with the Panel on 15 April 2016, the Government entered into direct negotiation with the 2 operators to discuss the terms of licence extension. The negotiation was completed and the outcome was reported to the Panel on 18 November and 2 December 2016. By the time when the next three-year licence period expires in 2020, the existing operators will have operated the ferry services for 9 years as their licences will have been extended twice. According to the law, the aggregate period of an extended licence shall not be more than 10 years and a new licence should be issued by open tender afterwards. The Government will handle and inform the LegCo and the public of the tender arrangements in a timely manner.

¹ When the TD conducted open tenders for the 6 major outlying island ferry routes in 2007-08 and 2011, only the existing ferry service operators submitted bids.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)076

(Question Serial No. 1001)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Airport Authority Hong Kong (AA) has reserved land in the South Cargo Precinct of the Hong Kong International Airport (HKIA) to support the growth in transshipment, cross-boundary e-commerce and high value-added air cargo business. It is also working with Hongkong Post to explore ways to enhance the handling capacity and operational arrangement of the Air Mail Centre at the HKIA. Separately, the Government will actively examine with the AA facilitation measures to promote air-to-air transshipment in Hong Kong. Questions are as follows:

1. Please set out the details of the measures and the anticipated implementation timetable.
2. What are the manpower resources involved in exploring ways with Hongkong Post and examining measures with the AA?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 42)

Reply:

In taking forward the air cargo development strategies, the Airport Authority Hong Kong (AA) has reserved lands on both the airside and landside in the South Cargo Precinct to enhance its handling capacity and efficiency in respect of different types of cargo, so as to support the growth in transshipment, cross-boundary e-commerce and high value-added air cargo business. The AA is actively planning the first site of about 5 hectares on the landside in the South Cargo Precinct and will release the site as early as practicable after obtaining the relevant approval. As for the lands on the airside, the AA is working with Hongkong Post (HKP) to explore ways to enhance the mail handling capacity as well as operational arrangements of the Air Mail Centre (AMC).

As the question involves the policy areas of the Commerce and Economic Development Bureau, the Bureau has provided the following information:

(i) The AMC located at the Hong Kong International Airport handles a large volume of airmail items every day. The demand for cross-boundary logistics and delivery services, including airmail services, has surged as a result of the growth of e-commerce. To cater for the growing demand for airmail service generated by cross-boundary e-commerce, a consultancy study commissioned by the HKP is underway to examine its airmail traffic projections and the associated operational requirements, assess the accommodation and postal facilities required to meet the service demand, and put forward proposals on the upgrading and expansion of the AMC. The study is expected to be completed in the first quarter of 2017. The manpower resource and relevant expenses involved in the conduct of this study will be borne by the Post Office Trading Fund.

(ii) Meanwhile, the Government and the AA are examining facilitation measures to promote air-to-air transshipment in Hong Kong, including streamlining statutory and administrative requirements for transshipping goods and providing more information on cargo customs clearance statuses to the trade, while complying with international standards and accommodating the trade's actual operations. The Government will continue to work with the trade and the AA and roll out measures to sustain the efforts. The work is being taken up by the existing manpower of relevant bureaux and departments.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)077

(Question Serial No. 1002)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government is currently studying the provision of cross-boundary helicopter service between Hong Kong and Pearl River Delta cities to further enhance cross-boundary transportation services.

1. What are the details of the plan?
2. What are the estimated provision and manpower resources required for the study?
What is the expected completion date of the study?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 41)

Reply:

As announced by the Financial Secretary in the 2017-18 Budget, the Government will consider the provision of cross-boundary helicopter service between Hong Kong and Pearl River Delta cities to further enhance cross-boundary transportation services with a view to developing more diversified commercial and other economic activities in the region. In this connection, we will actively liaise with the relevant cities in pursuing the initiative on a pilot basis, so as to take forward the initiative progressively.

Meanwhile, to further study the way forward for the sustainable development of the local helicopter industry, the Civil Aviation Department (CAD) will commence a consultancy study on the demand for local and cross-boundary helicopter service and the use of heliports in Hong Kong (including the existing cross-boundary heliport at the Hong Kong - Macau Ferry Terminal of Shun Tak Centre in Sheung Wan and the planned cross-boundary heliport at Kai Tak) in the second quarter of 2017. The study will also take into account the latest policy developments of Hong Kong and the Mainland as such developments may generate

new demand for helicopter service and present new opportunities for developing cross-boundary and multi-modal transport services involving helicopters.

The CAD is actively preparing for the consultancy study. The cost to be involved has yet to be confirmed. The coordination work of the above study will be undertaken by the existing staff of the CAD and there is no additional manpower expenditure involved. We expect that the consultancy study can be completed within 2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)078

(Question Serial No. 1005)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

To facilitate transit passengers travelling between the Hong Kong International Airport (HKIA) and the Pearl River Delta region via the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the future, the Airport Authority Hong Kong (AA) has suggested providing two-way land-to-air shuttle bus service to take these passengers direct to the Restricted Area of the HKIA for outbound flights. Overseas passengers travelling to Zhuhai and Macao via the HKIA may also benefit from the service. The Government is actively discussing the detailed arrangements with the other two governments, the AA and relevant organisations. Questions are as follows:

1. Please provide details as to the transit passenger trips at the HKIA in each of the past 5 years and the proportion of passengers by countries/regions according to their passports held.
2. Regarding the two-way land-to-air shuttle bus services mentioned in the Budget, what are the details of the specific measures and plan?
3. It is noted that the Government has to construct an additional vehicular bridge at the artificial island of the Hong Kong Boundary Crossing Facilities of the HZMB to link with the Intermodal Transfer Terminal newly built at the airport island for this purpose. However, since piling works at the seabed are required for the construction of bridge piers, it takes time to go through an environmental impact assessment. As a preliminary estimate, what is the amount of provision required for the construction? When will a concrete proposal be worked out according to government estimation?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 40)

Reply:

1. In 2016, the annual passenger throughput of the Hong Kong International Airport (HKIA) reached 70 million. In the past 5 years, passengers transferring/transiting at the HKIA account for about one-third of the total passengers. The Airport Authority Hong Kong (AA) does not have information on the passports held by passengers.

As for passengers travelling to and from the HKIA and the Pearl River Delta region, the numbers of passengers using the SkyPier and land-based SkyLimo and Mainland coaches are as follows:

Year	Number of passengers using SkyPier (million)	Number of passengers using land-based cross-boundary limousine/coach (million)	Total (million)
2012	2.6	1.9	4.5
2013	2.7	2.0	4.7
2014	2.7	2.0	4.7
2015	2.9	2.1	5.0
2016	2.6	2.0	4.6

2. To generate greater synergy between the HKIA and the Hong Kong-Zhuhai-Macao Bridge (HZMB) upon its commissioning, and to facilitate citizens and visitors of Hong Kong, Zhuhai and Macao, the AA has proposed to introduce a bonded shuttle bus service for bridge-to-air/air-to-bridge transit passengers from the respective Boundary Crossing Facilities (BCFs) of Zhuhai and Macao to reach the Restricted Area of the HKIA direct for outbound flights. Modelling on the existing mode of operation at the SkyPier, after checking in and completing departure clearance at Zhuhai/Macao BCFs, such passengers can take the proposed airport bonded bus via the HZMB to the Intermodal Transfer Terminal (ITT) and enter the Restricted Area of the HKIA for boarding the flight without the need to go through Hong Kong's immigration clearance. Overseas passengers travelling to Zhuhai and Macao via the HKIA may also benefit from the service. The airport bonded bus service aims to shorten the transit time for travelling among Hong Kong, western PRD and Macao, so as to enhance the overall passenger throughput, connectivity and competitiveness of the HKIA. The AA is actively discussing the detailed arrangements with the government departments concerned and relevant authorities.
3. The AA plans to construct the ITT adjacent to the SkyPier and is considering linking it with the artificial island of the Hong Kong BCF of the HZMB by a vehicular bridge. The idea is still at preliminary design and planning stage. Therefore, details such as works and cost are not yet determined. As the project is proposed by the AA and is still being considered, no government expenditure is involved. The AA will ensure that the project complies with the relevant statutory requirements and procedures before taking it forward.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)079

(Question Serial No. 1008)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Bureau will continue to draw up and implement manpower development and promotion initiatives under the Maritime and Aviation Training Fund (MATF) with advice from the Manpower Development Committee of the Hong Kong Maritime and Port Board and the Tripartite Taskforce on Manpower Training (Aviation). Questions are as follows:

1. According to a Legislative Council paper, as at the end of last year, more than 2 470 students and in-service practitioners in the maritime and aviation sectors benefited from the MATF. Please set out the numbers of beneficiaries by incentive and scholarship schemes, the contents of the respective programmes and the professional qualifications attained by the participants after completing the programmes.
2. What are the estimated provision and manpower resources involved in the implementation of the manpower development and promotion initiatives under the MATF in 2017-18?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 39)

Reply:

1. Details, including number of beneficiaries and professional qualifications attained by the participants, of the incentive and scholarship schemes under the Maritime and Aviation Training Fund (MATF) since its inception on 1 April 2014 are set out at Annex.
2. The expenditure on the manpower development and promotion initiatives under the MATF in 2017-18 is estimated to be \$24.71 million. The work is mainly undertaken by 6 officers (including 5 civil servants and 1 non-civil service contract staff member).

**Details and Number of Beneficiaries
of the Incentive and Scholarship Schemes under
the Maritime and Aviation Training Fund (MATF)
since its Inception on 1 April 2014**

Schemes under MATF	Details	Professional Qualification(s) attained	Number of Beneficiaries as at December 2016
(a) Professional Training and Examination Refund Scheme	<p>The Scheme aims to enhance the professionalism and competency of practitioners in the maritime and aviation sectors and encourage them to acquire relevant professional qualification(s). The approved courses include maritime- or aviation-related courses and professional examinations provided by various education institutions, professional organisations and trade bodies.</p> <p>Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.</p>	Depending on the course(s) or examination(s) taken.	947
(b) Maritime and Aviation Internship Scheme	<p>The Scheme offers summer intern places in maritime- and aviation-related companies for students of tertiary institutions through tripartite co-operation among the Government, the industry and academia.</p> <p>The MATF will cover up to 75% of the intern's monthly honorarium, or \$6,000 (whichever is lower), for an internship period up to 3 months.</p>	N.A.	914

Schemes under MATF	Details	Professional Qualification(s) attained	Number of Beneficiaries as at December 2016
(c) Local Vessel Trade Training Incentive Scheme	The Scheme provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.	A Local Coxswain Grade 3 or a Local Engine Operator Grade 3 after passing the professional examination.	60
(d) Sea-going Training Incentive Scheme	The Scheme offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.	A Deck Officer Class 3 or a Marine Engineer Officer Class 3 after passing the professional examination.	145
(e) Ship Repair Training Incentive Scheme	The Scheme offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.	N.A.	14
(f) Hong Kong Maritime and Logistics Scholarship Scheme	Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).	N.A.	32

Schemes under MATF	Details	Professional Qualification(s) attained	Number of Beneficiaries as at December 2016
(g) The University of Hong Kong (HKU) - Dalian Maritime University (DMU) Academic Collaboration Scheme	<p>The Scheme consists of two parts –</p> <p>(1) provides scholarship to selected students of DMU to undertake the Master of Common Law course at the HKU; and</p> <p>(2) supports HKU students and in-service practitioners to undertake summer courses and professional seminars.</p>	N.A.	165
(h) Hong Kong Maritime Law Scholarship Scheme	Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).	N.A.	15
(i) Overseas Exchange Sponsorship Scheme	The Scheme provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology (HKUST) to attend maritime-related overseas exchange courses.	N.A.	31

Schemes under MATF	Details	Professional Qualification(s) attained	Number of Beneficiaries as at December 2016
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.	N.A.	150
(k) Hong Kong Aviation Scholarship Scheme	Scholarship for selected students of aviation-related bachelor or master degree programmes of the HKPU or the HKUST.	N.A.	3
Total			2 476

- End -

CONTROLLING OFFICER'S REPLY

THB(T)080

(Question Serial No. 1011)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong Maritime and Port Board (HKMPB) was established by the Government last April to work closely with the industry to foster the long-term development of high value-added maritime and port services. In the next 5 years, Invest Hong Kong will strengthen its promotional activities overseas and in the Mainland, focusing on the development of Hong Kong into a maritime services hub in the region, as well as a platform connecting the Mainland with the maritime industry in other parts of the world. Questions are as follows:

1. What are the work plan and list of specific projects for the HKMPB in 2017-18?
2. What are the estimated total expenditure to be incurred and the manpower resources required by the HKMPB this year?
3. In the next 5 years, Invest Hong Kong will strengthen its promotional activities overseas and in the Mainland, focusing on the development of Hong Kong into a maritime services hub in the region. What are the estimated expenditure and manpower to be involved each year?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 38)

Reply:

(1) In 2017-18, the work of the Hong Kong Maritime and Port Board (HKMPB) in 3 main areas, namely maritime and port development, manpower resources and promotion, is as follows:

(a) On maritime and port development, we will seek to foster the development of high value-added maritime services where Hong Kong enjoys clear advantages, such as marine insurance, ship management, maritime arbitration and ship finance, and formulate measures to facilitate the development and business operations of the maritime industry.

(b) On the development of manpower resources, the Government will, having regard to the development of the maritime industry and consider organising suitable programmes in partnership with institutions and professional bodies to nurture talents required by the industry. Moreover, we will continue to fine-tune the various schemes under the Maritime and Aviation Training Fund to meet the needs of the industry. We will also further step up promotion at local schools to enhance students' knowledge of the maritime industry and related high value-added services, so as to encourage more young people to join the industry.

(c) On promotion, we will organise the second Hong Kong Maritime Week; take part in large-scale maritime exhibitions, such as "Marintech China 2017" to be held in Shanghai; and conduct promotion visits to countries and cities with vibrant maritime clusters to promote the strengths of Hong Kong's maritime industry. In addition, Invest Hong Kong will step up its promotion work overseas, with a view to identifying renowned international maritime enterprises that have potential to extend their business to Hong Kong, promoting Hong Kong as the preferred base for their Asian-Pacific operations, attracting them to set up in Hong Kong, and encouraging them to make good use of Hong Kong's commercial and high value-added maritime services, thereby expanding the local maritime cluster and developing Hong Kong into a leading maritime services hub in the region.

(2) At present, there are a total of 29 officers, including 21 civil servants and 8 non-civil-service-contract staff, in the Transport and Housing Bureau to support the work of the HKMPB. In 2017-18, the Government has earmarked \$15.89 million to cover the expenses on supporting the work of the HKMPB.

(3) The Government has earmarked \$3.1 million in 2017-18 for Invest Hong Kong to step up its overseas promotion work. Regarding manpower, it will be absorbed by the existing resources of Invest Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)081

(Question Serial No. 1599)

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:

Would the Government advise this Committee of the progress of the planning work for the Tung Chung West Extension recommended in the Railway Development Strategy, which is mentioned in "Matters Requiring Special Attention in 2017-18" under Programme (2)?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 24)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, in early January 2017, the Transport and Housing Bureau invited the MTR Corporation Limited to submit a proposal for the implementation of the Tung Chung West Extension (and Tung Chung East Station). We will evaluate the proposal subsequently.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)082****(Question Serial No. 1649)**

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:

Would the Government advise this Committee:

1. of the annual patronage of the 6 major outlying island ferry routes in the past 5 years;
2. whether information on the special helping measures and the amount of subsidy to be provided in the future has been made known to the tenderers when inviting tenders for the outlying island ferry service licences; and
3. whether the Government will review the duration of the licence to attract more tenderers; if not, the reasons for that.

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. 25)

Reply:

1. The annual patronage of the 6 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”) in the past 5 years is tabulated below.

Route	2012 (Thousands of people)	2013 (Thousands of people)	2014 (Thousands of people)	2015 (Thousands of people)	2016 (Thousands of people)
Central – Cheung Chau	8 641	9 214	9 405	9 605	9 278

Route	2012 (Thousands of people)	2013 (Thousands of people)	2014 (Thousands of people)	2015 (Thousands of people)	2016 (Thousands of people)
Inter-islands	335	361	383	386	367
Central – Mui Wo	2 024	2 089	2 114	2 141	2 144
Central – Peng Chau	2 056	2 216	2 398	2 504	2 575
Central – Yung Shue Wan	3 148	3 281	3 293	3 325	3 287
Central – Sok Kwu Wan	372	428	447	459	436

2. The Finance Committee (FC) of the Legislative Council approved a commitment of about \$120 million in November 2010 to provide the 6 major outlying island ferry routes with special helping measures (SHM) for the three-year licence period from mid-2011 to mid-2014, with a view to enhancing the financial viability of the services in the long run and alleviating the burden of fare increase on passengers. Subsequently, the Government commenced a tendering exercise for these ferry routes in December 2010. The FC paper at that time stipulated the arrangements and amounts of the SHM, and the tender documents further set out the subsidy to be provided to individual ferry routes for public reference.

3. The Ferry Services Ordinance (Cap. 104) stipulates that a licence period for ferry service should be 3 years at maximum. The Government is of the view that this requirement hampers operators' capability for longer-term planning and investment for the ferry services. The Government will, in the first half of 2019, examine in the midterm review of the next three-year licence period (2017-20) whether the SHM are the most desirable long-term operation model to maintain the financial viability of ferry services. The review will cover, inter alia, extension of licence duration and a study of the pros and cons of possible options such as letting the Government own the ferry fleet and outsource its operation. The objective is to ensure enhanced service quality, financial viability and reasonable fare level of ferry services.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)083

(Question Serial No. 2156)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding government representatives attending (a) meetings of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority, (b) consultative meetings on bridges other than the HZMB and (c) consultative meetings on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, please provide details as to (i) the staff cost, (ii) the travelling expenses, (iii) the accommodation and (iv) details of work involved in the past 5 years.

Asked by: Hon CHU Hoi-dick (Member Question No. 46)

Reply:

To take forward the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) projects, officers at various ranks of the Transport Branch of the Transport and Housing Bureau (THB) and departments under its purview from time to time make contact, discuss and exchange views with the Mainland authorities at different working levels on issues of mutual concern as and when necessary. Such meetings may be held in or outside Hong Kong. As there are many relevant meetings and usually only those held outside Hong Kong would involve costs such as travelling expenses and accommodation etc., we set out those consultative meetings attended by the Secretary for Transport and Housing between 2012-13 and 2016-17 in **Annex.**

A. HZMB

Year (Number of times)	Details of work	Number of THB officers	Total expenditure¹
2012-13 (1)	Attended meetings of the Joint Works Committee of the Three Governments/the Task Force of the HZMB, and met with relevant Guangdong departments/authorities in Guangzhou, Zhuhai or Macao, so as to discuss matters relating to the construction, operation, maintenance and management of the HZMB	4	About \$900
2013-14 (2)		2-3	About \$5,400
2014-15 (3)		2-3	About \$4,800
2015-16 (2)		2-3	About \$4,400
2016-17 (5)		2-4	About \$6,400

B. Hong Kong section of the XRL

Year (Number of times)	Details of work	Number of THB officers	Total expenditure¹
2012-13 (1)	Met or held meetings with the relevant departments/authorities from the Central Government (including the Hong Kong and Macao Affairs Office, the National Office of Port Administration, the National Railway Administration and the China Railway Corporation, etc.) in Beijing or Shenzhen to discuss, among others, matters relating to the construction of the XRL project and “co-location” of customs, immigration and quarantine facilities at the West Kowloon Terminus	6	About \$66,700
2013-14 (2)		3-6	About \$78,700
2014-15 (3)		3-5	About \$179,500
2015-16 (4)		2-6	About \$101,100
2016-17 (2)		3-4	About \$42,900 ²

1 Including hotel accommodation expenses, travelling expenses and other related expenses. Hotel accommodation and transportation services, etc. were provided to the officers concerned in accordance with the relevant Civil Service Regulations and guidelines.

2 Part of the expenditure for 2016-17 has yet to be settled. This figure denotes the estimated total expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)084

(Question Serial No. 2035)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport and Housing Bureau continued to carry out the Public Transport Strategy Study, including a study on the Light Rail. It was said that the areas of the study include: (i) the feasibility of increasing carrying capacity with the original design of the Light Rail system; (ii) the feasibility of upgrading the design of the existing Light Rail system to increase the carrying capacity. In this connection, please advise this Committee:

- (1) of the arrangement of single or coupled-set vehicles of various Light Rail routes during peak hours; and
- (2) whether the Government has conducted any technical study on the deployment of coupled-set Light Rail vehicles during peak hours?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. 8)

Reply:

- (1) Light Rail Vehicles (LRVs) can be operated in the form of single-set or coupled-set. As long as circumstances allow, the MTR Corporation Limited (MTRCL) would deploy coupled-set LRVs to increase the carrying capacity of the Light Rail. Through flexible deployment of single-set and coupled-set LRVs, the MTRCL has increased the carrying capacity of the Light Rail and relieved crowdedness. Deploying additional LRVs, either single-set or coupled-set, can increase the carrying capacity of the Light Rail. When a coupled-set LRV reaches a stop, passengers can alight from both compartments at the same time. Therefore, a coupled-set LRV can attain higher efficiency and achieve better on-time performance if compared with two single-set LRVs, enhancing the overall operational efficiency and the carrying capacity of the Light Rail. On the other hand, single-set LRVs can be deployed with greater

flexibility. Generally speaking, short-haul special service is mainly operated by single-set LRVs, which can also increase the service frequency and the carrying capacity effectively. Having carefully considered the patronage of the various Light Rail routes, the travelling pattern of passengers, the busy sections of individual routes and the purposes of deploying single-set and coupled-set LRVs as mentioned above, the MTRCL has formulated the current deployment arrangements for LRVs. The ordinary service of the 12 Light Rail routes during peak hours are categorised into three types:

- (a) the whole route is operated by coupled-set LRVs: Routes 705 (Tin Shui Wai Circular Route), 706 (Tin Shui Wai Circular Route) and 761P (Tin Yat – Yuen Long);
- (b) the route is operated by a mix of single-set and coupled-set LRVs: Routes 505 (Sam Shing – Siu Hong), 507 (Tuen Mun Ferry Pier – Tin King), 610 (Tuen Mun Ferry Pier – Yuen Long) and 751 (Yau Oi – Tin Yat); and
- (c) the whole route is operated by single-set LRVs: Routes 614 (Tuen Mun Ferry Pier – Yuen Long), 614P (Tuen Mun Ferry Pier – Siu Hong), 615 (Tuen Mun Ferry Pier – Yuen Long), 615P (Tuen Mun Ferry Pier – Siu Hong) and 751P (Tin Shui Wai – Tin Yat).

The number of coupled-set LRVs in service during morning peak hours accounts for around 36% of the total number of LRVs, representing an increase by 9% if compared with the situation in 2009. Details are set out in Annex. As observed by the MTRCL, the above deployment arrangements during the peak hours can, to a large extent, cater for the passenger demand and the road traffic. Take Route 705 which serves Tin Shui Wai as an example: in 2009, the route was operated by 2 single-set and 3 coupled-set LRVs during peak hours. The maximum carrying capacity during peak hours was 3 921 passengers^{Note} per hour and the average loading rate of the LRVs was 95%. In 2016, the route was operated by 5 coupled-set LRVs. The maximum carrying capacity increased to 4 900 passengers per hour and the loading dropped to 87%, relieving the crowdedness. For certain Routes (such as 614P), deploying an appropriate number of additional single-set LRVs can already help lower the loading. As for Routes 505 and 507, in light of their higher patronage, the MTRCL has increased their frequency and carrying capacity by deploying an appropriate number of additional single-set and coupled-set LRVs. The loading of the 2 routes has dropped by about 20%.

Note The design capacity of a LRV is based on the total weight it can carry safely (according to the information provided by the manufacturers). According to the MTRCL, each LRV can safely carry a total weight of around 13 700 kilogrammes. On this basis, the design capacity of a LRV is around 240 persons. How this design capacity could be translated into passenger density in terms of persons (standing) per square metre (“ppsm”) would depend on the number of seats in a LRV. There are currently 4 generations of LRVs in operation. They came into operation at different time and vary slightly in their design capacity. On average, the design capacity of about 240 persons per LRV could in theory be translated into a passenger density of about 8 ppsm for one single-set LRV. A number of factors may affect the actual number of passengers that can be carried by a LRV. These factors include the riding habits of passengers (e.g. increasing number of passengers using mobile devices, such as tablet computers or smart phones, thus taking up more space). Owing to these factors, in practice the maximum number of passengers that are carried by a single-set LRV, as observed during peak hours, is about 200, which can in theory be translated into a passenger density of about 6-7 ppsm. This figure, which is calculated based on the fact that each single-set LRV can at most carry about 200 passengers as observed on site, is the actual passenger density of the Light Rail under the actual operating environment.

- (2) The MTRCL has been planning and adjusting the Light Rail service in accordance with the changes in the overall service demand. In determining the type of measures to be adopted to increase the carrying capacity, the MTRCL also needs to consider the actual operating environment and conditions. As regards the deployment of coupled-set LRVs, according to operating experience, the MTRCL has to consider the following factors:

Junctions at the shared road sections: At present, all Light Rail platforms contain the hardware required for the operation of coupled-set LRVs. Nevertheless, since the Light Rail adopts an open design, the MTRCL has to consider, in addition to the facilities available at Light Rail stops, the traffic volume of roads, in particular the utilisation of each junction, when deciding whether more coupled-set LRVs should be introduced to a particular Light Rail route or to a particular section of a Light Rail route. There are 11 junctions with busier traffic along the existing Light Rail routes. At these junctions, the traffic volume is rather high as there are a considerable number of other vehicles in addition to LRVs. Although LRVs have certain priority in passing these junctions, they still have to wait for traffic lights from time to time to allow time for other road users to cross the junctions. When determining the most effective deployment of LRVs for Light Rail routes passing by these junctions in order to increase the carrying capacity, the MTRCL has to take into account such factors as the waiting time for the traffic lights, the journey time, the carrying capacity of each LRV and the distance between junctions, so as to decide whether coupled-set or single-set LRVs should be deployed for the additional services. Considering the current road situations and volumes, the utilisation rates of certain junctions passed by Light Rail routes are already very high during peak hours (especially the busier junctions). If a large number of additional coupled-set LRVs are deployed during peak hours, the LRVs may obstruct one another, reducing the overall operating speed and the operational efficiency of the Light Rail. The purpose of increasing the carrying capacity cannot be achieved.

Technical constraints of coupled-set LRVs: The length of a coupled-set LRV is as twice as that of a single-set LRV. Coupled-set LRVs take longer time than single-set LRVs when turning or passing through turnouts or inner roads, thus affecting the journey time. To maximise the effectiveness of service, the MTRCL has to carefully consider the number of single-set and coupled-set LRVs that can be accommodated by an individual Light Rail route.

Overlapping routes: Some sections of some Light Rail routes overlap. For example, Routes 610, 614 and 615 all run from Tuen Mun to Yuen Long and share most sections along the Castle Peak Road. When travelling through the busier junctions, LRVs encounter traffic congestion from time to time. The problem is more severe at the junction between Castle Peak Road – Yuen Long and Fung Cheung Road and the junction between Castle Road – Yuen Long and Yuen Long On Lok Road. If a large number of additional LRVs (no matter single-set or coupled-set LRVs) are deployed under such circumstances, the Light Rail system will become even more crowded and it will be difficult for LRVs to arrive at stops on time. In this case, the overall carrying capacity cannot be effectively increased.

The Government and the MTRCL are examining the long-term development of Light Rail in the Public Transport Strategy Study (“PTSS”). As mentioned in the paper submitted by the Transport and Housing Bureau to the Legislative Council Panel on Transport in November 2014 (please refer to LC Paper No. CB(1)238/14-15(06) for details), topics covered in the PTSS include: (1) the feasibility of increasing the carrying capacity of Light Rail with original design of the system; (2) the feasibility of upgrading the existing system to increase the carrying capacity; (3) the long-term demand of Northwest New Territories for public transport services; and (4) the roles of various public transport services including Light Rail in meeting such demand. Specifically, in view of the constraints on the effective increase of carrying capacity of the Light Rail system through increasing the number of LRVs, the Government and the MTRCL are examining the feasibility of the following measures:

- (a) To review the overlapping Light Rail routes at busy road sections. Since the commissioning of the West Rail Line in 2003, its service partly overlaps with that of Light Rail serving Yuen Long to Tuen Mun, and the number of passengers using Light Rail as a long-haul transport mode (e.g. cross-district journeys between Yuen Long and Tuen Mun) has decreased. According to the MTRCL, long-haul passengers has dropped from 7% (about 25 700 passenger trips) in 2009 to 5% (about 23 000 passenger trips) of the daily passenger trips in 2016. The PTSS will examine the feasibility of rationalising some Light Rail routes to reduce overlapping of the routes and relieve congestion, enhance the capability of increasing the number of LRVs and increase the overall carrying capacity of Light Rail. If the route rationalisation is found feasible after studies, certain Light Rail passengers (such as cross-district passengers) will naturally need to interchange from one Light Rail route to another route;
- (b) To review whether traffic lights at busier junctions can be adjusted to better dovetail with the time for LRVs to cross the junctions; and
- (c) To review whether the design of certain busier junctions can be enhanced to shorten the waiting time of LRVs at junctions as far as practicable.

To expand the Light Rail fleet, the MTRCL awarded a contract in July 2016 to purchase 40 new LRVs, of which 30 will be used to replace Phase 2 LRVs which have been in service since 1992, while the remaining 10 would be deployed to expand the fleet. The PTSS will examine how these 10 LRVs can be deployed effectively during peak hours, including the feasibility of increasing the supply of coupled-set LRVs and deploying more coupled-set LRVs in individual Light Rail routes, in order to increase the carrying capacity of Light Rail. It is expected that these 10 LRVs will be delivered to Hong Kong by batches between 2019 and 2023 to strengthen the service during peak hours. Upon completion of the PTSS, the MTRCL will confirm with its supplier the concrete delivery time of the LRVs, with a view to increasing the supply of LRVs as soon as possible and making the most appropriate deployment of LRVs (including single-set and coupled-set vehicles). The PTSS is expected to be completed in mid-2017. The findings of the above studies will be included in the PTSS report.

For details of the deployment of coupled-set LRVs, please refer to the paper entitled “Deployment of Coupled-set Light Rail Vehicles” (Paper No. CB(4)500/16-17(09), website: http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170210cb4-500-9-e.pdf) submitted by the Transport and Housing Bureau and the MTRCL to the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport in February 2017.

Deployment of LRVs in December 2009 and December 2016

Route	Number of LRVs deployed (December 2009)				Number of LRVs deployed (December 2016)			
	Single -set	Coupled -set	Hourly carrying capacity during peak hours *	Loading at the busiest section	Single -set	Coupled -set	Hourly carrying capacity during peak hours *	Loading at the busiest section
505	8	0	1 885	99%	6	2	2 356	74%
507	8	0	1 885	101%	10	1	2 430	83%
610	12	1	1 885	85%	11	2	2 019	85%
614	7	0	980	89% (average loading of 614 and 614P)	7	0	980	69% (average loading of 614 and 614P)
614P	4	0	980		5	0	1225	
615	7	0	942	70% (average loading of 615 and 615P)	7	0	942	80% (average loading of 615 and 615P)
615P	4	0	980		5	0	1 225	
705	2	3	3 921	95%	0	5	4 900	87%
706	1	4	4 411	82%	0	5	4 900	91%
751	6	6	2 625	93%	6	6	2 625	96%
751P	4	0	1 532	78%	4	0	1 532	78%
761P	2	11	5 026	100%	0	13	5 444	81%
Special service	3	0			2	1		
Total	68	25			63	35		
	118				133			

*About 200 persons per LRV

- End -

CONTROLLING OFFICER'S REPLY

THB(T)085

(Question Serial No. 2038)

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:

1. Please set out in table form all the interchange fare concession arrangements between different public transport operators for New Territories West in the past 3 years.
2. Does the Government have any plan to consider the introduction of one more type of monthly pass for residents in Tuen Mun and Yuen Long, to facilitate residents of the New Territories West travelling between Tuen Mun, Tin Shui Wai and Yuen Long within the area using the West Rail Line, the Light Rail and buses with concessionary fares?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. 9)

Reply:

- (1) To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on inter-company interchange fare concessions for bus routes and green minibuses (GMB) routes terminating in Tuen Mun or Yuen Long in each of the past 3 years from 2014 to 2016 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

Year	Railway-GMB interchange fare concession		Bus-bus interchange fare concession between different franchised bus companies	
	Number of routes involved	Adult fare concession for each interchange trip	Number of routes involved	Adult fare concession for each interchange trip
2014	10	\$0.3 to \$2.5	40	\$0.5 to \$5.0
2015	14	\$0.3 to \$2.5	43	\$0.5 to \$12.6
2016	14	\$0.3 to \$2.5	67 (Note)	\$0.5 to \$12.6

Note: The number of routes involved is significantly higher than that of the previous years largely because of the new interchange fare concession scheme introduced jointly by the Kowloon Motor Bus Company (1933) Limited (KMB) and Long Win Bus Company Limited (LW) since 19 November 2016. Under the new scheme, passengers of LW's Airbus routes ("A" routes) interchanging for KMB's routes may enjoy a fare concession of up to \$6. This fare concession scheme covers all solely operated regular routes of the KMB (excluding racecourse routes, recreational routes, non-regular special routes and feeder routes connecting Tai Po Market Station (i.e. "K" routes)) and all "A" routes of the LW.

In addition, the MTR Corporation Limited (MTRCL) has collaborated with the KMB since October 2014 to allow designated MTR "Monthly Pass Extra" holders to ride on specified trips of selected KMB morning bus routes free of charge. As at end-2016, the arrangement was applicable to passengers of 3 KMB routes from Tuen Mun to Tsim Sha Tsui/Kowloon Station with full fares ranging from \$13 to \$13.7.

- (2) The Government has all along encouraged public transport service operators to provide fare concessions to the public as far as practicable so long as these private companies can maintain the requisite sound financial positions. Regarding MTR service, the MTRCL currently offers "Tuen Mun – Nam Cheong Monthly Pass Extra" and "Tuen Mun – Hung Hom Monthly Pass Extra". Passengers can enjoy unlimited rides between designated West Rail Line stations within the valid month, a 25% discount off the normal fare for journeys connecting to or from non-designated stations, and unlimited rides on the Light Rail and MTR buses in Northwest New Territories. As for franchised buses, the KMB will introduce a long-haul route fare concession scheme for full-time students (the scheme) on the commencement date of the new franchise (i.e. 1 July 2017). Under the scheme, students can enjoy concessionary half fare on their return trips on daytime routes solely operated by the KMB with adult fare of \$12 or above. We will continue to explore the feasibility of introducing more practicable fare concessions (including monthly tickets) with the KMB (and other operators). We will also conduct a review on the scheme after its implementation for around 6 months, focusing on whether the implementation details can be enhanced to benefit more students. Meanwhile, the Government will continue to encourage public transport service operators to work together and roll out more inter-company fare concession schemes for the benefit of passengers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)086

(Question Serial No. 2343)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards improving the traffic distribution among the 3 road harbour crossings (RHCs), would the Government advise this Committee:

- (1) of the average daily traffic flow of the 3 RHCs, including their maximum and minimum traffic flow, before and after toll adjustments in the past financial year with the respective figures tabulated by vehicle type; and
- (2) whether there is any plan to adjust the tolls of the Eastern Harbour Crossing, which has been taken over by the Government, to attract more tunnel users to make use of it, so as to alleviate the long-term traffic congestion problem of the Cross-Harbour Tunnel?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. 37)

Reply:

- (1) In 2016-17, among the 3 road harbour crossings (RHCs), only Western Harbour Crossing (WHC) introduced new tolls with effect from 1 January 2017. The tolls for Cross-Harbour Tunnel (CHT) and Eastern Harbour Crossing (EHC) remained the same.

The average daily traffic flow of the 3 RHCs by vehicle type when new tolls at WHC came into effect in January 2017 and the corresponding figures in December 2016 are as follows:

Vehicle type	Average daily traffic flow					
	CHT		EHC		WHC	
	December 2016	January 2017	December 2016	January 2017	December 2016	January 2017
Private car	48 813	50 824	43 647	44 214	36 402	33 172
Taxi	26 054	26 251	15 664	15 639	18 081	16 525
Motorcycle	5 020	4 699	2 565	2 357	961	866
Private/public light bus	1 839	1 771	611	631	1 154	1 085
Private/public bus (single-decker)	3 539	2 708	769	696	1 275	1 197
Private/public bus (double-decker)	5 202	5 134	2 092	2 044	3 238	3 183
Light goods vehicle (≤5.5 tonnes)	18 856	17 339	9 020	7 962	7 158	6 077
Medium goods vehicle (>5.5-24 tonnes)	4 317	3 820	2 691	2 339	2 209	1 908
Heavy goods vehicle (>24 tonnes)	1 391	1 115	575	507	505	439
Total	115 031	113 661	77 634	76 389	70 983	64 452

Because of the festive periods such as Christmas, New Year's Eve and Lunar New Year, the differences in the traffic flow of the 3 RHCs between December 2016 and January 2017 may reflect factors other than the impact of the introduction of new tolls at WHC.

The maximum (max) and minimum (min) traffic flow of the 3 RHCs by vehicle type during the said period is as follows:

Vehicle type	Daily traffic flow											
	CHT				EHC				WHC			
	December 2016		January 2017		December 2016		January 2017		December 2016		January 2017	
	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min
Private car	56 721	44 871	62 641	45 594	51 526	32 486	56 264	31 764	47 326	20 456	43 115	17 188
Taxi	35 094	20 590	34 627	20 518	18 006	11 389	18 210	10 360	22 398	11 960	20 931	10 264
Motorcycle	5 951	3 273	5 884	2 101	3 089	1 555	2 964	1 053	1 237	416	1 181	336
Private/public light bus	2 118	1 568	2 065	1 035	885	310	931	291	1 368	819	1 284	719
Private/public bus (single-decker)	4 322	2 416	3 314	1 567	1 326	167	1 085	99	1 794	599	1 737	577
Private/public bus (double-decker)	5 418	4 756	5 427	4 428	2 286	1 654	2 277	1 585	3 470	2 814	3 433	2 773
Light goods vehicle (≤5.5 tonnes)	21 830	10 338	22 100	5 966	11 617	2 969	11 632	1 668	9 864	1 868	9 639	1 131
Medium goods vehicle (>5.5-24 tonnes)	5 072	2 122	5 121	869	3 395	842	3 313	353	2 916	550	2 902	252
Heavy goods vehicle (>24 tonnes)	1 874	158	1 826	28	882	26	955	0	954	108	748	70
Total	138 400	90 092	143 005	82 106	93 012	51 398	97 631	47 173	91 327	39 590	84 970	33 310

- (2) The Transport Department commenced a study in January 2017 on the overall strategy for the rationalisation of traffic distribution among the 3 RHCs and the 3 land tunnels

between Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest Tunnel and Sha Tin Heights Tunnel), and plan to submit detailed toll adjustment proposals to the Legislative Council Panel on Transport within the 2017-18 legislative year for the discussion with the Panel.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)087

(Question Serial No. 2904)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The maritime industry in Hong Kong, a high value-added industry, contributed \$78 billion to our local economy in 2016. The maritime sector welcomes the establishment of the Hong Kong Maritime and Port Board (HKMPB) by the Government last year. However, the HKMPB is not a statutory body and has neither independent resources nor sufficient capability to resolve the industry's problems. In this connection, would the Government inform this Committee of the following:

(1) Will the Government start taking forward the upgrading of the HKMPB to a statutory body in this financial year, allocate more resources to it and improve the public image of the industry through publicity efforts to attract more young people to join the trade? If so, what are the details? If not, what are the reasons?

(2) Maritime services such as ship management, ship finance and arbitration are high value-added services. Those who have related professional knowledge are the most valuable assets to the maritime industry. Will the Government allocate more resources to nurture local maritime professionals? If so, what are the details? If not, what are the reasons?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 24)

Reply:

(1) The Hong Kong Maritime and Port Board (HKMPB) was established in April 2016. Its objectives are to set direction for the long-term development of Hong Kong's port and maritime services, foster the manpower development of the maritime industry, and devise strategies and initiatives to enhance Hong Kong's status as an international maritime centre. To support the promotion work of the HKMPB, the Government will allocate

\$15.89 million in 2017-18 to step up the promotion work on all fronts, including visiting countries and cities with vibrant maritime clusters to promote Hong Kong's status as an international maritime centre and its professional maritime services; organising large-scale promotional activities, such as the Hong Kong Maritime Week, to promote Hong Kong as a preferred base for maritime business; and strengthening publicity and promotion of the maritime industry at local schools to enhance students' knowledge of the industry and related high value-added services, so as to encourage more young people to join the industry. Moreover, the Government will allocate \$3.1 million to Invest Hong Kong to step up its promotion work overseas, with a view to identifying overseas enterprises that have potential to extend their business to Hong Kong, promoting Hong Kong as the preferred base for their Asian-Pacific operations and encouraging them to set up in Hong Kong, thereby developing Hong Kong into a leading maritime services hub in the region.

The Government is open-minded on the setting up of a statutory maritime body in the long run. Nevertheless, some key issues including the source of revenue, the financial sustainability and the possible statutory functions of the body would need to be considered first. As the HKMPB was just established last year, we will review its effectiveness after it has been in operation for a while before we consider the future arrangements.

(2) The Government set up the \$100-million Maritime and Aviation Training Fund (MATF) in 2014 to support and encourage local students and in-service maritime professionals to pursue training courses relating to high value-added maritime services or take professional examinations, thereby enhancing the overall competitiveness and professional competency of the industry. The MATF has launched a number of training and incentive schemes, among which, the list of approved courses and examinations under the Professional Training and Examination Refund Scheme has covered a number of training areas including ship management, maritime law, marine insurance, etc.

In addition, in response to the demand for maritime manpower, the Manpower Development Committee of the HKMPB will work together with relevant institutions and professional bodies to explore the possibility of running more courses to nurture local maritime professionals to support the long-term development of high value-added maritime services.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)088

(Question Serial No. 2909)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Branch continued to conduct a public engagement exercise for an Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme). Please advise this Committee of the following:

1. details of the traffic surveys, technical assessment and analysis conducted by the Government for the Pilot Scheme;
2. other measures implemented by the Government to alleviate traffic congestion apart from the Pilot Scheme; and
3. the progress of the Government's parking policy review?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 44)

Reply:

- (1) The Transport Department (TD) is carrying out the preparatory work for the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme), including deciding on the topics, scope and timetable of the study, and estimating the consultancy fee. It will commence an exercise to engage a consultant in due course. Based on the needs of the study, the consultant will collect traffic and transport data by sampling to facilitate the analysis and formulation of detailed options. The TD will formulate one or more detailed options for the Pilot Scheme through the feasibility study for further discussion by the public.

- (2) to (3) The Government attaches great importance to alleviating road traffic congestion. It has adopted a multi-pronged approach, and is taking forward progressively the host of short, medium and long-term measures recommended by the Transport Advisory Committee earlier in its Report on Study of Road Traffic Congestion in Hong Kong. Apart from preparing for the feasibility study on the Pilot Scheme, the Transport and Housing Bureau submitted a motion to the Legislative Council in February this year on increasing the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. As regards law enforcement, the Hong Kong Police Force will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. The Government will also continue to explore ways to control the growth of the private car fleet size.

Moreover, the TD will shortly commence a consultancy study on parking spaces for commercial vehicles in 2017 to come up with appropriate measures to address the parking needs of commercial vehicles. The TD is carrying out the preparatory work for engaging a consultant, including formulating the specific scope of the study and drafting tender documents. The exercise for engaging the consultant will commence in due course and the study is expected to take 2 years to complete. The TD has also updated the “Hong Kong eRouting” mobile application to provide real-time information on parking vacancies of certain carparks (including government carparks).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)089

(Question Serial No. 2910)

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:

This year, the Transport Branch will seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao. Would the Government advise this Committee of:

1. the details of the specific measures to be jointly implemented by the civil aviation authorities of the three places; and
2. the complementary facilities and specific measures to be introduced by the Government to strengthen Hong Kong's status as an international and regional aviation centre?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 45)

Reply:

1. The Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the Pearl River Delta (PRD) region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the Three-Runway System (3RS) as well as expansion plans of neighbouring airports in the PRD region. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the

establishment of additional handover points, the establishment of peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

In May 2016, the Air Traffic Management Bureau of the CAAC, the CAD and the CAAM signed an agreement on establishing a strengthened liaison mechanism to enhance co-operation and exchange. Under the mechanism, senior management of the Mainland, Hong Kong and Macao meet regularly at the biannual high-level meetings which are hosted by the three sides on a rotational basis to further strengthen tripartite co-operation.

Through this tripartite co-ordination mechanism, the Mainland, Hong Kong and Macao will continue to promote synergy and foster co-operation, take forward the airspace enhancement measures and implement the Plan progressively in a gradual and orderly manner, so as to achieve the healthy and orderly development of the airports in the PRD region, and enable the 3RS of the Hong Kong International Airport (HKIA) to maximise its potential to achieve the target runway capacity of 102 air traffic movements per hour in the long run.

2. As regards strengthening Hong Kong's status as an international and regional aviation centre on the whole, the Government is progressively liberalising the air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. As at December 2016, Hong Kong has concluded air services agreements with 66 aviation partners. We will seek to further liberalise the air services agreements or air services arrangements and to negotiate new air services agreements or air services arrangements with other aviation partners as opportunities arise, so as to enhance the connectivity of the HKIA and bring new impetus to the aviation sector.

To enhance the capacity of the existing two-runway system, the Airport Authority Hong Kong (AA) has carried out various facility improvement and expansion projects, among which the construction of the Midfield Concourse and its ancillary facilities was completed in end-2015. The Midfield Concourse and its ancillary facilities, which came into full operation in March 2016, handle about 20% of passenger flights per day and at least 10 million passengers per annum.

Amidst increasing competition from neighbouring airports, the AA is pressing ahead with the implementation of the 3RS project to cater for the long-term air traffic demand and strengthen Hong Kong's status as an international and regional aviation centre. The AA estimates that upon full commissioning of the 3RS, the HKIA will have the capacity to handle the air traffic demand at least up to 2030, by which time the annual passenger and cargo volumes are expected to increase to around 100 million and 9 million tonnes respectively.

Furthermore, to support the overall sustainable development of the aviation industry, the Government attaches great importance to manpower development. It will continue to launch various training and incentive schemes under the \$100-million Maritime and Aviation Training Fund, which was set up in 2014, to provide support to more young students or in-service practitioners to undertake relevant skills training and pursue professional undergraduate studies, and encourage them to join the aviation industry. Apart from this, the Government proactively supports the establishment of the Hong Kong

International Aviation Academy (the Academy) by the AA, with a view to nurturing local and regional air transport talents, raising the safety and efficiency of air transportation, and strengthening Hong Kong's leading position as a major regional aviation hub. The Academy will collaborate with local and overseas educational and vocational training institutions, the International Civil Aviation Organisation, the International Air Transport Association, AA's business partners and other organisations to offer a wide range of courses, including summer youth and internship programmes, on-the-job training for airport employees, professional certificate courses and other more advanced programmes. The first batch of introductory courses to the aviation industry is expected to be rolled out in April this year. In addition, the Academy signed an agreement with Ecole Nationale de l'Aviation Civile (or National School of Civil Aviation of France) at the end of last year to jointly launch a master degree programme in air transport management by end of this year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)090

(Question Serial No. 1680)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

What is the amount of resources to be allocated by the Bureau in taking forward the feasibility study for the proposed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas in 2017-18? When is the study expected to be completed? When is the scheme expected to commence?

Asked by: Hon LAM Cheuk-ting (Member Question No. 46)

Reply:

The Transport Department (TD) is carrying out the preparatory work for the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme), including deciding on the topics, scope and timetable of the study, and estimating the consultancy fee. It will commence an exercise to engage a consultant in due course. The preparatory work for the feasibility study is currently undertaken by existing staff of the TD. In 2017-18, 1 Senior Engineer post and 2 Engineer/Assistant Engineer posts are planned to be created in the TD for the feasibility study. Since the preparatory work is still under way, the TD has yet to be able to confirm the consultancy fee and the time required for the feasibility study.

The TD will formulate one or more detailed options for the Pilot Scheme through the feasibility study for further discussion by the public. We will draw up a detailed implementation timetable for the Pilot Scheme in the light of factors such as the outcome of the public discussion at the time, and the progress of seeking funding approval of the Legislative Council for the construction of the related facilities as well as passing the necessary legislation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)091****(Question Serial No. 1685)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the service development programmes and applications for fare adjustment for public transport modes, please provide information on the fare adjustment applications from various public transport modes since the last financial year, with details as to (a) the public transport mode (please list each green minibus route and ferry service); (b) the application date; (c) the fare adjustment rate applied for; and (d) the result of application.

Asked by: Hon LAM Cheuk-ting (Member Question No. 42)

Reply:

The latest situation on fare adjustment applications received from various public transport modes in 2016-17 is as follows:

(A) Green minibus (GMB)

GMB route		Application date	Fare adjustment applied for	Result
1.	Hong Kong Island (HKI) 30	April 2016	To increase by 14%	Increased by 7%
2.	New Territories (NT) 60K	April 2016	To increase by 12.5%	To be increased by 10.4%
3.	NT 60P	April 2016	To increase by 12.5%	To be increased by 10.4%
4.	NT 60R	April 2016	To increase by 12.5%	To be increased by 10.4%
5.	NT 61M	April 2016	To increase by 11.8%	To be increased by 8.2%

GMB route		Application date	Fare adjustment applied for	Result
6.	NT 61S	April 2016	To increase by 10.7%	To be increased by 9.8%
7.	NT 62K	April 2016	To increase by 12.5%	To be increased by 10.4%
8.	NT 33	April 2016	To increase by 10%	To be increased by 5.5%
9.	NT 34	April 2016	To increase by 9.5%	To be increased by 6.3%
10.	NT 34A	April 2016	To increase by 9.5%	To be increased by 6.3%
11.	NT 35	April 2016	To increase by 10.2%	To be increased by 5.7%
12.	NT 79S	April 2016	To increase by 10.5%	To be increased by 9.5%
13.	NT 810	April 2016	To increase by 13.6%	To be increased by 10.2%
14.	NT 89	May 2016	To increase by 22.2%	Increased by 8.9%
15.	NT 89A	May 2016	To increase by 22.2%	Increased by 8.9%
16.	NT 89B	May 2016	To increase by 22.2%	Increased by 8.9%
17.	NT 89P	May 2016	To increase by 22.2%	Increased by 8.9%
18.	NT 89M	May 2016	To increase by 19%	Increased by 9.5%
19.	NT 89S	May 2016	To increase by 19%	Increased by 9.5%
20.	NT 98	May 2016	To increase by 19%	Increased by 9.5%
21.	NT 31	May 2016	To increase by 17.8%	Increased by 11.1%
22.	NT 31A	May 2016	To increase by 17.8%	Increased by 11.1%
23.	NT 32	May 2016	To increase by 20%	Increased by 10%
24.	NT 301	June 2016	To increase by 15.2%	To be increased by 6.1%
25.	NT 301M	June 2016	To increase by 15.2%	To be increased by 6.1%
26.	NT 302	June 2016	To increase by 12.5%	To be increased by 2.3%
27.	NT 94	June 2016	To increase by 20.8%	Increased by 12.5%
28.	NT 94A	June 2016	To increase by 20.8%	Increased by 12.5%
29.	NT 94S	June 2016	To increase by 19.6%	Increased by 11.8%
30.	NT 140M	June 2016	To increase by 8.3%	Increased by 6.7%
31.	HKI 43M	July 2016	To increase by 37%	To be increased by 7.4%
32.	HKI 44M	July 2016	To increase by 27.8%	To be increased by 5.6%
33.	HKI 47M	July 2016	To increase by 30.3%	To be increased by 6.1%
34.	HKI 47S	July 2016	To increase by 30.3%	To be increased by 6.1%
35.	HKI 47E	July 2016	To increase by 30.3%	To be increased by 6.1%
36.	HKI 48M	July 2016	To increase by 30.3%	To be increased by 6.1%
37.	HKI 10	July 2016	To increase by 6.1%	To be increased by 6.1%
38.	HKI 10P	July 2016	To increase by 6.1%	To be increased by 6.1%
39.	HKI 31	July 2016	To increase by 13.8%	To be increased by 9%
40.	HKI 31X	July 2016	To increase by 10%	To be increased by 9%
41.	HKI 27	August 2016	To increase by 37.9%	Being processed
42.	Kowloon (Kln) 26	August 2016	To increase by 25%	Being processed
43.	Kln 26A	August 2016	To increase by 25%	Being processed
44.	Kln 26X	August 2016	To increase by 25%	Being processed
45.	Kln 74	August 2016	To increase by 8.6%	Being processed
46.	Kln 74S	August 2016	To increase by 8.6%	Being processed
47.	NT 26	August 2016	To increase by 7.7%	Being processed
48.	NT 26A	August 2016	To increase by 8.3%	Being processed
49.	NT 78A	August 2016	To increase by 5.1%	Increased by 5.1%

GMB route		Application date	Fare adjustment applied for	Result
50.	Kln 44M	September 2016	To increase by 8.3%	To be increased by 8.3%
51.	Kln 44A	September 2016	To increase by 8.3%	To be increased by 8.3%
52.	Kln 44S	September 2016	To increase by 11.1%	To be increased by 6.7%
53.	Kln 22M	September 2016	To increase by 24.2%	Being processed
54.	Kln 22A	September 2016	To increase by 17.4%	Being processed
55.	NT 88D	September 2016	To increase by 11.6%	To be increased by 7%
56.	Kln 86	October 2016	To increase by 14.5%	Being processed
57.	Kln 75	October 2016	To increase by 4.3%	Being processed
58.	Kln 75A	October 2016	To increase by 9.4%	Being processed
59.	Kln 26M	October 2016	To increase by 12.5%	Being processed
60.	Kln 51M	October 2016	To increase by 16.7%	Being processed
61.	Kln 52	October 2016	To increase by 14.3%	Being processed
62.	Kln 53M	October 2016	To increase by 16.7%	Being processed
63.	Kln 23	November 2016	To increase by 16.7%	Being processed
64.	Kln 23B	November 2016	To increase by 12.5%	Being processed
65.	Kln 23C	November 2016	To increase by 16.7%	Being processed
66.	Kln 23M	November 2016	To increase by 16.7%	Being processed
67.	Kln 23S	November 2016	To increase by 7.1%	Being processed
68.	Kln 24	November 2016	To increase by 26.3%	Being processed
69.	Kln 24M	November 2016	To increase by 14.7%	Being processed
70.	NT 103	November 2016	To increase by 11.5%	Being processed
71.	NT 103M	November 2016	To increase by 11.8%	Being processed
72.	NT 104	November 2016	To increase by 11.8%	Being processed
73.	NT 411	November 2016	To increase by 18.8%	Being processed
74.	NT 803	November 2016	To increase by 9.7%	Being processed
75.	NT 803K	November 2016	To increase by 8.6%	Being processed
76.	NT 804	November 2016	To increase by 9.6%	Being processed
77.	NT 805S	November 2016	To increase by 9.5%	Being processed
78.	NT 43	November 2016	To increase by 20.8%	Being processed
79.	NT 43S	November 2016	To increase by 20.8%	Being processed
80.	NT 43A	November 2016	To increase by 19.2%	Being processed
81.	NT 43B	November 2016	To increase by 20.3%	Being processed
82.	NT 43C	November 2016	To increase by 20.4%	Being processed
83.	NT 312	November 2016	To increase by 7.8%	Being processed
84.	NT 313	November 2016	To increase by 7.6%	Being processed
85.	NT 75	November 2016	To increase by 11.8%	Being processed
86.	NT 76	November 2016	To increase by 8.3%	Being processed
87.	HKI 56	December 2016	To increase by 21.7%	Being processed
88.	HKI 56A	December 2016	To increase by 10.9%	Being processed
89.	Kln 13	December 2016	To increase by 13.3%	Being processed
90.	Kln 13A	December 2016	To increase by 28.6%	Being processed
91.	Kln 15	December 2016	To increase by 23.3%	Being processed
92.	Kln 18M	December 2016	To increase by 19.4%	Being processed
93.	Kln 19	December 2016	To increase by 20.8%	Being processed
94.	Kln 19A	December 2016	To increase by 11.4%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
95.	Kln 19M	December 2016	To increase by 15.4%	Being processed
96.	Kln 19S	December 2016	To increase by 15.4%	Being processed
97.	NT 88	December 2016	To increase by 14.3%	Being processed
98.	NT 88B	December 2016	To increase by 14.3%	Being processed
99.	NT 87	December 2016	To increase by 9.8%	Being processed
100.	NT 87A	December 2016	To increase by 10.4%	Being processed
101.	NT 87M	December 2016	To increase by 9.8%	Being processed
102.	NT 87K	December 2016	To increase by 10.6%	Being processed
103.	NT 409	December 2016	To increase by 12.9%	Being processed
104.	NT 409K	December 2016	To increase by 12.9%	Being processed
105.	NT 409S	December 2016	To increase by 12.9%	Being processed
106.	NT 406	December 2016	To increase by 14.5%	Being processed
107.	NT 407	December 2016	To increase by 15.6%	Being processed
108.	NT 407A	December 2016	To increase by 14.9%	Being processed
109.	NT 407B	December 2016	To increase by 15%	Being processed
110.	NT 101M	December 2016	To increase by 10%	Being processed
111.	NT 102	December 2016	To increase by 10.1%	Being processed
112.	NT 102B	December 2016	To increase by 10.1%	Being processed
113.	NT 102S	December 2016	To increase by 10.6%	Being processed
114.	NT 111	December 2016	To increase by 10.1%	Being processed
115.	NT 404M	December 2016	To increase by 14.6%	Being processed
116.	NT 405	December 2016	To increase by 17.2%	Being processed
117.	HKI 16M	January 2017	To increase by 14.8%	Being processed
118.	HKI 16A	January 2017	To increase by 14.8%	Being processed
119.	HKI 16X	January 2017	To increase by 16.7%	Being processed
120.	HKI 18M	January 2017	To increase by 19.7%	Being processed
121.	HKI 20	January 2017	To increase by 18.6%	Being processed
122.	HKI 20M	January 2017	To increase by 15.4%	Being processed
123.	HKI 1	January 2017	To increase by 7.8%	Being processed
124.	HKI 1A	January 2017	To increase by 10%	Being processed
125.	HKI 2	January 2017	To increase by 10.6%	Being processed
126.	HKI 3	January 2017	To increase by 10.6%	Being processed
127.	HKI 3A	January 2017	To increase by 10.6%	Being processed
128.	HKI 28	January 2017	To increase by 10%	Being processed
129.	HKI 28S	January 2017	To increase by 10%	Being processed
130.	Kln 34M	January 2017	To increase by 15.6%	Being processed
131.	Kln 34S	January 2017	To increase by 15.6%	Being processed
132.	Kln 35	January 2017	To increase by 14.3%	Being processed
133.	Kln 36A	January 2017	To increase by 15.6%	Being processed
134.	Kln 60	January 2017	To increase by 10.6%	Being processed
135.	Kln 3	January 2017	To increase by 12.7%	Being processed
136.	Kln 8	January 2017	To increase by 11.9%	Being processed
137.	Kln 8S	January 2017	To increase by 11.9%	Being processed
138.	Kln 8M	January 2017	To increase by 4.4%	Being processed
139.	NT 71	January 2017	To increase by 14.9%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
140.	NT 72	January 2017	To increase by 14.9%	Being processed
141.	NT 3	January 2017	To increase by 16.1%	Being processed
142.	NT 3A	January 2017	To increase by 11.4%	Being processed
143.	NT 4	January 2017	To increase by 16.7%	Being processed
144.	NT 4A	January 2017	To increase by 15.2%	Being processed
145.	Kln 83M	February 2017	To increase by 13.5%	Being processed
146.	Kln 83A	February 2017	To increase by 13.5%	Being processed
147.	Kln 79K	February 2017	To increase by 17%	Being processed
148.	Kln 79M	February 2017	To increase by 13.5%	Being processed
149.	Kln 79S	February 2017	To increase by 13.5%	Being processed
150.	NT 105	February 2017	To increase by 9.5%	Being processed
151.	NT 105S	February 2017	To increase by 9.4%	Being processed
152.	NT 77	February 2017	To increase by 10.8%	Being processed
153.	NT 77B	February 2017	To increase by 11.1%	Being processed
154.	NT 77A	February 2017	To increase by 11.1%	Being processed
155.	NT 77P	February 2017	To increase by 10.8%	Being processed
156.	NT 88A	February 2017	To increase by 11.8%	Being processed
157.	NT 88C	February 2017	To increase by 10.5%	Being processed
158.	NT 88E	February 2017	To increase by 11.8%	Being processed
159.	NT 88F	February 2017	To increase by 11.8%	Being processed
160.	NT 88G	February 2017	To increase by 10.5%	Being processed
161.	NT 88M	February 2017	To increase by 14.3%	Being processed
162.	NT 808	February 2017	To increase by 10.8%	Being processed
163.	NT 808A	February 2017	To increase by 14.9%	Being processed
164.	NT 809K	February 2017	To increase by 11.1%	Being processed

The processing time for GMB fare increase applications varies as, amongst other reasons, the time that the applicant takes to furnish the information required by the Transport Department (TD) may differ. In some cases, the TD may also require the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, another 41 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(B) Franchised ferry service

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui – Central	July 2016 ¹	To increase by about 25%	Being processed
2.	Tsim Sha Tsui – Wan Chai			

¹ The operator applied for fare increases in September 2015. Subsequently, a revised application for fare increases was submitted in July 2016 to replace the original application.

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan – Central	July 2015	To increase by 4.9% for registered users, and 9.8% for non-registered users	Increased by 4.9% for registered users, and 9.8% for non-registered users
2.	Ma Wan – Tsuen Wan	July 2015	To increase by 4.1% for registered users, and 8.1% for non-registered users	Increased by 4.1% for registered users, and 8.1% for non-registered users
3.	North Point – Kwun Tong (via Kai Tak)	April 2016	To increase by 20%	Increased by 20%
4.	Central – Mui Wo	July 2016	To increase by about 10%	Increased by 3.9% on average
5.	Central – Cheung Chau	July 2016		
6.	Inter-islands	July 2016		
7.	Central – Peng Chau	October 2016		To be increased by 4% on average
8.	Central – Yung Shue Wan	October 2016		
9.	Central – Sok Kwu Wan	October 2016		
10.	North Point – Hung Hom	July 2016	To increase by 15%	Increased by 15%
11.	North Point – Kowloon City	July 2016	To increase by 15%	Increased by 15%

(D) Taxi

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2016	To increase by about 16%	To be increased by about 10% on average
New Territories Taxi	April 2016	To increase by about 17.4%	To be increased by about 11.2% on average
Lantau Taxi	April 2016	To increase by about 18.2%	To be increased by about 8.6% on average

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for franchised bus and tram services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)092****(Question Serial No. 1686)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government is currently providing special helping measures (SHM) to the 6 major outlying island ferry routes and has mentioned that it will study whether the SHM can be applied to other outlying island ferry routes. Please advise this Committee of the progress of the study. Which ferry routes are being considered by the Government to be provided with the SHM? What is the estimated expenditure involved?

Asked by: Hon LAM Cheuk-ting (Member Question No. 41)

Reply:

Currently, apart from the 6 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"), there are 8 other outlying island ferry routes¹. There are views that the special helping measures should be extended to these 8 outlying island ferry routes. The Government will conduct an in-depth study on this matter and consider a whole host of factors, including the principle of prudent use of public money, whether there are any alternative public transport services for each of the 8 routes, the operating environment of each of the 8 routes (for example, some of the routes were launched in support of the new residential development projects at that time), and the different financial situation (some of the routes are suffering financial loss but there are routes that are relatively financially manageable for the time being) and patronage of the 8 routes, etc. The expenditure to be involved depends on the outcome of the above study. When the Government makes a decision on the long-term operation model of the 6 major outlying island ferry routes in the first half of 2019, it will decide in one go whether and how the long-term operation model to be selected at that time should be applicable to these 8 routes. The Legislative Council will then be consulted.

¹ The 8 other outlying island ferry routes include: (1) "Aberdeen – Cheung Chau"; (2) "Aberdeen – Yung Shue Wan via Pak Kok Tsuen"; (3) "Aberdeen – Sok Kwu Wan via Mo Tat"; (4) "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O"; (5) "Discovery Bay – Central"; (6) "Discovery Bay – Mui Wo"; (7) "Ma Wan – Central"; and (8) "Ma Wan – Tsuen Wan".

The study will mainly be undertaken by the existing staff of the Transport and Housing Bureau and the Transport Department (TD) as part of their normal duties. There is no separate breakdown of expenditure for such work. Nevertheless, given the increased workload, 1 supernumerary post of Transport Officer I will be created in the TD starting from 2017-18 for a period of 5 years. The expenditure involved in terms of notional annual mid-point salary is \$713,100.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)093

(Question Serial No. 1691)

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:

When will the Government provide “stop-and-go” electronic payment facilities at 7 government tolled tunnels and roads? If no specific dates are available, please state the sequence of provision. Would the Government advise this Committee of the projected data in terms of traffic flow when “stop-and-go” electronic payment facilities are installed at the said tolled tunnels and roads, and compare the data with that of the current situation?

Asked by: Hon LAM Cheuk-ting (Member Question No. 35)

Reply:

The Transport Department (TD) plans to implement the first phase of “stop-and-go” electronic payment in mid-2017 covering the Shing Mun Tunnels, to be followed by the second phase from end-2017 to early 2018 covering the other 6 tolled tunnels and roads, namely Aberdeen Tunnel, Cross-Harbour Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Lantau Link and Tsing Sha Highway.

Upon introduction of the “stop-and-go” electronic payment facilities at government tolled tunnels and roads, motorists will be provided with an additional and convenient toll payment means and can save time in cash-counting and change-giving. Motorists’ stopping time at the manual toll booths will be shortened, which will be conducive to improving the flow of traffic in the vicinity of the tunnels and roads. Nevertheless, the traffic situation of the tunnels and nearby roads is still mainly subject to the design capacity and the actual demand of these road sections. Therefore, the TD is unable to make a specific estimate of the change in traffic flow upon the provision of “stop-and-go” electronic payment facilities at the tunnels and roads concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)094

(Question Serial No. 1692)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of discussion between the Government and the Kowloon Motor Bus Company (1933) Limited (KMB) regarding the franchise for KMB's bus network? Has the feasibility of providing monthly passes by the KMB been explored during the discussion? If so, what are the specific factors to be considered? If not, what are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. 36)

Reply:

The current franchise of the Kowloon Motor Bus Company (1933) Limited (KMB) will expire on 1 July 2017. The Government has concluded the discussion with the KMB on the new franchise. The Chief Executive-in-Council has also granted a new ten-year franchise to the KMB on 28 March 2017 which will commence upon expiry of the current franchise.

Regarding the monthly passes, as we mentioned in January this year when briefing the Legislative Council Panel on Transport on the progress of discussion with the KMB on the new franchise, the Government considers that their coverage should not be too restrictive such that passenger demand can be met in an appropriate manner. The pricing of the monthly passes should not be too high so that the fare concession can be practical. Meanwhile, bus companies should be capable of introducing such monthly passes without passing the costs to non-monthly pass users in order to avoid generating pressure for fare increase in future. While the Government and the KMB had explored proposals on monthly passes in the course of discussion on the new franchise, the preliminary concepts and information provided by the KMB were unable to ensure that the monthly passes could achieve the above outcome. Further studies and discussion are thus required. While it is our established policy to encourage public transport operators to offer more fare

concessions, it should be noted that public transport services are provided by private operators in accordance with commercial principles generally without government subsidies. The provision of fare concessions should thus avoid exerting fare pressure which might eventually affect the basic fare level. On this basis, we will continue to explore with the KMB the feasibility of introducing more practicable fare concession initiatives (including monthly passes), and brief the public when there is major progress.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)095

(Question Serial No. 1696)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please list the items involved under the pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay. For each item, please advise whether there is any cost overrun and whether the target progress has been met. When are these improvement schemes expected to be completed?

Asked by: Hon LAM Cheuk-ting (Member Question No. 40)

Reply:

Pedestrian environment improvement scheme in Yuen Long Town

In Yuen Long Town, the Highways Department (HyD) has completed 10 improvement measures, comprising all 9 small to medium-scale improvement measures, such as widening of pedestrian crossings and footpaths at various locations, etc., and a relatively large-scale improvement measure of streetscape enhancement along both sides of Fung Yau Street North. For the proposed footbridge extending southward from West Rail Long Ping Station to Kau Yuk Road which is a large-scale improvement measure, the project was authorised in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in January 2017. The HyD is now conducting the detailed design and devising the implementation timetable for early implementation of the works.

Footbridge system in Mong Kok

The HyD engaged an engineering consultant in October 2013 to commence a further investigation study on the footbridge system in Mong Kok. The scope of the study covers the assessments of the anticipated usage of the proposed footbridge system and the impacts on the traffic, environment and underground utilities during the construction and operation stages of the project, etc. Subsequent to the substantial completion of the study in 2016, the HyD commenced the public consultation for the preliminary scheme of the project in

January 2017. Through soliciting public views on the preliminary proposals, the HyD expects to improve the proposals with a view to achieving the goals of enhancing pedestrian environment and minimising vehicle-pedestrian conflicts in the Mong Kok district. Subject to public views, we will arrange gazettal of the project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), take forward the detailed design and devise the implementation timetable for early implementation of the works.

Pedestrian environment improvement scheme in Causeway Bay

The improvement scheme mainly covers the proposed subway system in Causeway Bay. The Government is currently conducting a pilot study on underground space development in selected strategic urban areas including Causeway Bay. As the proposed subway system in Causeway Bay is geographically covered in the pilot study, we would review the need for the proposed subway system as well as its implementation plan and timetable after taking into account the results of the pilot study. At present, we are implementing short-term traffic improvement measures, for example, widening of signal-controlled crossing, with a view to enhancing the pedestrian environment along the proposed subway route. The Transport Department completed public consultation on some of the measures in 2016 and relevant works would commence in 2017 in phases.

There is no cost overrun for the 10 improvement measures completed in Yuen Long Town. As for the proposed footbridge extending southward from West Rail Long Ping Station to Kau Yuk Road, the footbridge system in Mong Kok and the pedestrian environment improvement scheme in Causeway Bay, they are still at the planning/design stage and the estimated costs for the relevant works are still under assessment.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)096

(Question Serial No. 0473)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government uses railways as the backbone in the development of the public transport network and develops railway transport according to the Railway Development Strategy 2014. In this connection, would the Government advise this Committee of the following:

- (a) What are the progress of the detailed planning work and the staffing provision involved for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension?
- (b) Regarding the net increase of 2 posts under Programme (2), what are the duties of these posts?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. 13)

Reply:

- (a) Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, the Transport and Housing Bureau (THB) has invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted a proposal for the Tuen Mun South Extension to the Government in end-December 2016 and will submit proposals for the Northern Link (and Kwu Tung Station) and the East Kowloon Line later this year. The THB, the Highways Department and relevant departments are evaluating the proposal for the Tuen Mun South Extension and have requested the MTRCL to provide additional information and supplement details of the relevant proposal in order to ensure that its proposal will be practically feasible and bring maximum benefits to the community.

Moreover, in early January 2017, the THB invited the MTRCL to submit a proposal for the Tung Chung West Extension (and Tung Chung East Station).

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

The above work is undertaken by existing staff of the Transport Branch (TB) of the THB.

- (b) The new posts mentioned under Programme (2) in the 2017-18 Estimates are 2 Analyst/Programmer II posts. These posts are created to strengthen the provision of front-line information technology service and information system support to various divisions of the TB.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)097

(Question Serial No. 1235)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the land transport in the Northwest New Territories, please set out the following:

- (1) the progress of the detailed planning work for the Tuen Mun South Extension of the West Rail Line; whether the target progress has been met; and whether the railway can be completed and commissioned as scheduled;
- (2) the progress of the detailed planning work for the Northern Link; whether the target progress has been met; and whether the railway can be completed and commissioned as scheduled;
- (3) the progress of the detailed planning work for the widening of Castle Peak Road – Castle Peak Bay; whether the target progress has been met; and whether the road can be completed as scheduled; and
- (4) given that the pedestrian environment improvement scheme in Yuen Long Town has commenced for a few years but people of the community consider it ineffective, whether the Government has conducted any review on the scheme; and what other improvement measures to be introduced in the future.

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

Reply:

- (1) & (2) Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, the Transport and Housing Bureau (THB) has invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (including the Northern Link

(and Kwu Tung Station) and the Tuen Mun South Extension). The MTRCL submitted a proposal for the Tuen Mun South Extension to the Government in end-December 2016 and will submit a proposal for the Northern Link (and Kwu Tung Station) later this year. The THB, the Highways Department (HyD) and relevant departments are evaluating the proposal for the Tuen Mun South Extension and have requested the MTRCL to provide additional information and supplement details of the relevant proposal in order to ensure that its proposal will be practically feasible and bring maximum benefits to the community.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable. We will strive to consult the public, including the Legislative Council and the District Council concerned, on the Tuen Mun South Extension within the 2017-18 legislative year.

- (3) To tie in with the local development of the Tuen Mun District, the widening of Castle Peak Road – Castle Peak Bay project was originally scheduled for commencement in 2016 and for completion in 2019-20. However, a resident in Tuen Mun filed a judicial review in relation to the project in September 2015 and the judicial proceedings are still underway. Subject to the outcome of the judicial review, the Government will have to review the timetable for the works.
- (4) In Yuen Long Town, the HyD has completed 10 improvement measures, comprising all 9 small to medium-scale improvement measures, such as widening of pedestrian crossings and footpaths at various locations, etc., and a relatively large-scale improvement measure of streetscape enhancement along both sides of Fung Yau Street North. For the proposed footbridge extending southward from West Rail Long Ping Station to Kau Yuk Road which is a relatively large-scale improvement measure, the project was authorised in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in January 2017. The HyD is now conducting the detailed design, with a view to commencing the works as early as possible.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)098****(Question Serial No. 2801)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on visits to the Mainland and overseas jurisdictions to promote the awareness of the strengths of Hong Kong as an international maritime centre and a regional logistics hub in the past 5 years. Please list each visit by year and provide details as to the place of visit, purpose of visit, number of participants and expenditure involved in the table below.

Year	Work item and place of visit	Purpose of visit	Number of participants (including official and non-official representatives)	Expenditure involved

Asked by: Hon LEUNG Kenneth (Member Question No. 1.23)

Reply:

Information on duty visits to the Mainland and overseas made by the Transport Branch (TB) of the Transport and Housing Bureau (THB) to promote the edges of Hong Kong as an international maritime centre and a regional logistics hub from 2012-13 to 2016-17 is set out in the table below.

Year (number of visits) ¹	Purpose of visit	Place of visit	Number of participants (including officers of the THB and non-official representatives)	Expenditure involved ³ (\$'000)
2012-13 (2)	In the past 5 years, the THB(TB), together with other bureaux/departments, the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Hong Kong Maritime and Port Board (HKMPB), the Hong Kong Maritime Industry Council (HKMIC) ² , the Hong Kong Port Development Council (HKPDC) ² , the maritime and logistics industries, and relevant authorities, made duty visits to the Mainland and overseas to promote the edges of Hong Kong as an international maritime centre and a regional logistics hub.	Dalian	18* (including 12 representatives from the HKMIC, the HKPDC and the maritime industry)	59
		Ningbo	9** (including 6 representatives from the HKMIC and the HKPDC)	25
2013-14 (3)	Exchange activities were conducted in light of the situation of the place of visit and issues of mutual concern. In general, our objective of making duty visits is to promote Hong Kong as a preferred base for maritime and logistics businesses to overseas enterprises that have potential to extend their business to Hong Kong, so as to attract local investors and identify business opportunities for Hong Kong's maritime and logistics industries.	Brussels, Frankfurt, Florence and Milan	11* (including 6 representatives from the LOGSCOUNCIL)	677
		Taipei	18* (including 13 representatives from the HKMIC, the HKPDC and the maritime industry)	74
		Shanghai	17* (including 10 representatives from the HKMIC and the HKPDC)	110
2014-15 (4)		Athens and London	13*# (including 8 representatives from the HKMIC and the maritime industry)	828

Year (number of visits) ¹	Purpose of visit	Place of visit	Number of participants (including officers of the THB and non-official representatives)	Expenditure involved ³ (\$'000)
2015-16 (5)		London, Amsterdam and Rotterdam	5* (official representatives only)	334
		Kuala Lumpur	16* (including 10 representatives from the LOGSCOUNCIL and the logistics industry)	143
		Xiamen	2*** (official representatives only)	11
		Hamburg	11* (including 6 representatives from the HKMIC, the HKPDC and the maritime industry)	895
		Guangzhou	1**** (official representative only)	0.5
		Qingdao	14** (including 10 representatives from the HKMIC, the HKPDC and the maritime industry)	101

Year (number of visits) ¹	Purpose of visit	Place of visit	Number of participants (including officers of the THB and non-official representatives)	Expenditure involved ³ (\$'000)
2016-17 (4)		Seoul and Busan	11* (including 6 representatives from the LOGSCOUNCIL)	155
		Shanghai and Ningbo	11*** (including 7 representatives from the HKMIC and the HKPDC)	87
		Athens	11* (including 6 representatives from the HKMPB and the maritime industry)	374
		Bangkok, Hanoi and Ho Chi Minh City	11* (including 5 representatives from the LOGSCOUNCIL)	251
		London and Hamburg	15* (including 9 representatives from the HKMPB and the maritime industry)	961
		Tokyo	5*** (including 3 representatives from the HKMPB and the maritime industry)	74

¹ Including joint visits with other bureaux/departments.

² The Government established the HKMPB by merging the HKMIC and the HKPDC in April 2016.

³ Including expenditure on hotel accommodation and flight tickets as well as other related expenses.

* The visit was led by the Secretary for Transport and Housing.

- # The part on London of the visit was led by the Under Secretary for Transport and Housing.
- ** The visit was led by the Permanent Secretary for Transport and Housing (Transport).
- *** The visit was led by the Deputy Secretary for Transport and Housing (Transport).
- **** The visit was conducted by the Senior Economist (Transport).

- End -

CONTROLLING OFFICER'S REPLY**THB(T)099****(Question Serial No. 3028)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following:

- (1) Please tabulate the fare adjustment rate of the railway companies (including the MTR Corporation Limited and the Kowloon-Canton Railway Corporation) over the past 5 years.
- (2) It is mentioned under Programme (2) that the Government will “continue to review the fare adjustment arrangement for franchised bus service”. Please tabulate the fare adjustments of the 3 bus companies, namely the Kowloon Motor Bus Company (1933) Limited, the New World First Bus Services Limited and the Citybus Limited, over the past 5 years.
- (3) Please tabulate the toll adjustments of all tunnels (including those not operated by the Government) in Hong Kong over the past 5 years.

Asked by: Hon LEUNG Kwok-hung (Member Question No. 19)

Reply:

- (1) The MTR Corporation Limited and the Kowloon-Canton Railway Corporation have merged their operations since 2 December 2007. The overall fare adjustment rate of MTR fares from 2012 to 2016 in accordance with the Fare Adjustment Mechanism is set out in the table below:

Year	2012	2013	2014	2015	2016
Overall fare adjustment rate	+5.4%	+2.7%	+3.6%	+4.3%	+2.65%

- (2) The overall weighted average rate of fare increase approved for the Kowloon Motor Bus Company (1933) Limited from 2012 to 2016 is as follows:

Year	2012	2013	2014	2015	2016
Overall weighted average rate	-	+4.9%	+3.9%	-	-

During the period, the New World First Bus Services Limited and the Citybus Limited did not apply for fare increase.

- (3) The toll levels of government tunnels have remained unchanged for the past 5 years. Information on the toll adjustments of tunnels (including tunnels not operated by the Government) is provided at the Annex.

Toll levels of government tunnels from 2012 to present ^{Note 1}

Tunnels/ Vehicle Category	Motor cycles/ Motor tricycles	Taxis	Private cars	Private/ Public light buses	Light goods vehicles	Medium goods vehicles	Heavy goods vehicles	Single- decked buses	Double- decked buses	Each additional axle in excess of two
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
Cross Harbour Tunnel	8	10	20	10	15	20	30	10	15	10
Eastern Harbour Crossing ^{Note 2}	13	25 ^{Note 3}	25	38	38	50	75	50	75	25
Aberdeen Tunnel	5	5	5	5	5	5	5	5	5	Free
Lion Rock Tunnel	8	8	8	8	8	8	8	8	8	Free
Shing Mun Tunnels	5	5	5	5	5	5	5	5	5	Free
Tseung Kwan O Tunnel	3	3	3	3	3	3	3	3	3	Free
Toll-section of Tsing Sha Highway (include Sha Tin Heights Tunnel and Eagle's Nest Tunnel)	8	8	8	8	8	8	8	8	8	Free

Note 1: The toll levels of government tunnels have remained unchanged for the past 5 years.

Note 2: Eastern Harbour Crossing, originally a Build-Operate-Transfer tunnel, has become a government tunnel since 7 August 2016. The toll levels of Eastern Harbour Crossing have remained unchanged for the past 5 years.

Note 3: The toll payable by taxis not carrying passengers at the manual toll booths is \$15.

Toll levels of private tunnel from 2012 to present ^{Note 4}

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Tunnels/ Vehicle Category	Government vehicles, ambulances or vehicles used by officers of the Fire Services Department, the Hong Kong Police Force, the Customs and Excise Department or the Correctional Services Department	Private light buses other than category (1)	Public and private buses other than category (1)	Light goods vehicles other than category (1)	Medium goods vehicles other than category (1)	Heavy goods vehicles other than category (1)	Vehicles other than categories (1) to (6)	Taxis ^{Note 5}
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
Discovery Bay Tunnel Link	50	50	50	120	160	250	250	Free

Note 4: The toll levels of Discovery Bay Tunnel Link have remained unchanged for the past 5 years.

Note 5: Starting from 26 October 2014, only Urban and Lantau taxis are allowed to enter Discovery Bay Tunnel Link.

Toll levels for Build-Operate-Transfer tunnels from 2012 to present

Tunnels/ Vehicle Category	Motor cycles/ Motor tricycles (\$)	Taxis (\$)	Private cars/ electrically powered passenger vehicles (\$)	Public light buses (\$)	Private light buses (\$)	Light goods vehicles (\$)	Medium goods vehicles (\$)	Heavy goods vehicles (\$)	Single- decked buses (\$)	Double- decked buses (\$)	Each additional axle in excess of two (\$)
Western Harbour Crossing ^{Note 6}											
January 2012 to 31 December 2012	23	45	50	60	60	60	85	115	90	128	30 ^{Note 7}
1 January 2013 to 21 February 2015	25	50	55	65	65	65	90	120	100	140	30 ^{Note 7}
22 February 2015 to 31 December 2016	25	55	60	70	70	70	95	125	110	155	30 ^{Note 7}
1 January 2017 to present	25	60	65	75	75	75	100	130	120	170	30 ^{Note 7}
Tate's Cairn Tunnel											
January 2012 to 31 July 2013	12	15	15	21	22	22	26	26	29	32	19
1 August 2013 to 31 December 2015	13	17	17	23	24	24	28	28	31	34	21
1 January 2016 to present	15	20	20	23	24	24	28	28	32	35	24
Tai Lam Tunnel ^{Note 6}											
January 2012 to 31 December 2012	20	33	33	100	100	34	40	45	115	135	Free
1 January 2013 to 21 February 2015	20	36	36	100	100	38	43	48	115	135	Free
22 February 2015 to 31 December 2016	20	40	40	100	100	41	47	52	120	140	Free
1 January 2017 to present	20	44	44	100	100	45	50	55	130	153	Free

Note 6: The franchisees of Western Harbour Crossing and Tai Lam Tunnel offer concessions to all categories of vehicles. Therefore, the actual tolls payable by motorists (known as "concessionary tolls") are lower than the statutory tolls stipulated in Schedule 1 to the Western Harbour Crossing Ordinance (Cap 436) and the Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap 474) respectively. The tolls stated in this table are concessionary tolls.

Note 7: The toll for each additional axle in excess of two is only applicable to goods vehicles.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)100

(Question Serial No. 1163)

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:

Matters Requiring Special Attention in 2017-18 of the 2017-18 Controlling Officer's Report include continuing to oversee the works for the Hong Kong Boundary Crossing Facilities, Hong Kong Link Road and Tuen Mun-Chek Lap Kok Link under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. In early February this year, the Secretary for Transport and Housing Anthony CHEUNG said that the construction of the Hong Kong section of the HZMB had been making satisfactory progress and was expected to be completed by the end of the year. As for the Main Bridge which would connect the three sides, the works were also expected to be completed by the end of the year. In this connection, would the Government advise this Committee of the following:

What were the amounts of resources allocated by the Government in the past 3 years to tie in with the launch of the second phase of a scheme which allows Mainlanders to apply for self-drive tours in Hong Kong upon the commissioning of the HZMB? If so, what were the details? If not, what were the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 26)

Reply:

At present, qualified Hong Kong private cars can enter and leave the Mainland using the Shenzhen Bay Port under the first phase (i.e. Hong Kong private cars going to the Mainland) of the Ad Hoc Quota Trial Scheme for Cross Boundary Private Cars (the Trial Scheme). Since the Guangdong Provincial Government and the Hong Kong SAR Government clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Trial Scheme (i.e. Guangdong private cars coming to Hong Kong), the discussion about cross-boundary private cars using the Hong Kong-Zhuhai-Macao Bridge is based on the current arrangements for both Guangdong and

Hong Kong cross-boundary private cars and does not cover Guangdong private cars coming to Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)101

(Question Serial No. 1194)

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:

Matters Requiring Special Attention in 2017-18 of the 2017-18 Controlling Officer's Report include continuing to oversee the technical feasibility studies, planning and design for the higher-ranking proposals on the provision of hillside escalator links and elevator systems (hillside escalator links). In the Policy Agenda of the 2017 Policy Address, the Government has mentioned that it will continue to implement the "Universal Accessibility" (UA) Programme to benefit the elderly and those who need such access. In the second quarter of 2017, it will have invited the 18 District Councils (DCs) to further nominate not more than 3 walkways in each district for implementation in the next phase of the programme. The walkways eligible for selection by the DCs will not be confined to public walkways maintained by the Highways Department, although they will have to meet certain criteria. Please advise this Committee whether the Government would consider providing an elevator to link Chak On Estate and Lei Cheng Uk Swimming Pool in Sham Shui Po District, so as to end the suffering of residents who have been going up and down the hill for years. If so, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 44)

Reply:

We noted that some members of the public had suggested the retrofitting of lift at the staircase connecting Chak On Estate and Lei Cheng Uk Swimming Pool under the "Universal Accessibility" (UA) Programme. Since the UA Programme aims to retrofit lifts for footbridges, elevated walkways and subways, and this hillside staircase is not a footbridge, elevated walkway or subway, it is outside the scope of the UA Programme. However, this suggestion can be considered under the Programme of "Hillside Escalator Links and Elevator Systems" (HEL).

The Government established in 2009 a set of objective and transparent scoring criteria for assessing HEL proposals to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. The Government consulted the Legislative Council (LegCo) Panel on Transport on this in May 2009, and upon completion of the assessment, the results were reported to the Panel on Transport in February 2010. 2 proposals were screened out initially, and 18 others were ranked. The Government indicated at that time that preliminary technical feasibility studies for the proposals ranked top 10 would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals. Later on, after reviewing the human resources of the Highways Department, the Government completed preliminary technical feasibility studies for the proposals ranked 11th and 12th.

The Government is currently pooling resources to seek to expeditiously implement higher-ranking HEL proposals for which construction works have not yet commenced. The remaining lower-ranking proposals will be followed up after the smooth implementation of the higher-ranking proposals. Apart from continuing to implement the relevant ranked proposals, the Government plans to commence a study at the end of 2017 to review and improve the assessment mechanism for HEL proposals, and on the basis of the study outcome, to carry out initial screening, traffic assessments and preliminary technical feasibility studies for other proposals received in the past years (including the proposal of providing an elevator to link Chak On Estate and Lei Cheng Uk Swimming Pool in Sham Shui Po) so as to draw up a timetable for implementing the proposals in future. The study is expected to take about 30 months. Upon completion of the study, the Government will seek resources for progressively implementing proposals that are considered feasible after preliminary technical studies.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)102****(Question Serial No. 1201)**

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:

Matters Requiring Special Attention in 2017-18 of the 2017-18 Controlling Officer's Report include continuing to take forward the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay. The Planning Department completed a study for the Area Improvement Plan for the Shopping Areas of Mong Kok in 2009. The study covered a number of key issues concerning the shopping areas of Mong Kok, such as the planning and urban design, landscape, traffic and transport, and pedestrian. It also suggested 22 improvement initiatives, including greening and streetscape improvement, identity improvement, linkage improvement and destination improvement. However, the Plan has not yet been completed after so many years. Among the improvement initiatives, the Mong Kok Footbridge Extension is expected to be completed in 2018 after 15 years whereas the proposed footbridge system in Mong Kok which was proposed in 2008 Policy Address had no preliminary proposal in place until December 2016. In this connection, would the Government advise this Committee of:

1. the progress of the entire pedestrian environment improvement scheme in Mong Kok; and
2. the amount of resources allocated to the scheme in the past 3 years; whether additional manpower and resources will be deployed in the next 3 years to speed up completion of the scheme; if so, the details; if not, the reasons for that.

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 51)

Reply:

The Highways Department (HyD) engaged an engineering consultant in October 2013 to commence a further investigation study on the footbridge system in Mong Kok. The scope

of the study covers the assessments of the anticipated usage of the proposed footbridge system and the impacts on the traffic, environment and underground utilities during the construction and operation stages of the project, etc. Subsequent to the substantial completion of the study in 2016, the HyD commenced the public consultation for the preliminary scheme of the project in January 2017. Through soliciting public views on the preliminary proposals, the HyD expects to improve the proposals with a view to achieving the goals of enhancing pedestrian environment and minimising vehicle-pedestrian conflicts in the Mong Kok district. Subject to public views, we will arrange gazettal of the project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), take forward the detailed design and devise the implementation timetable for early implementation of the works.

The expenditure involved in the investigation study over the past 3 years was about \$3.6 million. The HyD will engage an engineering consultant to commence the next stage of detailed design and will oversee the work with existing manpower resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)103

(Question Serial No. 2307)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The target commissioning date of the Hong Kong-Zhuhai-Macao Bridge (HZMB) is by the end of 2017. Upon commissioning, the Hong Kong Boundary Crossing Facilities (BCF) will serve as a transportation hub and provide clearance service to cross-boundary passengers and cargoes. In this connection, would the Government advise this Committee of the following:

1. How much resources has the Government earmarked for the Hong Kong BCF of the HZMB which will be commissioned soon?
2. Will "co-location" arrangements be implemented at the Hong Kong BCF or will there be other passenger clearance arrangements?
3. Given that self-driving will be a key issue upon the commissioning of the HZMB, what is the amount of resources set aside by the Government for conducting research into the legal issues arising from self-driving? How much support will be given to the public? What is the amount of resources involved concerning co-operation with the Transport Department?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 6)

Reply:

1. We estimate that the annual recurrent expenditure on the future operation of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF) will be about \$1.3 billion, which mainly comprises remuneration for law enforcement officers such as customs officers, immigration officers and quarantine

officers, as well as the expenses on maintenance, operational management, etc. of the HKBCF.

2. According to the agreement of the three governments on the construction, operation, maintenance and management of the HZMB, the HZMB will adopt the “separate locations” mode of clearance arrangement. The governments of the three sides are responsible for setting up their own boundary crossing facilities. In other words, upon commissioning, the HKBCF will not adopt a “co-location” mode of clearance arrangement.
3. At present, qualified Hong Kong private cars can enter and leave the Mainland using the Shenzhen Bay Port under the first phase (i.e. Hong Kong private cars going to the Mainland) of the Ad Hoc Quota Trial Scheme for Cross Boundary Private Cars (the Trial Scheme). The relevant work is absorbed by existing resources of the Transport Department. The Guangdong Provincial Government and the Hong Kong SAR Government clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Trial Scheme (i.e. Guangdong private cars coming to Hong Kong). The discussion about cross-boundary private cars using the HZMB is based on the current arrangements for both Guangdong and Hong Kong cross-boundary private cars and does not cover Guangdong private cars coming to Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)104

(Question Serial No. 3120)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Matters Requiring Special Attention in 2017-18 of the 2017-18 Controlling Officer's Report that the Government will further promote walkability under the theme of "Walk in HK" to: (i) "Make it smart", by providing user-friendly information on walking routes; (ii) "Make it connected", by enhancing our pedestrian networks; (iii) "Make it enjoyable", by making walking a pleasant experience; and (iv) "Make it safe", by providing a safe and quality pedestrian environment. According to a study, our population is rapidly ageing. By 2022 or so, one-fifth of our population will be elderly people. In this connection, would the Government advise this Committee of the following:

Will the above initiative take into account the needs of the elderly, so as to build an inclusive and supportive "silver-haired-friendly community" to raise the living quality of the elderly and safeguard their well-being? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 46)

Reply:

One of our policy objectives of introducing "Walk in HK" is to promote active ageing for the elderly and build an age-friendly community. We hope to improve accessibility for the elderly by implementing supporting measures, such as the provision of a pedestrian environment and walking facilities that suit the needs of the elderly. Such efforts can help the elderly keep themselves healthy. They will also encourage the elderly to get out of their homes and integrate into the community, and achieve a sense of worthiness.

For instance, under the theme of "Walk in HK", in order to facilitate the elderly and other people in need to walk easily, safely and comfortably within the district, we will explore

relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual. We will also continue to take forward the provision of hillside escalator links and elevator systems (HEL), and conduct a study at the end of this year to review and improve the assessment mechanism established by the Government in 2009. Based on the study, we will carry out screening, traffic assessments and preliminary technical feasibility assessments for the HEL proposals received in the past years so as to draw up a timetable for implementing HEL proposals in future. In addition, we will review and update the relevant planning standards and design in relation to pedestrian environment and facilities. Examples include greening for carriageway and footway, widths of footway and buffer zones, pedestrian crossing facilities, barrier free facilities, and roadside facilities such as street lighting, railings, and street furniture.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)105

(Question Serial No. 0419)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in paragraph 81 of the Budget Speech that as aircraft financing is a very promising global business, the Government plans to offer tax concessions to attract aircraft leasing companies to develop their business in Hong Kong, thereby creating job opportunities for both the financial and aviation industries. In this connection, what are the average annual promotional and operating expenditures for the coming 3 years according to government estimation? In addition, how many job opportunities will the aircraft leasing industry create for both the financial and aviation industries, and what contribution to gross domestic product will the industry made according to government forecast?

Asked by: Hon LIAO Cheung-kong, Martin (Member Question No. 25)

Reply:

According to the analysis conducted by the Focus Group on Promoting Aerospace Financing in Hong Kong under the Working Group on Transportation of the Economic Development Commission, if Hong Kong is able to develop a new dedicated tax regime for offshore aircraft leasing (i.e. the proposals submitted by the Government to the Legislative Council (LegCo) Panel on Economic Development earlier on, including the tax rate on the qualifying profits of qualifying aircraft lessors and qualifying aircraft leasing managers at 8.25% and the taxable amount of lease payments at 20% of the tax base (i.e. gross lease payments less deductible expenses excluding tax depreciation)), Hong Kong could gradually capture up to about 18% of aircraft leasing business in the global aircraft leasing market in 20 years' time. This would bring about the following potential benefits by the 20th year:

- (a) financing for over 3 200 aircraft with an asset value of about HK\$707 billion;
- (b) direct employment of around 1 640 people and about HK\$2 billion in staff compensation;

- (c) profits tax paid by aircraft leasing companies of about HK\$1 billion in the 20th year and a total of more than HK\$10 billion over a twenty-year period;
- (d) a cumulative gross domestic product value added of more than HK\$430 billion over a twenty-year period; and
- (e) over 13 700 indirect jobs due to the linkage and multiplier effects.

The Government introduced a bill into the LegCo to amend the Inland Revenue Ordinance in March 2017. Upon the passage of the bill, the above new dedicated tax regime will be implemented.

The Transport and Housing Bureau, the Financial Services and the Treasury Bureau, the Inland Revenue Department and other relevant government agencies (such as Invest Hong Kong) will continue to deploy existing manpower and resources to take forward the work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)106

(Question Serial No. 0942)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review on the regulation of unmanned aircraft systems (UASs), would the Government advise this Committee of the following:

1. the progress and timetable of the consultancy study on the regulation of UASs;
2. whether the Government will put in place a registration system for UASs and follow the overseas practice of establishing a licensing system for UAS operators so that every UAS is controlled by an operator, and amend the relevant legislation; and
3. whether the Government will streamline the application procedure to facilitate business operations; if so, the details; if not, the reasons.

Asked by: Hon LO Wai-kwok (Member Question No. 22)

Reply:

Unmanned aircraft system (UAS) is a kind of aircraft, and its flight safety is regulated by the civil aviation legislation. The Civil Aviation Department (CAD) attaches great importance to flight safety, including the operation of UAS, to ensure that such activities are performed in accordance with air safety requirement. With reference to current regulations, UAS operators, regardless of the weight and purpose of the UAS operated, are governed by Article 48 of the Air Navigation (Hong Kong) Order 1995 (Cap. 448C, Laws of Hong Kong) (the Order). The Order stipulates that a person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Separately, in accordance with Regulation 22 of the Air Transport (Licensing of Air Services) Regulations (Cap. 448A, Laws of Hong Kong), regardless of its weight, if a

person uses a UAS for hire and reward, he/she must lodge an application with the CAD before operating such aircraft and abide by the conditions stipulated in the permit granted by the CAD in providing the service. Prior to the issuance of a permit, the CAD will take into consideration whether the applicant and his/her UAS can operate under a safe condition. The permit issued by the CAD will also stipulate relevant conditions and requirements to ensure safe operation.

Articles 3, 7 and 100 of the Order provide that, any person must apply to the CAD for a Certificate of Registration and a Certificate of Airworthiness for any unmanned aircraft weighing more than 7 kilograms (without fuel) before he/she can operate such aircraft.

With the rapid technological development of UAS and the increasing diversified use of UAS, governments all over the world have been actively considering strengthening the regulatory regime on the use of UAS. At present, there is neither standardised international requirement on the manufacture, import, sale and operations of UAS, nor a set of unified international regulatory guidelines and principles.

In order to strengthen the protection of public safety, the CAD has commissioned a consultancy study on the regulation of UAS. The consultant will make reference to the requirements and direction of overseas aviation authorities on the regulation of UAS, including the classification of UAS, the registration and licensing systems, and the planning of restricted areas, etc. It will also consider the specific circumstances in Hong Kong as well as consult relevant stakeholders in the process with a view to making recommendations to the CAD on the regulatory framework of UAS in Hong Kong. The consultancy study is expected to be completed in 2017-18. Based on the results of the study, the CAD will review the current regulatory framework of UAS and consider whether it is necessary to amend the existing legislation with regard to the international trend in the regulation of UAS.

In the consultancy study and the review conducted by the CAD, particular emphasis would be placed on striking a balance between the use of UAS for recreational and work purposes and the protection of public safety.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)107

(Question Serial No. 0946)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government set up the Hong Kong Maritime and Port Board (HKMPB) in April 2016. In this connection, please advise this Committee of:

1. the establishment of the HKMPB and the expenditure involved in 2017-18; and
2. the specific measures to be undertaken by the HKMPB in 2017-18 in order to promote the growth of high value-added and professional maritime services in Hong Kong, foster the development of maritime manpower, and devise strategies and initiatives to enhance Hong Kong's status as an international maritime centre.

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

Reply:

(1) The Hong Kong Maritime and Port Board (HKMPB) was established in April 2016. There are a total of 29 officers, including 21 civil servants and 8 non-civil-service-contract (NCSC) staff, in the Transport and Housing Bureau to support the work of the HKMPB. The estimated annual salary cost for the NCSC staff is \$7.74 million. The 21 civil servants provide secretariat service to the HKMPB as part of their duties and we are unable to calculate the annual salary cost involved.

In 2017-18, apart from the above salary expenditure, the Government has allocated \$11.25 million to cover other expenses of the HKMPB. The provision includes \$3.1 million for Invest Hong Kong to step up its overseas promotion work.

(2) In 2017-18, the work of the HKMPB in 3 main areas, namely maritime and port development, manpower resources and promotion, is as follows:

(a) On maritime and port development, we will seek to foster the development of high value-added maritime services where Hong Kong enjoys clear advantages, such as marine insurance, ship management, maritime arbitration and ship finance, and formulate measures to facilitate the development and business operations of the maritime industry.

(b) On the development of manpower resources, the Government will, having regard to the development of the maritime industry, consider organising suitable programmes in partnership with institutions and professional bodies to nurture talents required by the industry. Moreover, we will continue to fine-tune the various schemes under the Maritime and Aviation Training Fund to meet the needs of the industry. We will also further step up promotion at local schools to enhance students' knowledge of the maritime industry and related high value-added services, so as to encourage more young people to join the industry.

(c) On promotion, we will organise the second Hong Kong Maritime Week; take part in large-scale maritime exhibitions, such as "Marintech China 2017" to be held in Shanghai; and conduct promotion visits to countries and cities with vibrant maritime clusters to promote the strengths of Hong Kong's maritime industry. In addition, Invest Hong Kong will step up its promotion work overseas, with a view to identifying renowned international maritime enterprises that have potential to extend their business to Hong Kong, promoting Hong Kong as the preferred base for their Asian-Pacific operations, attracting them to set up in Hong Kong, and encouraging them to make good use of Hong Kong's commercial and high value-added maritime services, thereby expanding the local maritime cluster and developing Hong Kong into a leading maritime services hub in the region.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)108

(Question Serial No. 1504)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau has mentioned that it is taking forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension based on the Railway Development Strategy 2014, which has identified 7 new railway projects. In this connection, please advise this Committee whether the Government will commence the specific planning and advance work for the remaining new railway projects as soon as possible, so that the projects can also be implemented in a timely and orderly manner. If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (Member Question No. 36)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) has invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted a proposal for the Tuen Mun South Extension to the Government in end-December 2016 and will submit proposals for the Northern Link (and Kwu Tung Station) and the East Kowloon Line later this year. The THB, the Highways Department and relevant departments are evaluating the proposal for the Tuen Mun South Extension and have requested the MTRCL to provide additional information and supplement details of the relevant proposal in order to ensure that its proposal will be practically feasible and bring maximum benefits to the community.

Moreover, in early January 2017, the THB invited the MTRCL to submit a proposal for the Tung Chung West Extension (and Tung Chung East Station).

Regarding the other 3 railway schemes (namely Hung Shui Kiu Station, the South Island Line (West) and the North Island Line), we will pursue these schemes having regard to the indicative implementation windows recommended in the RDS-2014. The taking forward of individual railway projects is subject to the outcome of the detailed engineering, environmental and financial studies relating to each project, as well as the updated assessment of passenger transport demand and availability of resources at the time.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)109

(Question Serial No. 1866)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB), would the Government advise this Committee:

- a. of its regular measures to oversee the construction of the HZMB, and the staffing provision and expenditure involved;
- b. whether it keeps statistics on the numbers of injuries and deaths involved in reclamation works; if so, please set out the numbers by cause of accidents; and
- c. of its measures to safeguard the occupational safety and health of workers?

Asked by: Hon LUK Chung-hung (Member Question No. 32)

Reply:

- (a) The Government has established mechanisms to monitor the implementation of works projects. At present, for major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors and other cross-discipline professional teams to assist the departments concerned to closely supervise the progress and quality of works.

During the construction of the Hong Kong-Zhuhai-Macao Bridge (HZMB) local projects (including the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) projects), the consultant engineers engaged by the Highways Department (HyD) will deploy resident site staff to manage the daily operations of the works contracts, including supervising the contractors' performance in works progress, material testing, site safety, environmental protection measures, etc.

The supervision of the works for the HKBCF and the HKLR under the HZMB project is undertaken by the HyD, with the assistance of consultants engaged by the Department. The Transport Branch of the Transport and Housing Bureau has been deploying existing staff resources, as part of their normal duties, to oversee the implementation of these projects.

- (b) The numbers of accidents, injuries and deaths related to reclamation works of the HKBCF and the HKLR projects as at February 2017 are set out below:

Type of accidents	Number of accidents	Number of injuries	Number of deaths
Trapped in or between objects	6	6	0
Injured whilst lifting or carrying	3	3	0
Slip, trip or fall on the same level	7	7	0
Fall of person from height	1	14	1
Striking against fixed or stationary object	1	1	0
Striking against or struck by moving object	2	2	0
Stepping on object	1	1	0
Drowning	2	0	2
Others	6	6	0
Total:	29	40	3

- (c) Contractors of works contracts shall put in place and implement a safety management system in accordance with the contractual requirements and relevant legislation. Contractors shall ensure that all workers have received sufficient relevant safety training before entering work sites and commencing construction works. They shall provide their workers with suitable personal protective equipment such as safety helmets, safety shoes, reflective vests, life jackets, safety harnesses, etc.

Foremen and safety supervisors of contractors shall carry out daily site inspections. Moreover, safety officers shall carry out weekly site inspections. There is a works supervisor on board every vessel, who is responsible for monitoring the work safety of marine construction sites.

Resident site staff of the consultants engaged by the HyD are responsible for vetting and approving construction plans and risk assessments prepared by the contractors to ensure that sufficient supervision is provided for works projects both before and during construction. Also, Site Safety and Environmental Management Committees, jointly set up by resident site staff and contractors, devise and implement site safety management systems and monitor the contractors' safety performance in works. In addition, representatives from the HyD and relevant departments (including the Labour Department) attend meetings held by the said committees and carry out safety inspections. Resident site staff of consultants and construction site controllers and safety personnel of contractors shall carry out routine site inspections. If safety issues are spotted, they will immediately request the contractor(s) concerned to rectify them.

Furthermore, in addition to the existing legislation and the safety requirements stipulated in the works contracts, the HyD has strengthened site safety measures by requesting the contractors to engage safety auditors accredited by the Occupational Safety and Health Council to conduct regular independent audits in respect of 3 relatively large-scale contracts under the HZMB HKBCF and HKLR projects. Areas covered in the audits include the safety management systems and safety measures adopted by the contractors.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)110

(Question Serial No. 1868)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB), would the Government advise this Committee of the following:

- a. How will the Government share the amount of cost overrun with the governments of Guangdong and the Macao Special Administrative Region and what is the estimated expenditure involved?
- b. Given that a number of works items for the HZMB are still underway, what measures does the Government have to ensure the commissioning of the HZMB by the end of 2017?

Asked by: Hon LUK Chung-hung (Member Question No. 31)

Reply:

- (a) The entire Hong Kong-Zhuhai-Macao Bridge (HZMB) project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9km-long bridge and a 6.7km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and (ii) the link roads and boundary crossing facilities under the responsibility of the three governments.

In March 2010, the Ministry of Transport approved the project estimate of the HZMB Main Bridge project. The approved project estimate was approximately RMB38.12 billion, among which, about 41% was shared by the three governments whereas the remaining 59% or so was financed by the HZMB Authority through bank loans. Since the commencement of the project, there has been escalation in the construction costs arising from the increase in labour and material costs as well as the

refinement of the design and construction schemes. As a result, the contractors of the HZMB Main Bridge submitted applications to the HZMB Authority for adjustment to the project estimate. As pointed out by the contractors, it has become common in recent years that the costs of many mega-scale transport infrastructure projects in the Mainland exceeded their respective approved project estimates. The HZMB Authority has reviewed the applications submitted by the contractors and prepared a report on the adjustment of the project estimate. The report, which is currently being assessed by an independent consultant engaged by the Joint Works Committee of the Three Governments (JWC), will be submitted to the JWC for review. Upon JWC's review and consensus reached, it will, in due course, submit the vetted report to the relevant Mainland authorities for examination. The report will finally be submitted to the State Council for approval of the adjusted project estimate. We will report to the Legislative Council in a timely manner when there is a definite estimate and give an account for the financial arrangement as discussed by the Guangdong, Hong Kong and Macao governments.

- (b) The works for the HZMB Main Bridge as well as the projects of the three sides have encountered various difficulties and pressures, including risks in respect of technical challenges, extreme weather, works safety, works interface, etc. Without compromising the quality and safety of works, the HZMB Authority and the three sides are adopting every possible measure to overcome the difficulties encountered so as to proceed with their relevant projects. With the further consolidated assessment by the JWC, the three sides strive to complete the HZMB project by end-2017 for early simultaneous commissioning, subject to factors such as the implementation of cross-boundary transport arrangements.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)111

(Question Serial No. 1878)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Programme (2) that the Government “continued to work jointly with franchised bus companies on the deployment of environment-friendly buses along busy corridors”. In this connection, would the Government inform this Committee:

- a. of the respective numbers of environment-friendly buses deployed in the past year and to be deployed in the coming year by each franchised bus company, the bus routes and major districts involved in table form;
- b. whether the Government has assessed the impact of the deployment of environment-friendly buses on environmental protection; if so, the details and the assessment indicators; and
- c. whether the Government has any plan to extend the arrangement progressively with a view to deploying more environment-friendly buses to serve various bus routes?

Asked by: Hon LUK Chung-hung (Member Question No. 33)

Reply:

The Government has all along been encouraging franchised bus companies to deploy low emission buses (i.e. bus models meeting Euro IV or higher emission standards, or Euro II and III buses retrofitted with selective catalytic reduction devices (SCRs) and diesel particulates filters (DPFs)) for operating on trunk roads in the urban area. As at end-2016, the franchised bus companies in Hong Kong had a total of 5 916 franchised buses, among which 3 986 were low emission buses (including 3 632 buses meeting Euro IV or higher emission standards, and 354 Euro II and III buses retrofitted with SCRs and DPFs), accounting for about 67% of the bus fleet.

The Government has set up 3 franchised bus low emission zones (LEZs) in Central, Causeway Bay and Mong Kok since end-2015. These LEZs are located at road sections where traffic is busy, pedestrian flow is heavy and franchised buses can account for up to 40% of the traffic volume. Franchised bus companies are required to deploy low emission buses for operating on routes running through these LEZs.

The number of bus routes running through the above 3 LEZs by each franchised bus company and the respective numbers of low emission buses involved (data as at end-January 2017) are set out in the table below:

Operator ^(Note 1)	Number of bus routes running through LEZs ^(Note 2)	Number of low emission buses involved
Kowloon Motor Bus Company (1933) Limited	139	1 335
Citybus Limited	86	476
New World First Bus Services Limited	55	683
Total	224	2 494

Notes:

- 1 The other 2 franchised bus companies (i.e. the Long Win Bus Company Limited and the New Lantau Bus Company (1973) Limited) do not have regular bus routes running through the LEZs.
- 2 As the figures include 56 cross-harbour routes jointly operated by the 3 operators, the total number of bus routes running through LEZs is not equal to the sum of the respective numbers of bus routes of the operators.

In January 2017, among the bus trips running through the franchised bus LEZs, 99.6% were operated by low emission buses. In case of traffic congestion, vehicle breakdowns, traffic accidents or temporary addition of departures, there are still occasions where franchised bus companies may need to deploy non-low emission buses to run through the franchised bus LEZs in order to maintain normal bus service. Franchised bus companies will continue to endeavour to deploy low emission buses to operate on those routes running through the above franchised bus LEZs.

Franchised bus companies are required to operate their services with buses under the age of 18. All pre-Euro and Euro I franchised buses have been phased out earlier. With the acquisition of more new buses by the franchised bus companies, the number of low emission buses will increase progressively over the years. Moreover, the Government has been providing full subsidy to franchised bus companies for retrofitting SCRs for eligible Euro II and III buses. In recent years, the Environmental Protection Department (EPD) has also implemented some other vehicle emission control measures to improve roadside air quality, including launching an incentive-cum-regulatory scheme to phase out some 82 000 pre-Euro IV diesel commercial vehicles progressively starting from March 2014, and strengthening the emission control for petrol and liquefied petroleum gas vehicles. These measures will also help improve the roadside air quality of the LEZs and other places.

The EPD compiles the Hong Kong Air Pollutants Emission Inventory every year to keep abreast of emissions causing air pollution and formulate emission reduction policies.

Hong Kong is small in size. There are different air pollution sources and vehicles are running around in different districts. Air quality improvement measures are also being implemented in parallel. Hence, assessing air pollutant emissions within specific road sections cannot appropriately reflect the importance and effectiveness of a particular improvement measure. Nevertheless, the EPD has been monitoring the roadside air quality. According to the monitoring data of the 3 roadside Air Quality Monitoring Stations (Central, Causeway Bay and Mong Kok) in the past 5 years (i.e. 2012 to 2016), the average concentrations of major roadside air pollutants (including respirable suspended particulates, fine suspended particulates, nitrogen dioxide and sulphur dioxide) have fallen by 28%, 28%, 31% and 30% respectively. This reflects that the measures for reducing vehicle emission have been effective.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)112

(Question Serial No. 3155)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Transport and Housing Bureau “worked with the maritime and aviation industries and relevant education institutions to implement various incentive and scholarship schemes under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives” in 2016-17. In this connection, would the Government advise this Committee of the following:

- (a) the total amount of funding granted and the balance of the MATF as at the end of the 2016-17 financial year;
- (b) the number of organisations and individuals with subsidies and scholarships granted since the inception of the MATF; whether the Government knows the number of individuals who have joined the maritime and aviation industries after receiving the subsidies; and
- (c) given that it is mentioned under the Programme that the Bureau will “continue to draw up and implement manpower development and promotion initiatives under the MATF with advice from the Manpower Development Committee of the Hong Kong Maritime and Port Board and the Tripartite Taskforce on Manpower Training (Aviation)”, the specific details of such advice and the follow-up work of the Government.

Asked by: Hon LUK Chung-hung (Member Question No. 24)

Reply:

- (a) As at the end of the 2016-17 financial year, the estimated cumulative expenditure for various incentive and scholarship schemes under the Maritime and Aviation Training Fund (MATF) is estimated to be \$27.42 million, including the cumulative expenditure of

\$14.19 million for 2014-15 and 2015-16, as well as the revised estimated expenditure of \$13.23 million for 2016-17. The balance of the MATF is about \$72.58 million.

(b) The beneficiaries of some schemes under the incentive and scholarship schemes supported by the MATF, such as the Professional Training and Examination Refund Scheme, the Sea-going Training Incentive Scheme and the Ship Repair Training Incentive Scheme, are individual practitioners of the maritime or aviation industry. No partnering organisation is involved. Some schemes, on the other hand, are targeted at students of tertiary institutions, such as the Hong Kong Maritime and Logistics Scholarship Scheme, the Hong Kong Maritime Law Scholarship Scheme, the University of Hong Kong (HKU) – Dalian Maritime University Academic Collaboration Scheme, the Hong Kong Aviation Scholarship Scheme and the Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme. There are totally 6 tertiary institutions participating in these schemes. Moreover, in the past 3 years, 125 maritime and aviation-related companies have taken part in the Maritime and Aviation Internship Scheme to provide students of tertiary institutions with summer intern places. As at December 2016, over 2 470 students and in-service practitioners of the maritime and aviation industries have benefitted from the MATF.

The target groups of the MATF schemes vary. Some beneficiaries are in-service practitioners of the maritime and aviation industries. Students who are awarded scholarships to pursue maritime or aviation-related bachelor or master degree programmes are subject to the condition that they have to serve in the maritime or aviation industry for 1 year after graduation. According to surveys conducted by the relevant tertiary institutions in 2016, about 55% of the beneficiaries continued to serve the industries in Hong Kong after the one-year mandatory service period.

(c) In response to the development needs of the maritime and aviation industries, the Government has been enhancing the schemes under the MATF, with a view to developing manpower and promoting the industries. With reference to the advice from the Manpower Development Committee of the Hong Kong Maritime and Port Board and the Tripartite Taskforce on Manpower Training (Aviation), we have implemented the following initiatives for the maritime and aviation industries—

- i. extending the subsidy period of the Maritime and Aviation Internship Scheme under the MATF from 2 months to 3 months, during which participating companies are provided with subsidies to cover the monthly honorarium of student interns, so as to allow more time for student interns to have a good grasp and better understanding of the business operations of the maritime and aviation industries during the internship period and get prepared for their career in the industries after graduation;
- ii. revising the employment conditions during the subsidy period of the Local Vessel Trade Training Incentive Scheme to better meet the career needs of the applicants;
- iii. introducing a new scholarship scheme in the 2017/18 academic year for selected students of the Shanghai Maritime University to undertake the Master of Common Law course at the HKU and engage in maritime-related work in Hong Kong afterwards, so as to help nurture professionals conversant with both Mainland's maritime law and Hong Kong's legal system for the industry;

- iv. subsidising trade bodies to organise promotional activities during the Hong Kong Maritime Industry Week 2016 and stepping up the promotion work at schools, so as to enhance public understanding of the maritime industry and encourage more young people to pursue maritime careers;
- v. working with local universities to develop new scholarship schemes to encourage students to take subjects related to the maritime industry, so as to expand the talent pool for the maritime industry; and
- vi. including 3 aviation-related bachelor and master degree programmes of the Hong Kong University of Science and Technology in the selected list of programmes under the Hong Kong Aviation Scholarship Scheme starting from the 2016/17 academic year to support those aspiring to a career in the aviation industry to pursue related professional programmes, so as to nurture new blood for the industry and enhance its overall professional competency.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)113****(Question Serial No. 3092)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Please advise this Committee of the following:

- (a) The details of the contracts on the works for the HKBCF, the HKLR and the TM-CLKL (including the planned date of completion and the latest expected date of completion) using the table below:

Contract Number and Commencement Date	Details of Contract	Name of Contractor	Actual Tender Price	Planned Date of Completion	Latest Expected Date of Completion	Date of Completion (Applicable for Completed Works)

- (b) The latest progress of the works for the HKBCF, the HKLR and the TM-CLKL using the table below:

Contract Number	Details of Contract	Name of Contractor	Progress of Works	Reasons for Delay	Latest Expected Date of Completion

- (c) The number of consultants responsible for monitoring the works for the HKBCF, the HKLR and the TM-CLKL as well as the expenditure and details involved over the past 5 years using the table below:

Contract Number	Name of Consultant	Actual Tender Price	Details of Consultancy Work	Date of Contract

- (d) The details of the site inspections conducted for monitoring the works for the HKBCF, the HKLR and the TM-CLKL over the past 5 years using the table below:

	Dates of Site Inspections	Number of Participants	Details of Inspections	Expenses Involved
2013-14				
2014-15				
2015-16				
2016-17				
2017-18 (Estimate)				

- (e) The number of industrial casualties and the expenses involved for the HKBCF, the HKLR and the TM-CLKL over the past 3 years using the table below:

	Dates of Industrial Accidents	Number of Casualties	Details of Industrial Accidents	Expenses Involved
2014-15				
2015-16				
2016-17				

Asked by: Hon MO Claudia (Member Question No. 51)

Reply:

- (a)&(b) The information regarding the contracts of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) is as follows:

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
Contract No. : HY/2010/02 HZMB HKBCF - Reclamation Works (November 2011)	Construction of an artificial island of about 150 hectares (ha), of which about 130 ha is for the HKBCF and about 20 ha is for the southern landfall of the TM-CLKL	China Harbour Engineering Co. Ltd.	7.0

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
Contract No.: HY/2011/03 HZMB HKLR – Section between Scenic Hill and HKBCF (May 2012)	Design and construction of the section of the HKLR between Scenic Hill and the HKBCF, and road links between the HKBCF and the Hong Kong International Airport	China State Construction Engineering (Hong Kong) Ltd.	8.9
Contract No.: HY/2011/09 HZMB HKLR – Section between the HKSAR Boundary and Scenic Hill (May 2012)	Design and construction of the section of the HKLR between the Hong Kong SAR boundary and Scenic Hill	Dragages - China Harbour - VSL Joint Venture	12.9
Contract No.: HY/2012/07 TM-CLKL – Southern Connection Viaduct Section (June 2013)	Design and construction of a dual two-lane viaduct between the HZMB HKBCF and the North Lantau Highway (NLH) with associated slip roads as well as modifications and realignment of sections of the NLH and Cheung Tung Road, and associated works	Gammon Construction Limited	8.7
Contract No.: HY/2012/08 TM-CLKL – Northern Connection Sub-sea Tunnel Section (August 2013)	Design and construction of a dual two-lane sub-sea tunnel of about 5 kilometres long between Tuen Mun Area 40 and the HZMB HKBCF and reclamation of about 16.5 ha at Tuen Mun Area 40	Dragages - Bouygues Joint Venture	18.2
Contract No.: HY/2013/05 HZMB HKBCF and HKLR, and TM-CLKL Southern Connection – Traffic Control and Surveillance System (January 2014)	Design, supply and installation of a traffic control and surveillance system that covers mainly the roads at the HKBCF, the HKLR and the TM-CLKL Southern Connection	JSI - Autotoll Joint Venture	0.3
Contract No.: HY/2013/01 HZMB HKBCF – Passenger Clearance Building (April 2014)	Construction of Passenger Clearance Building, drop off deck/area, footbridges, and district cooling system, etc. for the HKBCF	Leighton - Chun Wo Joint Venture	8.4

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
Contract No.: HY/2013/02 HZMB HKBCF – Infrastructure Works Stage I (Western Portion) (July 2014)	Construction of the vehicular bridges and at-grade roads at the western portion of the HKBCF	China Harbour Engineering Co. Ltd.	2.4
Contract No.: HY/2013/12 TM-CLKL – Northern Connection Toll Plaza and Associated Works (July 2014)	Construction of a toll plaza of approximately 5.4 ha and associated structures, carriageways and footbridge, as well as modification and realignment of sections of Lung Mun Road and Lung Fu Road at Tuen Mun, and associated works	CRBC - KADEN Joint Venture	3.0
Contract No.: HY/2013/04 HZMB HKBCF – Infrastructure Works Stage II (Southern Portion) (March 2015)	Construction of the vehicular bridges and at-grade roads at the southern portion of the HKBCF	China State Construction Engineering (Hong Kong) Limited	2.3
Contract No.: HY/2013/03 HZMB HKBCF – Vehicle Clearance Plazas and Ancillary Buildings and Facilities (April 2015)	Construction of vehicle clearance plazas, ancillary buildings and facilities, vehicular bridges, at-grade roads, drainage, sewerage, water supplies, landscape, utilities and electrical and mechanical works, etc. for the HKBCF	China Harbour Engineering Co. Ltd.	7.7
Contract No.: HY/2013/06 HZMB HKBCF – Automatic Vehicle Clearance Support System (AVCSS) (August 2015)	Design, supply, delivery, installation, testing and commissioning of the AVCSS for the HKBCF	ATAL Technologies Limited	0.2

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
Contract No.: HY/2014/04 HZMB HKBCF – Gantry Type X-ray Vehicle Inspection System (December 2015)	Design, supply, delivery, installation, testing, commissioning and maintenance of the Gantry Type X-ray Vehicle Inspection System for the HKBCF	Rapiscan Systems Pte Ltd	0.2
Contract No.: HY/2014/05 HZMB HKBCF – Remaining Ancillary Buildings and Facilities (December 2015)	Construction of the remaining ancillary buildings for the HKBCF	Leighton - Chun Wo Joint Venture	1.2
Contract No.: HY/2014/17 TM-CLKL – Northern Connection Tunnel Buildings, Electrical and Mechanical Works	Construction of an administration building, a toll control building and ancillary buildings and facilities for the Northern Connection, electrical and mechanical works, and re-provision of facilities for the Customs and Excise Department and the Fire Services Department	Tender evaluation in progress	-
Contract No.: HY/2014/10 TM-CLKL – Northern Connection Traffic Control and Surveillance System	Design, supply and installation of a traffic control and surveillance system that covers mainly the TM-CLKL Northern Connection	Tender under preparation	-

According to the latest works progress, the Highways Department (HyD) assessed that the Hong Kong projects of the HZMB (i.e. the HKBCF and the HKLR projects) will be completed to achieve readiness for commissioning by end-2017. The HyD and its resident site staff have been closely monitoring the implementation of the Hong Kong projects and will take appropriate measures to ensure the works are progressed as scheduled.

According to the latest programme submitted by the contractor of the works for the TM-CLKL Southern Connection, the HyD anticipated that if no other unforeseen conditions arose in the future, all the works could be completed in the first half of 2019 at the earliest. As for the Northern Connection, the HyD and the consultant engineers conducted a preliminary assessment and considered that if the contractors were fully co-operative to complete a reasonable design amendment in a timely manner and expeditiously catch up with the work progress, they could strive to complete the tunnel works contract in end-2019 at

the earliest and all construction works of the TM-CLKL Northern Connection in 2020.

- (c) The information regarding the consultancies for supervising the HZMB related local projects is as follows:

Agreement Number	Consultancy	Consultancy Lump Sum Fee (\$ million)	Date of Agreement
Agreement No.: CE 28/2009 (CE) HZMB HKBCF (Reclamation Works) – Design and Construction	Ove Arup & Partners	27	September 2009
Agreement No.: CE 36/2009 (HY) Tender and Construction of HZMB HKLR – Design and Construction	Ove Arup & Partners	40	September 2010
Agreement No.: CE 13/2010 (CE) HZMB HKBCF (Superstructures and Infrastructures) – Design and Construction	AECOM Asia Company Limited	328	December 2010
Agreement No.: CE 7/2011 (HY) TM-CLKL – Design and Construction	AECOM Asia Company Limited	108	November 2011

- (d) The Government has established mechanisms to monitor the implementation of works projects. At present, for major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors and other cross-discipline professional teams to assist the departments concerned to closely supervise the progress and quality of works.

During the construction of the HZMB related local projects, the consultant engineers engaged by the HyD would deploy resident site staff to manage the daily operations of the works contracts, including supervising the contractors' performance in works progress, material testing, site safety, environmental protection measures, etc. The remuneration for the resident site staff and the expenditures on resident site staff management for the HZMB HKBCF, the HKLR and the TM-CLKL are approximately \$2 billion, \$1.5 billion and \$2.6 billion (in money-of-the-day prices) respectively.

- (e) The information regarding the industrial accidents of the HZMB related local projects as at end-February 2017 is as follows:

Project	Number of Industrial Accidents	Number of Deaths	Number of Injured
HKBCF	38	3	49
HKLR	160	2	161
TM-CLKL	66	2	64
Total	264	7	274

The causes of the accidents are broadly categorised as injured by plants and objects; injured whilst carrying, lifting and working; fell from height; slippage; and others. Compensation provided to the affected workers and their families as a result of the accidents is paid by the contractors of individual contracts. The Transport and Housing Bureau (Transport Branch) as well as the HyD do not have separate breakdown on the relevant expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)114

(Question Serial No. 1968)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the 2017 Policy Address that the Government will carry out an in-depth feasibility study on an Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme), and conduct a study on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings to formulate toll adjustment options. Please advise this Committee of the following:

- (a) the timetable for the feasibility study on the Pilot Scheme, and the expenditure and manpower involved;
- (b) the timetable for the study on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings, and the expenditure and manpower involved; and
- (c) whether the Government has any plan to apply big data analysis in formulating specific proposals for the above work and disseminate the relevant transport data in machine-readable format for public use; if so, the details; if not, the reasons for that.

Asked by: Hon MOK Charles Peter (Member Question No. 36)

Reply:

- (a) The Transport Department (TD) is carrying out the preparatory work for the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme), including deciding on the topics, scope and timetable of the study, and estimating the consultancy fee. It will commence an exercise to engage a consultant in due course. The preparatory work for the feasibility study is currently undertaken by existing staff of the TD. In 2017-18, 1 Senior Engineer post and

2 Engineer/Assistant Engineer posts are planned to be created in the TD for the feasibility study. Since the preparatory work is still under way, the TD has yet to be able to confirm the consultancy fee and the time required for the feasibility study.

- (b) The TD commenced a study in January 2017 on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings (RHCs) (namely Cross-Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and the 3 land tunnels between Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest Tunnel and Sha Tin Heights Tunnel), and plan to submit detailed toll adjustment proposals to the Legislative Council Panel on Transport within the 2017-18 legislative year for discussion. The consultancy fee is \$3.57 million and the TD deploys existing staff to manage the work related to the consultancy study.
- (c) Based on the needs of the feasibility study on the Pilot Scheme and the study on the rationalisation of traffic distribution among the 3 RHCs and the 3 land tunnels between Kowloon and Sha Tin, both consultants will collect traffic and transport data by sampling to facilitate the analysis and formulation of detailed proposals. We will consider making available the data collated for public use in future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)115

(Question Serial No. 2996)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Estimates that the Transport Branch will “continue to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension recommended in the Railway Development Strategy 2014”. What is the amount of resources set aside by the Government for conducting the detailed planning work for the East Kowloon Line in the coming financial year? Has the Government already got a timetable for the construction of the East Kowloon Line?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. 46)

Reply:

On the premise of transport demand, cost-effectiveness and the development needs of New Development Areas, the Railway Development Strategy 2014 recommends 7 new railway projects, including the East Kowloon Line, be completed in the planning horizon up to 2031.

The Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) in February last year to submit a proposal for the implementation of the East Kowloon Line project. The MTRCL will submit the proposal later this year and we will evaluate the proposal subsequently. The taking forward of the East Kowloon Line is subject to the outcome of the detailed engineering, environmental and financial studies, as well as the updated assessment of passenger transport demand and availability of resources at the time. In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)116

(Question Serial No. 3234)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding continuing to “jointly administer with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles”, what were the regular quotas for Guangdong and Hong Kong cross-boundary vehicles, the number of registration of such vehicles and the number of crossings made in each of the past 3 years? Please provide the relevant details by each type of cross-boundary vehicles, namely cross-boundary coaches, cross-boundary hire cars, Hong Kong cross-boundary private cars, Mainland official/enterprise vehicles, vehicles of the Hong Kong Government and cross-boundary goods vehicles.

Asked by: Hon OR Chong-shing, Wilson (Member Question No. 47)

Reply:

The governments of Guangdong and Hong Kong have been implementing and jointly administering a quota system for all types of cross-boundary vehicles¹ since 1982 to regulate and control cross-boundary traffic. The numbers of cross-boundary vehicles travelling between Guangdong and Hong Kong under regular quotas and with closed road permits issued by the Transport Department (TD) in the past 3 years are as follows:

¹ Hong Kong goods vehicles and Lok Ma Chau – Huanggang Cross-boundary Shuttle Buses are not subject to quota restriction.

Type of vehicles (number of vehicles)	2014 (calendar year)	2015 (calendar year)	2016 (calendar year)
Cross-boundary coaches	1 116	1 135	1 162
Cross-boundary hire cars	346	353	360
Hong Kong cross-boundary private cars	27 365	27 999	28 661
Mainland official/enterprise vehicles	2 550	2 842	3 146
Vehicles of the Hong Kong Government	26	26	25

Hong Kong cross-boundary goods vehicles are not subject to quota restriction but they are required to hold a valid closed road permit. The respective numbers of all cross-boundary goods vehicles holding closed road permits issued by the TD were 13 552, 13 113 and 12 943 in the 2014, 2015 and 2016 calendar years.

When the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is grouped into 3 types of vehicles, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars (including cross-boundary hire cars, Hong Kong cross-boundary private cars, Mainland official/enterprise vehicles, and Hong Kong private cars travelling to and from the Mainland via the Shenzhen Bay Port under ad hoc quotas), with no further breakdown. According to the information provided by the Immigration Department and the Customs and Excise Department, the numbers of cross-boundary trips made by cross-boundary vehicles per annum in the past 3 years are as follows:

Type of vehicles	Cross-boundary trips (in thousands) (two-way)		
	2014 (calendar year)	2015 (calendar year)	2016 (calendar year)
Cross-boundary coaches	1 398	1 426	1 413
Cross-boundary goods vehicles	7 225	6 959	6 961
Cross-boundary private cars	6 588	6 769	7 118

- End -

CONTROLLING OFFICER'S REPLY

THB(T)117

(Question Serial No. 3236)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Budget Speech that the Government is “looking at various possibilities to better connect Hong Kong and places in the Pearl River Delta (PRD) region upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge”. It “will also consider the provision of cross-boundary helicopter service between Hong Kong and PRD cities”. What is the amount of resources set aside by the Government for the relevant study? What is the latest progress of the study?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. 53)

Reply:

As announced by the Financial Secretary in the 2017-18 Budget, the Government will consider the provision of cross-boundary helicopter service between Hong Kong and Pearl River Delta cities to further enhance cross-boundary transportation services with a view to developing more diversified commercial and other economic activities in the region. In this connection, we will actively liaise with the relevant cities in pursuing the initiative on a pilot basis, so as to take forward the initiative progressively.

Meanwhile, to further study the way forward for the sustainable development of the local helicopter industry, the Civil Aviation Department (CAD) will commence a consultancy study on the demand for local and cross-boundary helicopter service and the use of heliports in Hong Kong (including the existing cross-boundary heliport at the Hong Kong - Macau Ferry Terminal of Shun Tak Centre in Sheung Wan and the planned cross-boundary heliport at Kai Tak) in the second quarter of 2017. The study will also take into account the latest policy developments of Hong Kong and the Mainland as such developments may generate new demand for helicopter service and present new opportunities for developing cross-boundary and multi-modal transport services involving helicopters.

The CAD is actively preparing for the consultancy study. The cost to be involved has yet to be confirmed. The coordination work of the above study will be undertaken by the existing staff of the CAD and there is no additional manpower expenditure involved. We expect that the consultancy study can be completed within 2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)118

(Question Serial No. 0481)

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:

(a) The Transport and Housing Bureau has mentioned the commencement of a parking policy review with priority accorded to considering and meeting the parking need of commercial vehicles is one of the matters requiring special attention in the coming year. In this connection, has the Bureau conducted any survey on the usage of all car parks in Hong Kong, usage of parking spaces in different time slots and usage of parking spaces by different types of vehicles? If so, please list by time slot and vehicle type the relevant figures of such usage.

(b) Does the Bureau have any plan to provide helping measures to address the parking need of commercial vehicles?

Asked by: Hon POON Siu-ping (Member Question No. 34)

Reply:

(a) The 12 Government multi-storey car parks managed by the Transport Department (TD) provide parking spaces for private cars and motorcycles. The average daytime and night-time utilisation rates of each car park in 2016 are set out by types of vehicles as follows:

Car park	Average utilisation rate during daytime (08:00-23:00) (%)		Average utilisation rate during night-time (23:00-08:00) (%)	
	Private car	Motorcycle	Private car	Motorcycle
Aberdeen Car Park	71	70	85	79
City Hall Car Park	39	83	6	76
Kennedy Town Car Park	83	87	75	92
Kwai Fong Car Park	73	67	71	68
Murray Road Car Park	59	64	28	54
Rumsey Street Car Park	72	76	46	72
Shau Kei Wan Car Park	85	80	82	86
Sheung Fung Street Car Park	83	73	90	88
Star Ferry Car Park	64	68	13	48
Tin Hau Car Park	78	82	64	86
Tsuen Wan Car Park	87	76	81	82
Yau Ma Tei Car Park	72	74	44	76
Total	73	74	57	76

Short-term tenancy car parks mainly provide parking spaces for private cars and goods vehicles. Most goods vehicles are parked during night-time, so the peak hours of these car parks are normally at midnight. The survey on the short-term tenancy car parks was conducted by the TD during night-time (i.e. 00:00 a.m. to 04:00 a.m.). According to TD's survey, the average utilisation rate of the short-term tenancy car parks in various districts of Hong Kong during night-time is currently about 70%. In general, operators of these short-term tenancy car parks may adjust the number of parking spaces for various types of vehicles flexibly in accordance with the land lease conditions. Therefore, the survey did not include the utilisation rates based on types of vehicles.

As regards privately-operated car parks, the TD does not have data on their utilisation rates.

- (b) Commercial vehicles (in particular goods vehicles and coaches) serve the function of carrying passengers and goods and have substantive demand for parking spaces in their daily operations. They have been playing important roles in the logistics industry, tourism industry, as well as the overall economy. Therefore, the Government's parking policy is to accord priority to considering and meeting the parking demand of commercial vehicles. The TD has been monitoring the parking demand of commercial vehicles and has taken the following measures as necessary:

- i. providing additional on-street parking spaces for commercial vehicles and designated night-time parking spaces for commercial vehicles, on the condition that road safety and other road users are not affected;
- ii. maintaining close contact with relevant departments to identify suitable sites for use as temporary car parks as far as possible and when necessary;
- iii. monitoring the utilisation of temporary car parks; if the demand for parking spaces for a particular type of commercial vehicle is particularly high, the TD may suggest that relevant departments designate some short-term tenancy temporary car parks for the exclusive use by a particular type of vehicle (including commercial vehicles) when renewing the contract so as to relieve the demand for parking spaces for those types of vehicle; and
- iv. formulating suitable requirements for parking spaces (including requiring developers to provide an appropriate number of additional parking spaces for commercial vehicles in suitable development projects) in planning new development projects and new areas by making reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and taking into account the traffic conditions in the vicinity of the projects, and specifying such requirements in the land leases.

In addition, the TD will shortly commence a car parking review this year with priority accorded to addressing the demand and supply of parking spaces for commercial vehicles to come up with appropriate measures to address the parking needs of commercial vehicles, including updating the standards related to the parking spaces for commercial vehicles as stipulated in the HKPSG.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)119

(Question Serial No. 0489)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau has indicated that the handling of matters relating to the commencement of a new franchise for the bus network of the Kowloon Motor Bus Company (1933) Limited (KMB) is a matter requiring special attention in the coming year. In this connection, at what stage is the discussion between the Bureau and the KMB on the new franchise of the company? Before which date will the Government release the conditions of the new franchise?

Asked by: Hon POON Siu-ping (Member Question No. 37)

Reply:

The current franchise of the Kowloon Motor Bus Company (1933) Limited (KMB) will expire on 1 July 2017. The Government has concluded the discussion with the KMB on the new franchise. The Chief Executive-in-Council has also granted a new ten-year franchise to the KMB on 28 March 2017 which will commence upon expiry of the current franchise. A copy of the conditions of the new franchise was attached to the Legislative Council Brief issued on the same day of granting of the new franchise for reference by the public.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)120

(Question Serial No. 2331)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In “Matters Requiring Special Attention in 2017-18” under this Programme, it is mentioned that the Transport Branch will “commence an in-depth feasibility study for the proposed Electronic Road Pricing pilot scheme in Central and its adjacent areas and formulate detailed options for further public engagement” and “continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward in phases the recommendations made by the Transport Advisory Committee in its Study of Road Traffic Congestion”. In this connection, please advise this Committee:

- ♦ of the latest progress and the timetable;
- ♦ of the manpower and resource expenditure involved; and
- ♦ whether the Government will further conduct the fourth comprehensive public transport strategy study.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 19)

Reply:

The Transport Department (TD) is carrying out the preparatory work for the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme), including deciding on the topics, scope and timetable of the study, and estimating the consultancy fee. It will commence an exercise to engage a consultant in due course. The preparatory work for the feasibility study is currently undertaken by existing staff of the TD. In 2017-18, 1 Senior Engineer post and 2 Engineer/Assistant Engineer posts are planned to be created in the TD for the feasibility study. Since the preparatory work is still under way, the TD has yet to be able to confirm the consultancy fee and the time required for the feasibility study.

The TD will formulate one or more detailed options on the Pilot Scheme through the feasibility study for further discussion by the public. We will draw up a detailed implementation timetable for the Pilot Scheme in the light of factors such as the outcome of the public discussion at the time, and the progress of seeking funding approval of the Legislative Council (LegCo) for the construction of the related facilities as well as passing the necessary legislation.

The Government attaches great importance to alleviating road traffic congestion. It is taking forward progressively the host of short, medium and long-term measures recommended by the Transport Advisory Committee earlier in its Report on Study of Road Traffic Congestion in Hong Kong. Apart from preparing for the feasibility study on the Pilot Scheme, we submitted a motion to the LegCo in February this year on increasing the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. Moreover, the TD will shortly commence a consultancy study on parking spaces for commercial vehicles in 2017, so as to come up with appropriate measures to address the parking needs of commercial vehicles. The TD is carrying out the preparatory work for engaging a consultant, including formulating the specific scope of the study and drafting tender documents. The exercise for engaging the consultant will commence in due course and the study is expected to take 2 years to complete. The TD has also updated the “Hong Kong eRouting” mobile application to provide real-time information on parking vacancies of certain carparks (including government carparks).

In addition, we will continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. We will also continue to explore ways to control the growth of the private car fleet size.

In 2017-18, except for the abovementioned posts to be created in the TD for feasibility study of the Pilot Scheme and the provision of \$1.8 million earmarked as consultancy fee for the consultancy study on parking spaces for commercial vehicles, all other work will be absorbed by existing resources of the Transport and Housing Bureau (THB), the TD and the HKPF. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

The THB currently has no plan to commence the Fourth Comprehensive Transport Study. The Government announced the Railway Development Strategy 2014 in September 2014 to formulate a railway development plan for Hong Kong up to 2031. We then directed resources and accorded priority to the Public Transport Strategy Study (PTSS). In the PTSS, we have been reviewing public transport services other than heavy rail, with a view to optimising the positioning and roles of different public transport modes. There is a wide range of issues in relation to the policy of public transport services. We need to focus on issues with long-standing concerns or urgency for according priority as raised by the LegCo Members, the public transport trades and the public. The PTSS does not cover policies that have been working well or issues that can be effectively handled under the existing mechanisms. If an individual topic, whilst not being covered by the PTSS but is considered worth being studied further, we will suitably follow up separately and report to the LegCo as appropriate. The whole PTSS is expected to be completed in mid-2017 and a consolidated report will then be released.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)121

(Question Serial No. 2429)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the requirements of the International Civil Aviation Organisation, the Transport and Housing Bureau has to establish an air accident investigation authority, which is independent from the Civil Aviation Department (CAD), to take over the civil aviation accident/serious incident investigation functions of the CAD. Would the Government inform this Committee of the following:

What are the specific duties of the investigation authority? What is the timetable for its establishment?

What are the expenditure and manpower to be involved? What are the ranks, remuneration and duties of the posts to be created?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 28)

Reply:

The International Civil Aviation Organization (ICAO) promulgated a new requirement in Annex 13 to the Convention on International Civil Aviation (which stipulates the international standards and recommended practices for air accident investigation) in 2016. It requires that the functions of air accident investigation be separate from the civil aviation administration, so as to ensure the impartiality and independence of investigations. This new requirement came into effect in November 2016. The ICAO has suggested that its Member States implement the new requirement within 2 years from its effective date (i.e. by the end of October 2018).

At present, the Director-General of Civil Aviation (DGCA) is the only Chief Inspector of Accidents (CIA) appointed by the Chief Executive in accordance with the law. Air accident investigations are conducted by the DGCA with the assistance of staff of the Civil

Aviation Department (CAD). To comply with the latest requirement of the ICAO mentioned above, the Government is actively taking forward the preparatory work for the establishment of an air accident investigation authority (the independent investigation authority) which is independent from the CAD, including making legislative amendments. The Government has proposed that the independent investigation authority be established under the Transport and Housing Bureau (THB), which will be responsible for the investigation of civil aviation accidents and serious incidents. Moreover, it will be responsible for undertaking safety management work to prevent accidents from happening and ensure aviation safety on different fronts.

The proposed independent investigation authority will be led by a CIA, a non-civil service position, at a rank equivalent to the Directorate Pay Scale Point 2 (D2). The investigation and routine work will be assisted by 3 senior investigation officers and 3 investigation officers, among which, 1 senior investigation officer and 1 investigation officer will be deployed from the CAD. Also, 1 Assistant Clerical Officer post will be created in the independent investigation authority to assist in clerical work/secretarial duties. The above manpower arrangement will be put in place for 3 years tentatively. The Government will review the long-term manpower arrangement prior to the expiration of the three-year period, having regard to the actual operational experience of the independent investigation authority.

The total remuneration package for the proposed CIA position, which is a non-civil service supernumerary post at a rank equivalent to D2, will not exceed the full annual average staff cost of \$2,808,048, including salaries and staff on-cost, for a civil service post ranked at D2 level. As for the creation of the above 5 new non-directorate posts, the additional notional annual salary cost at mid-point will not exceed \$4,757,220, and the annual average staff cost including salaries and staff on-cost will be around \$6,820,000.

We consulted the Legislative Council (LegCo) Panel on Economic Development in March 2017 on the proposal. Also, we plan to submit the proposals to the LegCo Establishment Subcommittee and the Finance Committee for approval, and introduce the proposed legislative amendments into the LegCo for vetting within this legislative year, with a view to completing the subsequent administrative arrangement (including staff recruitment) as soon as possible. Our target is to establish the independent investigation authority under the THB in 2017 at the earliest.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)122

(Question Serial No. 2434)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (2), the Transport Branch “formulated related cross-boundary transport arrangements” for the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2016-17 and will continue to take forward the work, including the “driving on the right” arrangement, in 2017-18. In this connection, would the Government advise this Committee of the following:

- ♦ When concluding the inter-governmental agreement for the HZMB, why did the Government agree with the clause that the “driving on the right” arrangement will be adopted in the Main Bridge (Clause 17 (6) of Chapter 6)? Did the Government raise other proposals to the other 2 governments? If so, what were the details? If not, what were the reasons?
- ♦ Regarding the driving arrangement, has the Government notified the public of the fact that local legislation is required for such arrangement? If so, please provide the earliest official document on this subject or set out the date and occasion of the relevant speech. If possible, please also list the other official documents or the dates and occasions of the other speeches in detail.
- ♦ Although the provision for the works has been secured, the driving arrangement is still pending approval by the Legislative Council (LegCo). If the legislative proposal on the driving arrangement is not approved by the LegCo, what response plan or fallback option will the Government have so as to recover the full cost of the HZMB?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 33)

Reply:

The Hong Kong-Zhuhai-Macao Bridge (HZMB) project includes the Main Bridge in Mainland waters, and the respective link roads and boundary crossing facilities (BCFs) in Hong Kong, Zhuhai and Macao. In February 2010, the governments of the Guangdong Province, the Hong Kong SAR and the Macao SAR concluded an agreement on the construction, operation, maintenance and management of the HZMB (the agreement). The agreement states that issues related to the construction, operation, maintenance and management of the Main Bridge as well as the link roads and BCFs of the three sides will be handled in accordance with the respective local laws under the territoriality principle.

According to Clause 17 of the agreement, vehicles using the Main Bridge shall adopt Mainland's "driving on the right" arrangement whereas the traffic arrangement for the link roads and BCFs of the three sides should be aligned with that of the Main Bridge. Since the Main Bridge is in Mainland waters, adopting the "driving on the right" arrangement complies with the territoriality principle.

The Main Bridge, which is about 29.6km long, links with the Hong Kong Link Road (HKLR), which is about 12km long. To reduce the need for vehicles to change lanes when crossing the boundary between the Mainland and Hong Kong and to ensure road safety, the HKLR that connects to the Main Bridge will adopt the "driving on the right" arrangement even though it is within the territory of Hong Kong. There will be suitable road facilities to the north of the vehicle clearance plaza at the HKBCF to ensure safe interface of the "driving on the left" arrangement and the "driving on the right" arrangement. The objective of our proposed arrangement is to ensure the safety of vehicles and passengers using the HZMB.

The Government attached the agreement in its information paper submitted to the Legislative Council (LegCo) Panel on Transport in March 2010 (LegCo Paper No. CB(1)1354/09-10(01) - "Latest Progress on HZMB Main Bridge") and elaborated on the major contents, including the said territoriality principle. After the start of the current term of the LegCo in November 2016, the Government informed the LegCo Panel on Transport that it would seek Members' views on the proposals concerning the technical legislative amendments on the traffic arrangements for the HZMB (LegCo Paper No. CB(4)108/16-17(01) - "List of outstanding items for discussion"). The proposals on the technical legislative amendments were subsequently submitted to the LegCo Panel on Transport for consultation in February 2017.

The traffic arrangement proposals for the HZMB involve technical legislative amendments. We plan to submit the proposed amendments to the LegCo in April this year for taking effect from 15 December (except for amendments on the additional taxi fare under the two-way toll collection at the Lantau Link, and amendments on the permitted operating areas of taxis involving the Tuen Mun-Chek Lap Kok Link). The implementation of the "driving on the right" arrangement requires amendments to 5 sets of subsidiary legislation, among which, 4 are subject to negative vetting and 1 is subject to positive vetting. According to the Rules of Procedures of the LegCo, the LegCo can scrutinise amendments to subsidiary legislation through the negative vetting procedure within a vetting period of no more than 49 days. As for amendments to subsidiary legislation through the positive vetting procedure, according to the timetable for introducing legislation presented earlier,

the LegCo will have 3 to 6 months for scrutiny. We believe that the LegCo would have sufficient time to scrutinise the amendments to the subsidiary legislation. We will strive to seek support from the LegCo for the passage of the legislative amendments, including the amendments related to the “driving on the right” arrangement, to ensure the safety of vehicles and passengers using the HZMB.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)123

(Question Serial No. 3182)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau commenced detailed planning work for the first batch of projects recommended in the Railway Development Strategy 2014 (RDS-2014) in 2015-16 and continued to take forward the work in 2016-17. The projects included Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line. In 2017-18, the Bureau will continue to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension recommended in the RDS-2014. In this connection, please advise this Committee of the following:

- (a) given that the Bureau has started the detailed planning work since 2015, the specific work plan, timetable, staffing provision and estimated expenditure involved for the work to date;
- (b) given that it is mentioned in this year's Estimates that the Transport Branch commenced detailed planning work for the Tung Chung West Extension recommended in the RDS-2014 in 2016-17, the preliminary results of the work; and
- (c) the time when details, such as detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable will be made available.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 5)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, the Transport and Housing Bureau (THB) has invited the MTR

Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted a proposal for the Tuen Mun South Extension to the Government in end-December 2016 and will submit proposals for the Northern Link (and Kwu Tung Station) and the East Kowloon Line later this year. The THB, the Highways Department and relevant departments are evaluating the proposal for the Tuen Mun South Extension and have requested the MTRCL to provide additional information and supplement details of the relevant proposal in order to ensure that its proposal will be practically feasible and bring maximum benefits to the community.

Moreover, in early January 2017, the THB invited the MTRCL to submit a proposal for the Tung Chung West Extension (and Tung Chung East Station). We will evaluate the proposal subsequently.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable. We will strive to consult the public, including the Legislative Council and the District Council concerned, on the Tuen Mun South Extension within the 2017-18 legislative year.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)124

(Question Serial No. 3183)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport and Housing Bureau commenced a study on the overall strategy and feasible options for the rationalisation of traffic distribution among the 3 road harbour crossings and the 3 land tunnels between Sha Tin and Kowloon, with a view to putting toll adjustment proposals to the Legislative Council (LegCo) Panel on Transport for discussion within the 2017-18 legislative year. In this connection, would the Government advise this Committee of the following:

- a) the specific work plan, timetable, staffing provision and estimated expenditure involved for the above work;
- b) given that the Secretary for Transport and Housing said that the study on the traffic distribution among the 3 road harbour crossings would not commence until the commissioning of the Central-Wan Chai Bypass, the reasons for commencing the study on the overall strategy and feasible options for the rationalisation of traffic distribution at the moment, and the expenditure and staffing provision involved; and
- c) in which month of the 2017-18 legislative year does the Government expect to put the toll adjustment proposals to the LegCo Panel on Transport for discussion, and what are the subsequent procedures?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 6)

Reply:

- (a) to (c) The Transport Department (TD) commenced a study on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings (RHCs) (namely Cross-Harbour Tunnel (CHT), Eastern Harbour Crossing (EHC)

and Western Harbour Crossing (WHC)) and the 3 land tunnels between Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest Tunnel and Sha Tin Heights Tunnel) in January 2017. The consultant is collecting traffic and transport data to facilitate the analysis and formulation of detailed proposals. The consultancy fee is \$3.57 million and the TD deploys existing staff to manage the work related to the consultancy study. The Government undertook earlier that it would submit detailed proposals on the rationalisation of traffic distribution among the 3 RHCs to the Legislative Council (LegCo) Panel on Transport (Panel) within the 2017-18 legislative year. The exact date of submission has yet to be confirmed. Once available, the Government will submit the toll adjustment proposals to the Panel for discussion.

Of the 3 RHCs, the daily traffic flow of CHT has already exceeded its design capacity by nearly 50%, while that of EHC is also close to saturation. The traffic flow of WHC, though currently running below its design capacity, is constrained by the traffic conditions at its connecting roads. When commissioned, the Central-Wan Chai Bypass will help ease the congestion of the connecting roads of WHC, thus providing greater scope for the Government to implement a comprehensive toll adjustment scheme covering all 3 RHCs. The Central-Wan Chai Bypass is expected to be commissioned in end-2018 or the first quarter of 2019. Therefore, the Government has to commence the study on the rationalisation of traffic distribution among the tunnels now to facilitate early formulation of proposals for the discussion with the Panel and the public.

Any proposed amendments to the tolls of government tunnels must be put into effect by way of legislation. We will prepare and introduce the necessary legislative amendments to the LegCo for scrutiny after the toll adjustment proposals have been discussed at the Panel.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)125

(Question Serial No. 0567)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under this Programme that in 2016-17 the Government “reviewed the provision of land for port and related uses in the Kwai Tsing area”. In this connection, would the Government inform this Committee of the following:

- (a) the details of such work, outcome of the review and progress of the follow up actions on the review outcome; and
- (b) as it is mentioned under the Programme that the Government will “continue to provide port back-up land to enhance the operational efficiency of the Hong Kong Port”, what are the details of, provisions and manpower arrangement for such work?

Asked by: Hon WONG Kwok-kin (Member Question No. 26)

Reply:

The Government completed the review on the use and management of the port back-up land in the vicinity of the Kwai Tsing Container Terminals (KTCTs) in 2015 and is now taking forward the improvement measures in phases, in order to optimise the utilisation and efficiency of the land for meeting the future development needs of the port and logistics industries. Details are as follows –

- (1) We are actively working with relevant departments to make available 6 port back-up sites of about 18 hectares as soon as practicable, so as to expand the terminal yard space and provide additional barge berths to enhance cargo handling efficiency.
- (2) We have refined the allocation and management mechanism of land let out by short-term tenancies (STTs) and revised the relevant terms and conditions. These

include removing the triennial rental review falling within a fixed term of STT tenure, and extending the tenancy period for container storage and cargo handling sites from the existing 3 or 5 years to 7 years, subject to land conditions and relevant statutory requirements. We will also provide 4 new STT sites for port back-up use.

- (3) We will continue to examine the feasibility of developing multi-storey port back-up facilities at suitable sites in the vicinity of the KTCTs, so as to release more land to support port operation. In particular, we have engaged a consultant to explore the feasibility of developing a multi-storey complex for container storage and cargo handling at a site in Tsing Yi. The study is expected to complete in 2018.

The Transport and Housing Bureau undertakes the above work with existing staffing and resources. In addition, the estimated total expenditure for the feasibility study for the site in Tsing Yi is about \$5.5 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)126

(Question Serial No. 0568)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Financial Secretary has mentioned in his Budget Speech that the Government “will continue to promote the development of high value-added logistics services”, and has indicated that “the Government has reserved 2 more sites in Tuen Mun West totalling around 10 hectares for high value-added logistics services and will endeavour to release the land for use by the industry as early as practicable”. In this connection, would the Government inform this Committee of the following:

- (a.) the specific measures for promoting the high value-added logistics industry; whether the work will involve additional manpower and expenditure; and
- (b.) given that the Government has indicated many times for years that 2 sites have been reserved in Tuen Mun West, but so far they have not been made available. What is the expenditure for the advance work in the past year for making the land available? What is the progress of such work? What is the specific work at the next stage and the timetable for making the land available?

Asked by: Hon WONG Kwok-kin (Member Question No. 24)

Reply:

(a.) To promote the development of high value-added third-party logistics services, the Government has been actively identifying suitable sites for modern logistics facilities. We sold by open tender 3 logistics sites in Tsing Yi totalling about 6.9 hectares in 2010, 2012 and 2013 respectively, thereby providing the logistics industry with some 280 000 square metres of floor area. Moreover, we have reserved 2 sites in Tuen Mun West totalling some 10 hectares for high value-added logistics use, comprising a site of about 3.5 hectares in Tuen Mun Area 49 and another of about 6.5 hectares in Tuen Mun Area 38. We will strive

to release the sites as early as practicable and will continue to work with the relevant departments to identify suitable sites for the development of modern logistics facilities. Meanwhile, we will also continue to explore with the Hong Kong Logistics Development Council possible initiatives to enhance the industry's operational efficiency, facilitate manpower training and promote Hong Kong's logistics services so as to strengthen Hong Kong's position as a regional logistics hub. The Transport and Housing Bureau (THB) implements these initiatives with existing staffing and resources.

(b.) We are actively undertaking preparatory work for the disposal of the logistics site in Tuen Mun Area 49, with a view to seeking the Town Planning Board's approval next year so as to release the site in one to two years. As for the logistics site in Tuen Mun Area 38, it is currently used as a temporary fill bank and we will continue to liaise with the departments concerned on releasing the site for modern logistics use as early as practicable. The THB undertakes the requisite preparatory work with existing resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)127

(Question Serial No. 0569)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Programme (3) Air and Sea Communications and Logistics Development, would the Government inform this Committee of the following:

- (a.) the specific reasons for the increase of 24.9% in the estimate under the Programme;
- (b.) as the work of the Transport and Housing Bureau (Transport Branch) under this Programme includes “working with relevant departments to identify suitable sites for modern logistics development and examining their feasibility”, what specific measures the Government has taken in this respect and what sites have been successfully identified and made available in the past 5 years (in table form); and
- (c.) the Government has indicated in the Programme that it will continue to identify suitable sites for modern logistics development, what are the details of such work?

Asked by: Hon WONG Kwok-kin (Member Question No. 25)

Reply:

(a) The estimated expenditure for 2017-18 is \$32.5 million, or 24.9%, higher than the revised estimate for 2016-17. This is mainly due to: (i) increased cash flow for the non-recurrent items of Maritime and Aviation Training Fund and Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project; and (ii) the increased salary provision for the net increase of 7 posts.

(b) In the past 5 financial years (2012-13 to 2016-17), we sold by open tender a logistics site in Tsing Yi for the development of modern logistics facilities and reserved 2 sites in

Tuen Mun West totalling some 10 hectares for high value-added logistics use. Details are as follows:

Logistics site	Area	Year of disposal
Tsing Yi Town Lot 185	2.1 hectares	2013
Tuen Mun Area 49	About 3.5 hectares	We are actively undertaking preparatory work with a view to seeking Town Planning Board's approval next year so as to release the site in one to two years.
Tuen Mun Area 38	About 6.5 hectares	The site is currently used as a temporary fill bank. We will continue to liaise with the departments concerned on releasing the site for modern logistics use as early as practicable.

(c) We will continue to work with the relevant bureaux and departments to identify suitable sites for logistics use in different locations, including Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46, New Territories North Development (NTN) and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (Topside Development). Under the revised Recommended Outline Development Plan of the HSKNDA, about 37 hectares of land have been reserved for logistics use. As for Tuen Mun Areas 40 and 46, NTN and Topside Development, the relevant land use proposals are still under study. In addition, the Airport Authority Hong Kong (AA) has reserved about 20 hectares of land in the South Cargo Precinct of the airport island for developing air cargo logistics and supporting the development of transshipment, e-commerce and high value-added air cargo services. The AA is actively planning the development with a view to releasing the land in phases after obtaining the relevant approval.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)128

(Question Serial No. 0612)

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:

1. Invest Hong Kong promotes Hong Kong as a regional maritime services hub in the Mainland and overseas. However, in the face of competition from neighbouring areas, the current throughput of the Hong Kong Port is lagging behind. What measures does the Government have for focusing on the development of Hong Kong into a maritime services hub in the region?
2. Separately, it is mentioned in the Budget Speech that the Hong Kong Maritime and Port Board will work closely with the industry to foster the long-term development of high value-added maritime and port services. However, there are no specific details and timetable given. Has the Government worked out the details regarding such work? What are the details?

Asked by: Hon WONG Ting-kwong (Member Question No. 2)

Reply:

1. The Government attaches importance to the development of the transportation services industry in Hong Kong. To further enhance Hong Kong's status as an international transportation centre, the Government established the Hong Kong Maritime and Port Board (HKMPB) in April 2016. One of the major tasks of the HKMPB is to promote Hong Kong as a preferred base for maritime business and our high value-added professional maritime services to overseas countries. To support the promotion work of the HKMPB, the Government will allocate \$3.1 million to Invest Hong Kong in 2017-18 to step up its promotion work overseas, with a view to identifying overseas enterprises that have potential to extend their business to Hong Kong, promoting Hong Kong as the preferred base for their Asian-Pacific operations and encouraging them to set up branches in Hong Kong, thereby developing Hong Kong into a leading maritime services centre in the region. Apart from

strengthening the promotion work of Invest Hong Kong, the Government will also allocate \$15.89 million to step up the promotion work of the HKMPB on all fronts, including visiting countries and cities with vibrant maritime clusters; organising large-scale promotional activities, such as the Hong Kong Maritime Week; and strengthening publicity and promotion of the maritime industry at local schools, so as to encourage more young people to join the industry.

2. As regards promoting the development of high value-added maritime services and port business, the HKMPB will take forward the work in 2017-18 in 3 main areas, namely maritime and port development, manpower resources and promotion. Details of the work plan are as follows:

(a) On maritime and port development, we will seek to foster the development of high value-added maritime services where Hong Kong enjoys clear advantages, such as marine insurance, ship management, maritime arbitration and ship finance, and formulate measures to facilitate the development and business operations of the maritime industry.

(b) On the development of manpower resources, the Government will, having regard to the development of the maritime industry and consider organising suitable programmes in partnership with institutions and professional bodies to nurture talents required by the industry. Moreover, we will continue to fine-tune the various schemes under the Maritime and Aviation Training Fund to meet the needs of the industry. We will also further step up promotion at local schools to enhance students' knowledge of the maritime industry and related high value-added services, so as to encourage more young people to join the industry.

(c) On promotion, we will organise the second Hong Kong Maritime Week; take part in large-scale maritime exhibitions, such as "Marintech China 2017" to be held in Shanghai; and conduct promotion visits to countries and cities with vibrant maritime clusters to promote the strengths of Hong Kong's maritime industry. In addition, Invest Hong Kong will step up its promotion work overseas, with a view to identifying renowned international maritime enterprises that have potential to extend their business to Hong Kong, promoting Hong Kong as the preferred base for their Asian-Pacific operations, attracting them to set up in Hong Kong and encouraging them to make good use of Hong Kong's commercial and high value-added maritime services, thereby expanding the local maritime cluster and developing Hong Kong into a leading maritime services hub in the region.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)129

(Question Serial No. 1959)

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:

Tailored taxi service (such as Uber) has been gaining popularity and legalised around the world in recent years. For instance, the Malaysian government announced in its 2017 Budget in October 2016 that subsidies would be provided to the low-income group for purchasing vehicles so that they could become Uber drivers and earn more income. At the same time, the government would raise the subsidy level for traditional taxi drivers. On the contrary, the Government of Hong Kong has an ambiguous attitude towards such kind of “sharing” transport services. In this connection, please advise this Committee of the following:

1. Has the Bureau earmarked provision in 2017-18 for taking forward the legislative work on tailored taxi service? If so, what is the amount of provision earmarked? If not, what are the reasons?
2. Has the Bureau earmarked provision in 2017-18 for examining the impact of tailored taxi service on the traditional transport modes? If so, what is the amount of provision earmarked? If not, what are the reasons?
3. Has the Bureau earmarked provision in 2017-18 for reviewing the service level of the traditional taxi trade? If so, what is the amount of provision earmarked? If not, what are the reasons?

Asked by: Hon YEUNG Alvin (Member Question No. 150)

Reply:

The Government adopts a public transport oriented policy with railways as its backbone. Among various road-based public transport services, taxis provide

point-to-point personalised service. Using a private car for carriage of passengers for hire or reward (i.e. hire car) is also a kind of personalised transport service in Hong Kong, but it does not come under the scope of public transport services.

1. The Government is open-minded on the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, all hire car services, regardless of the type of technology or platform used for hiring, must be lawful. If car owners (whether individuals or companies) are interested in using their private cars for carriage of passengers for hire or reward, they must apply to the Commissioner for Transport for hire car permits for operating hire car services in accordance with the Road Traffic (Public Service Vehicles) Regulation (Cap 374D). Moreover, since February 2017, the Government has enhanced the assessment criteria for issuing hire car permits, including facilitating new market entrants and ensuring the quality of hire cars. The Government will continue to deploy existing resources to handle the regulatory matters related to hire cars.
2. In the light of the public concerns about taxi service and the community's demand for personalised and point-to-point transport services, the Government has explored how to enhance personalised and point-to-point transport services (including the proposal of introducing franchised taxis (formerly known as "premium taxis")) under the Role and Positioning Review (RPR) of the Public Transport Strategy Study (PTSS). We reported the work progress to the Legislative Council (LegCo) Panel on Transport (the Panel) and consulted Members in June 2016 and will report further in April 2017. The Government has earmarked a total sum of \$9.5 million for the various consultancy studies under the RPR. The estimated expenditure in 2017-18 is \$2.205 million. We do not have a breakdown of expenditure for the study on enhancing personalised and point-to-point transport services.
3. The Government has reviewed taxi service under the Topical Study of the PTSS. Areas covered included the proposal of issuing additional Lantau taxi licences and the study of introducing a taxi fuel surcharge. The review results of these 2 areas were reported to the Panel in 2015. As mentioned above, the topic of taxi service will be reported to the Panel in April 2017 separately. For details, please refer to LegCo Paper No. CB(4)666/16-17(05). The expenditure for the RPR of the PTSS is shown in paragraph 2 above. The Topical Study is absorbed by existing resources. In addition, the Government will deploy existing resources to continue the monitoring of the level of the taxi service through the established mechanism.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)130

(Question Serial No. 0705)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport and Housing Bureau jointly administered with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles. Please advise this Committee of the details of such work, the progress and the resources involved. There have been complaints concerning the carriage of passengers for reward using cross-boundary private cars. Will the Government consider restricting the number of trips made by cross-boundary private cars, so as to eliminate such illegal practice? If so, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 1)

Reply:

Cross-boundary vehicles are currently regulated by a quota system jointly administered by the governments of the Hong Kong Special Administrative Region and the Guangdong Province. These vehicles must have the Approval Notice issued by the Guangdong Public Security Bureau and the closed road permit (CRP) issued by the Transport Department (TD), and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong.

In 2016-17, the TD continued to process applications for CRP for cross-boundary vehicles. The work was absorbed by existing resources of the TD.

Regarding cross-boundary private cars engaging in illegal carriage of passengers for reward, the Hong Kong Police Force will take enforcement actions against non-compliant vehicles and drivers through investigations into complaints and collection of intelligence. In case of non-compliance, the Police will handle the case in accordance with the law. Moreover, the TD has already required cross-boundary hire cars to display a set of identification labels

jointly issued by the Guangdong and Hong Kong governments, for easy identification of authorised cross-boundary hire car service by passengers. This measure aims to protect the interests of passengers and to raise their awareness of choosing the authorised cross-boundary hire car service. Samples of identification labels have been uploaded to the TD website for viewing by the public. The Government has no plan to restrict the number of cross-boundary trips made by cross-boundary private cars and will continue to curb illegal carriage of passengers for reward by cross-boundary private cars through enforcement and publicity.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)131

(Question Serial No. 0706)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport and Housing Bureau oversaw the development and application of advanced technologies for traffic management. Please advise this Committee of the details of such work, the progress, the effectiveness expected to be achieved and the resources involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 2)

Reply:

Intelligent transport systems (ITS) are an integral part of the Government's transport policy. The Transport and Housing Bureau (THB) and the Transport Department (TD) have been developing ITS under a three-pronged approach, namely disseminating traffic information to the public, utilising information technology to assist in traffic management, and providing traffic enforcement support. Since the concerned overseeing work is undertaken by the THB as part of its ongoing duties, there is no separate breakdown of expenditure for such work.

In 2016-17, the THB and the TD have undertaken the following in developing ITS: commenced the upgrading of the Transport Information System and the installation of traffic detectors along some strategic routes; launched the "eTraffic News" mobile application; added the elderly mode with new user interface in the "Hong Kong eTransport" mobile application; and advanced the launch of some of the functions of the Traffic and Incident Management System (such as issuing electronic press releases on traffic incidents and special traffic news automatically). These initiatives assisted the TD in disseminating traffic information and managing traffic more effectively through the better use of information technology.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)132

(Question Serial No. 0708)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

What progress has been made by the Transport and Housing Bureau in concluding air services agreements with aviation partners to strengthen Hong Kong's status as an international and regional aviation centre in 2016-17? What are the details of such work and the budget involved in 2017-18?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 3)

Reply:

The Government is keen to expand Hong Kong's external aviation links, as well as bilateral air services agreements/arrangements with aviation partners around the world to facilitate the sustained growth and development of our aviation industry, and to continue to manifest Hong Kong's function as an international aviation hub in the region.

In 2016-17 (up to early March), we signed new air services agreements with Serbia and Malta. We also concluded negotiations and initialled new air services agreements with Angola, South Africa and Greece. Furthermore, we reviewed bilateral air services arrangements with 12 aviation partners, namely Indonesia, the Mainland, Denmark, Norway, Sweden, the Netherlands, Cambodia, India, Mexico, Qatar, United Arab Emirates and France, and expanded air services arrangements with 8 aviation partners, namely Russia, Angola, Macao, South Africa, Italy, Bangladesh, Sri Lanka and Vietnam. All these efforts lay a foundation for the continued growth and development of our aviation industry.

In 2017-18, we will continue our efforts in seeking for liberalisation of our air services agreements/arrangements and negotiating new air services agreements/arrangements with other aviation partners as opportunities arise and on a mutually beneficial basis. Such

work will be undertaken by the staff of the Transport Branch of the Transport and Housing Bureau as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)133

(Question Serial No. 0709)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau will continue to work with the Airport Authority Hong Kong on initiatives to enhance airport capacity, airport services, and the airport's connectivity and competitiveness. What are the details of such work, the effectiveness expected to be achieved and the budget involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 4)

Reply:

In 2016, the Hong Kong International Airport (HKIA) welcomed 70.5 million passengers, showing a year-on-year (yoy) increase of 2.9%. Cargo throughput and flight movements reached 4.52 million tonnes and 411 530 respectively, representing the yoy growth of 3.2% and 1.4%¹.

The Government will continue its effort in progressively liberalising the air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international aviation hub and the primary gateway to the Mainland. We will seek to further liberalise the existing air services agreements with our 66 aviation partners as well as air services arrangements and to negotiate new air services agreements or air services arrangements with our aviation partners as opportunities arise, so as to enhance the connectivity of the HKIA and bring new impetus to the aviation sector.

In late 2015, the AA completed the Midfield Concourse and its ancillary facilities. With the full operation of the Midfield Concourse in March 2016, the airport's handling capacity will be increased by an additional 10 million passengers per annum, which will help in coping with the medium-term air traffic demand. We will continue to collaborate with the AA to explore and take forward various initiatives with a view to enhancing airport capacity.

¹ Based on the preliminary figures provided by the Airport Authority Hong Kong (AA).

The above work is undertaken by the staff of the Transport Branch (TB) of the Transport and Housing Bureau (THB) as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

There was robust growth in air traffic movements at the HKIA in the past few years. In the light of the current projection and growth of traffic, the existing two-runway system is expected to reach full capacity very soon. Notwithstanding the above expansion projects which could temporarily enhance the operations of the HKIA, the bottleneck of the HKIA remains its runway capacity. Amidst increasing competition from the neighbouring airports, the AA is pressing ahead with implementation of the Three-Runway System (3RS) project to cater for the long-term air traffic demand and maintain Hong Kong's competitiveness. The 3RS project is estimated to cost around HK\$141.5 billion in money-of-the-day prices, which is borne by the AA. The AA estimates that upon full commissioning of the 3RS, the HKIA will have the capacity to handle air traffic demand at least up to 2030, by which time the annual passenger and cargo volumes are expected to increase to around 100 million and 9 million tonnes respectively. We will continue to assist and monitor the implementation of the 3RS by the AA. In this connection, the Airport Expansion Project Coordination Office (AEPCO) was set up in the THB(TB). It has an establishment of 13 posts, comprising 3 directorate officers and 10 non-directorate officers. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$14,032,650 in 2017-18.

Furthermore, to support the overall sustainable development of the aviation industry, the Government attaches great importance to manpower development. It will continue to launch various training and incentive schemes under the \$100-million Maritime and Aviation Training Fund, which was set up in 2014, to provide support to more young students or in-service practitioners to undertake relevant skills training and pursue professional undergraduate studies, and encourage them to join the aviation industry. Apart from this, the Government proactively supports the establishment of the Hong Kong International Aviation Academy (the Academy) by the AA, with a view to nurturing local and regional air transport talents, raising the safety and efficiency of air transportation, and strengthening Hong Kong's leading position as a major regional aviation hub. The Academy will collaborate with local and overseas educational and vocational training institutions, the International Civil Aviation Organization, the International Air Transport Association, AA's business partners and other organisations to offer a wide range of courses, including summer youth and internship programmes, on-the-job training for airport employees, professional certificate courses and other more advanced programmes. The first batch of introductory courses to the aviation industry is expected to be rolled out in April this year. In addition, the Academy signed an agreement with Ecole Nationale de l'Aviation Civile (or National School of Civil Aviation of France) at the end of last year to jointly launch a master degree programme in air transport management by end of this year. The Academy is established and run by the AA. All day-to-day expenses of the Academy will be borne by the AA. No resources of the THB will be involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)134

(Question Serial No. 0711)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau will continue to work closely with the Hong Kong Maritime and Port Board and the maritime and port industries to spur the growth of Hong Kong's maritime cluster and maintain the competitiveness of the Hong Kong Port. What are the details of such work and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 5)

Reply:

In 2017-18, the work of the Hong Kong Maritime and Port Board (HKMPB) in 3 main areas, namely maritime and port development, manpower resources and promotion, is as follows:

(a) On maritime and port development, we will seek to foster the development of high value-added maritime services where Hong Kong enjoys clear advantages, such as marine insurance, ship management, maritime arbitration and ship finance, and formulate measures to facilitate the development and business operations of the maritime industry.

(b) On the development of manpower resources, the Government will, having regard to the development of the maritime industry and consider organising suitable programmes in partnership with institutions and professional bodies to nurture talents required by the industry. Moreover, we will continue to fine-tune the various schemes under the Maritime and Aviation Training Fund to meet the needs of the industry. We will also further step up promotion at local schools to enhance students' knowledge of the maritime industry and related high value-added services, so as to encourage more young people to join the industry.

(c) On promotion, we will organise the second Hong Kong Maritime Week; take part in large-scale maritime exhibitions, such as “Marintech China 2017” to be held in Shanghai; and conduct promotion visits to countries and cities with vibrant maritime clusters to promote the strengths of Hong Kong’s maritime industry. In addition, Invest Hong Kong will step up its promotion work overseas, with a view to identifying renowned international maritime enterprises that have potential to extend their business to Hong Kong, promoting Hong Kong as the preferred base for their Asian-Pacific operations, attracting them to set up in Hong Kong, and encouraging them to make good use of Hong Kong’s commercial and high value-added maritime services, thereby expanding the local maritime cluster and developing Hong Kong into a leading maritime services hub in the region.

The Government has earmarked \$18.99 million in 2017-18 to cover the expenses on supporting the work of the HKMPB. The provision includes \$3.1 million to be allocated to Invest Hong Kong to step up the above overseas promotion work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)135

(Question Serial No. 0722)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau will continue to draw up and implement manpower development and promotion initiatives under the Maritime and Aviation Training Fund (MATF). What are the details of such work and the expenditure involved? Will the Government consider further enhancing the MATF by expanding the target beneficiaries under the MATF to nurture more talents for the industries? If so, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 10)

Reply:

The estimated expenditure on the manpower development and promotion initiatives under the Maritime and Aviation Training Fund (MATF) in 2017-18 is \$24.71 million. Details of the initiatives are set out at Annex.

In response to the development of the maritime and aviation industries, the Government will consider organising suitable programmes in partnership with institutions and professional bodies to nurture talents required by the industries. In addition, we will continue to enhance the various schemes to meet the needs of the industries. Since inception of the MATF, we have introduced improvements to some of the schemes. For example, the number of partnering institutions under the Maritime and Aviation Internship Scheme has increased from 9 in 2014 to 12, giving more young people an early exposure to the working environment of the maritime and aviation industries and learn more about the associated career opportunities. Besides, in response to the industry's suggestion, we have included more courses and examinations in the Professional Training and Examination Refund Scheme to meet the training needs of the industry. In addition, the Hong Kong Polytechnic University is the original partnering institution of the Hong Kong Aviation

Scholarship Scheme. Since the second half of last year, the Hong Kong University of Science and Technology has become a partnering institution under the Scheme as well.

Maritime and Aviation Training Fund (MATF)

Schemes under MATF	Details
(a) Professional Training and Examination Refund Scheme	<p>The Scheme aims to enhance the professionalism and competency of practitioners in the maritime and aviation sectors and encourage them to acquire relevant professional qualification(s). The approved courses include maritime- or aviation-related courses and professional examinations provided by various education institutions, professional organisations and trade bodies.</p> <p>Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.</p>
(b) Maritime and Aviation Internship Scheme	<p>The Scheme offers summer intern places in maritime- and aviation-related companies for students of tertiary institutions through tripartite co-operation among the Government, the industry and academia.</p> <p>The MATF will cover up to 75% of the intern's monthly honorarium, or \$6,000 (whichever is lower), for an internship period up to 3 months.</p>
(c) Local Vessel Trade Training Incentive Scheme	<p>The Scheme provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.</p>
(d) Sea-going Training Incentive Scheme	<p>The Scheme offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.</p>
(e) Ship Repair Training Incentive Scheme	<p>The Scheme offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.</p>
(f) Hong Kong Maritime and Logistics Scholarship Scheme	<p>Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).</p>

Schemes under MATF	Details
(g) The University of Hong Kong (HKU) - Dalian Maritime University (DMU) Academic Collaboration Scheme	The Scheme consists of two parts – (1) provides scholarship to selected students of DMU to undertake the Master of Common Law course at the HKU; and (2) supports HKU students and in-service practitioners to undertake summer courses and professional seminars.
(h) Hong Kong Maritime Law Scholarship Scheme	Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).
(i) Overseas Exchange Sponsorship Scheme	The Scheme provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology (HKUST) to attend maritime-related overseas exchange courses.
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.
(k) Hong Kong Aviation Scholarship Scheme	Scholarship for selected students of aviation-related bachelor or master degree programmes of the HKPU or the HKUST.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)136

(Question Serial No. 0724)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the promotion of e-logistics, what progress has been made by the Government in 2016-17? In 2017-18, the Transport and Housing Bureau will continue to work closely with the Hong Kong Logistics Development Council and the logistics industry to promote e-logistics. What are the work plan and the budget involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 11)

Reply:

To strengthen Hong Kong's position as a regional logistics hub, we are committed to promoting and supporting the development of e-logistics. The Hong Kong Logistics Development Council has discussed the development trend in e-logistics and exchanged views on the matter from time to time. Also, the Asian Logistics and Maritime Conference, co-organised by the Hong Kong SAR Government and the Hong Kong Trade Development Council, organised topical forums over the past few years on the opportunities brought by cross-boundary e-commerce for the logistics industry. Apart from these, the Airport Authority Hong Kong has reserved land at the South Cargo Precinct of the airport island for the use of developing airfreight logistics, which includes supporting the development of e-commerce.

In 2017-18, we will continue to work closely with the industry associations to review the industry's need for e-logistics and explore ways to further promote e-logistics. The relevant work will be absorbed by existing manpower and resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)137

(Question Serial No. 0730)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments. What are the details of such work and the budget involved? Please list the locations, years of availability and areas of the logistics sites which are expected to be put on the market in the coming 10 years.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 12)

Reply:

We will continue to work with the relevant bureaux and departments to identify suitable sites for logistics use in different locations, including Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46, New Territories North Development (NTN) and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (Topside Development). Under the revised Recommended Outline Development Plan of the HSKNDA, about 37 hectares of land have been reserved for the development of logistics facilities. As for Tuen Mun Areas 40 and 46, NTN and Topside Development, the relevant land use proposals are still under study. The Transport and Housing Bureau will undertake the work involved with existing resources.

Details of the logistics sites expected to be released to the market in the coming 10 years are set out below.

Logistics site	Area	Expected year of availability
Tuen Mun Area 49	About 3.5 hectares	We are actively undertaking preparatory work with a view to seeking Town Planning Board's approval next year so as to release the site in one to two years.
Tuen Mun Area 38	About 6.5 hectares	The site is currently used as a temporary fill bank. We will continue to liaise with the departments concerned on releasing the site for modern logistics use as early as practicable.
South Cargo Precinct of the airport island	About 20 hectares	The Airport Authority Hong Kong (AA) has reserved the land for developing air cargo logistics and supporting the development of transshipment, e-commerce and high value-added air cargo services. The AA is actively planning the development with a view to releasing the land in phases after obtaining the relevant approval.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)138

(Question Serial No. 0736)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

To allow container ships, which have become increasingly large in size, to access container terminals, the Government has commenced the dredging works for the Kwai Tsing Container Basin and its approach channels. In 2017-18, the Transport and Housing Bureau will continue to oversee the progress of the residual dredging works. What are the details of such work and the budget involved? The size of container ships has been increasing, yet the current height limit of the Tsing Ma Bridge is so stringent that some large container ships are not allowed to pass through the bridge. In light of this situation, will the Government consider relaxing the height limit of the Tsing Ma Bridge under safe circumstances for the large container ships in the market, so as to avoid these container ships berthing at other ports and causing adverse impact on the shipping and logistics industries of Hong Kong?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 13)

Reply:

The dredging works for the Kwai Tsing Container Basin and its approach channels deepens the navigation depth from 15 metres to 17 metres, so as to facilitate ultra-large containerships accessing the Kwai Tsing Container Terminals at all tides. The works were substantially completed in April 2016. The remaining works, including the removal of rocks found near the berths at Terminal 5 and the trimming down of the diffusers of a submarine outfall, are expected to be completed in 2017. The estimated expenditure for the entire project is \$488.2 million and the estimated expenditure for the works in 2017-18 is \$66.967 million.

As regards the height restriction of the Tsing Ma Bridge, the Marine Department (MD) is exploring the feasibility of relaxing the air draft restriction from perspectives such as the

technical aspects, economic benefits and safety risk assessment. In the course of study, the MD will consult the Hong Kong Maritime and Port Board and stakeholders. No conclusion has been made so far.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)139

(Question Serial No. 2662)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the functions and composition of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority, the type of organisation of the HZMB Authority (such as a statutory body in Hong Kong, a public organisation registered in Hong Kong or a public organisation registered in the Mainland), the amount of resources allocated by the Hong Kong side, and the delineation of authority and responsibility between the HZMB Authority and the Hong Kong Government.

Asked by: Hon YIU Chung-yim (Member Question No. 38)

Reply:

The entire Hong Kong-Zhuhai-Macao Bridge (HZMB) project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9km-long bridge and a 6.7km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and (ii) the link roads and boundary crossing facilities under the responsibility of the three governments. The sources of funds for the Main Bridge project include: RMB7 billion contributed by the Mainland government, RMB6.75 billion contributed by the Government of the Hong Kong Special Administrative Region (SAR) and RMB1.98 billion contributed by the government of the Macao SAR. The total amount contributed by the three sides is RMB15.73 billion and the remaining amount of about RMB22 billion is financed by bank loans from a consortium of banks. The above funding includes the expenditure on the works for the HZMB Main Bridge incurred by the HZMB Authority during the construction period.

Since the HZMB Main Bridge is situated in Mainland waters, its construction works and daily management shall be implemented in accordance with the Mainland laws and regulations.

The HZMB Authority is jointly established by the governments of Guangdong, Hong Kong and Macao pursuant to the Mainland laws. According to the agreement of the three governments, the HZMB Authority, as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance of the Main Bridge. It has to report the works progress to the three governments from time to time. The senior management of the HZMB Authority mainly comprises a Director, 3 Deputy Directors and a Chief Engineer. For the Director and the Chief Engineer positions, the three sides each recommended a representative for nomination by the Guangdong side. As for the Deputy Directors, the three sides each nominated 1 representative. Currently, Hong Kong's representative is a Senior Engineer of the Highways Department on secondment to the HZMB Authority as a Deputy Director.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)140****(Question Serial No. 1071)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that up to December 2016, the Bureau signed new air services agreements with 2 new aviation partners, namely Malta and Serbia; negotiated and initialled new air services agreements with 3 aviation partners, namely Angola, South Africa and Greece; reviewed air services arrangements with 11 aviation partners; and also expanded air services arrangements with 7 aviation partners.

- (1) How many new destinations were added in the past 3 years? Which cities were newly added as destinations?
- (2) What future work plan does the Bureau have in order to continue to add new destinations for Hong Kong and expand its air services network? Which cities are planned to be added as destinations?

Asked by: Hon YIU Si-wing (Member Question No. 25)

Reply:

Every year, destinations are being added or suspended subject to an airline's network planning and market strategy. The number of flight destinations for scheduled services added in the past 3 years is tabulated as follows.

2014	2015	2016
1. Calgary	1. Ashgabat	1. Ahmadabad
2. Huangshan	2. Beirut	2. Chiang Rai
3. Indianapolis	3. Boston	3. Taegu
4. Kagoshima	4. Changzhou	4. Gold Coast
5. Mexico City	5. Cheongju	5. Ishigaki

2014	2015	2016
6. Minneapolis 7. Udon Thani 8. Washington 9. Xishuangbanna 10. Yekaterinburg	6. Davao 7. Detroit 8. Dusseldorf 9. Frankfurt (Hahn) 10. Hiroshima 11. Kalibo 12. Krabi 13. Kumamoto 14. Lanzhou City 15. Luoyang 16. Maastricht 17. Miyazaki 18. Nha Trang 19. Stockholm 20. Turkmenbashi 21. Xining 22. Yiwu	6. London (Gatwick) 7. Madrid 8. Manado 9. Mandalay 10. New York (La Guardia) 11. Okayama 12. Portland 13. Takamatsu 14. Yonago

The above new destinations mainly reflect airlines' commercial decision and may not totally reflect the air services arrangements concluded between Hong Kong and its aviation partners in a particular year.

The Government has been progressively liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. As of December 2016, Hong Kong has signed air services agreements with 66 aviation partners. We shall seek to further liberalise existing air services agreements or arrangements and to negotiate new air services agreements or arrangements with other aviation partners as and when opportunities arise.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)141****(Question Serial No. 0105)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The estimated expenditure for Programme (1) in 2017-18 is 13% higher than the revised estimate for this year. In this connection, please inform this Committee of:

- 1) the breakdown of the expenditure involved; and
- 2) the 15 posts to be increased under this Programme in this financial year and their job natures.

Asked by: Hon CHAN Chun-ying (Member Question No. 7)Reply:

- 1) The breakdown of the expenditure for Programme (1) is tabulated as follows:

	2017-18 Estimate (\$ million)
Personal emoluments	231.2
Operating expenses	143.2
Non-recurrent expenditure	71.9
Total	446.3

- 2) There will be a net increase of 15 non-directorate posts in 2017-18 as a result of the creation of 24 posts (including permanent and time-limited posts) to be offset by the deletion of 9 time-limited posts. The posts to be created and their job natures are as follows:

Job nature	Grade	Number of post
To take forward specific initiatives		
To carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange and a ferry pier	Architect	1
	Works Supervisor	1
	Transport Officer	1
To take forward recommendations for alleviating road traffic congestion, including the planning of the Electronic Road Pricing pilot scheme	Engineer	3
To improve existing cycle tracks and associated facilities	Engineer	2
	Technical Officer (Traffic)	1
To provide traffic and intelligent transport input for the planning and implementation of new railways and road infrastructures	Engineer	2
To assist in studying the long-term operational mode of the outlying island ferry routes	Transport Officer	1
To enhance walkability in Hong Kong, including conducting a consultancy study on various walkability initiatives	Engineer	6
To implement the recommendations of the Public Transport Strategy Study	Transport Officer	2
To replace non-civil service contract positions		
To provide support to the day-to-day monitoring of taxi financial and operational situations	Technical Officer (Traffic)	1
To provide support to training related matters	Executive Officer	1
	Training Officer	1
To provide support to finance, accounting and audit related matters	Treasury Accountant	1
Total :		24

- End -

CONTROLLING OFFICER'S REPLY**THB(T)142****(Question Serial No. 0108)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The estimated expenditure for Programme (4) in 2017-18 is 50.2% higher than the revised estimate for this year. Will the Government inform this Committee of:

- 1) the breakdown of and the reasons for the expenditure involved; and
- 2) the value of the newly granted management contract of the Central-Wan Chai Bypass and Island Eastern Corridor Link.

Asked by: Hon CHAN Chun-ying (Member Question No. 8)Reply:

- 1) The estimated expenditure for Programme (4) in 2017-18 is \$467.1 million. The breakdown of expenditure is listed below:

	2017-18 Estimate (\$ million)
Personal emoluments	69.7
Operating expenses	287.6
Capital expenditure	109.8
Total	467.1

The increase in provision for 2017-18 as compared to the revised estimate for 2016-17 is due to increase of about \$3.9 million in personal emoluments (including the full-year effect in 2017-18 of filling of vacancies arising at different times in 2016-17 and the expenses for a net increase of 5 posts in 2017-18), increase of about \$69.9 million in capital expenditure for replacing or procuring specialised vehicles and equipment for tunnels and control areas, as well as increased requirement in operating expenses (including contract fee of the new management contract to be awarded for the Scenic Hill Tunnel and the Airport Tunnel and the Electrical and Mechanical Services Trading Fund's workshop service charges relating to the contract).

- 2) In 2017-18, the Transport Department will prepare and conduct tendering exercise for the management contract of the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB). The value of the management contract of the CWB will only be available upon completion of the tendering exercise in 2018-19. Provision has not been reserved for the new management contract of the CWB in the Estimates of Expenditure for 2017-18.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)143****(Question Serial No. 0797)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What is the number of parking spaces in each of the districts in Hong Kong? What are the utilisation rates of the car parks under the "Park-and-Ride (PnR) Scheme"?

Asked by: Hon CHAN Hak-kan (Member Question No. 33)Reply:

As at end-February 2017, there are about 745 000 parking spaces in Hong Kong (including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces exclusively for individual private use). The number of parking spaces in each of the districts is tabulated as follows:

District	Number of parking spaces
Central and Western	41 490
Eastern	53 832
Southern	42 132
Wan Chai	36 185
Kowloon City	52 921
Kwun Tong	53 883
Sham Shui Po	34 034
Wong Tai Sin	24 733
Yau Tsim Mong	37 658

District	Number of parking spaces
North	24 187
Sai Kung	43 575
Sha Tin	76 069
Tai Po	30 794
Islands	18 056
Kwai Tsing	48 977
Tsuen Wan	38 549
Tuen Mun	44 202
Yuen Long	43 513
Total for all districts	744 790

Currently, there are 12 car parks providing PnR service, with a total of 3 942 parking spaces for PnR. These car parks are located at or near MTR stations, including Sheung Shui Station, Hong Kong Station, Kowloon Station, Tsing Yi Station, Choi Hung Station, Kam Sheung Road Station, Hung Hom Station, Olympic Station, Hang Hau Station, Wu Kai Sha Station, Tuen Mun Station and Ocean Park Station, to facilitate motorists' interchanging to MTR. Vehicle owners using PnR service (i.e. those who park their cars and interchange to MTR to travel to their destinations) can enjoy a parking fee discount of about 30%. In order to better utilise car park resources, other motorists (i.e. those who park their cars but do not interchange to MTR) can also use these parking spaces, but will not enjoy such PnR concessions.

Currently, 8 of the aforementioned car parks are managed by the TD and the MTR Corporation Limited (i.e. those located at or near Sheung Shui Station, Hong Kong Station, Kowloon Station, Tsing Yi Station, Choi Hung Station, Kam Sheung Road Station, Hung Hom Station and Ocean Park Station), providing a total of 2 957 parking spaces for PnR. The average daily utilisation of the PnR service in the fourth quarter of 2016 was over 1 500. As for the remaining 4 car parks, since they are managed by private companies, the Government does not have any data about their usage.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)144****(Question Serial No. 0811)**

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:

Apart from Fanling Highway, will the Transport Department (TD) consider widening Sha Tau Kok Road? What were the changes in the traffic flow of Sha Tau Kok Road over the past 3 years? What are the assessment criteria for widening a road?

Asked by: Hon CHAN Hak-kan (Member Question No. 47)

Reply:

The TD generally takes into account a number of factors when assessing the need for widening a road. The factors include the prevailing traffic condition of the road, the anticipated changes in traffic flow (as a result of future developments in the area and expected additional traffic demand generated by such developments), and the planned traffic improvement works.

The annual average daily traffic flows at the section of Sha Tau Kok Road between On Kui Street and Wu Shek Kok in the past 3 calendar years^{Note 1} were 27 280, 26 990 and 30 380 vehicles respectively. In spite of the marked increase in traffic flow, the maximum capacity (both bound) of Sha Tau Kok Road, which is 70 000 vehicles a day, is still higher than the traffic flow. That said, in light of the fact that traffic congestion occurs at several signalised junctions near Fanling town centre during peak hours, the TD has adjusted the traffic signal timings to cope with the additional traffic as a short-term improvement measure. In addition, with the commencement of the road works associated with the Queen's Hill development, a southbound lane will be added along the section of Sha Tau Kok Road between Ma Sik Road and Sui Wan Road while the aforesaid busier junctions along Sha Tau Kok Road near Fanling town centre will be widened and improved as well. On the other hand, the new access road of the Liantang/Heung Yuen Wai Boundary Control Point project, which will be commissioned at end 2018, will help divert and reduce the traffic flow on Sha Tau Kok Road (in particular the section near Fanling town centre), thereby improving the road condition of Sha Tau Kok Road in the long run. Taking into account the above factors, the TD has no plan to widen Sha Tau Kok Road at this stage.

Note 1: These are traffic data for 2013, 2014 and 2015. The traffic data for 2016 are still being compiled and are not yet available.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)145****(Question Serial No. 0830)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the shortage of parking spaces in Hong Kong, please advise on the following:

1. What are the numbers and utilisation rates of parking spaces for private cars and commercial vehicles provided by public car parks (including on-street parking spaces) in each of the 18 districts of Hong Kong? Please provide the information in the table below.

District	Public car parks	On-street metered parking spaces	Public car parks	On-street metered parking spaces
	Number (No.) and utilisation rate of private car parking spaces	No. and utilisation rate of private car parking spaces	No. and utilisation rate of commercial vehicle parking spaces	No. and utilisation rate of commercial vehicle parking spaces
(e.g. Wong Tai Sin)				

2. The Government has indicated that a New Parking Meter System Trial Scheme will be launched in 2017. What are the details of the scheme and the expenditure incurred?
3. Will the Government conduct a study on parking policy or a review on the existing policy? If yes, what are the estimated expenditure and timetable?

Asked by: Hon CHAN Han-pan (Member Question No. 9)Reply:

1. The numbers of on-street metered parking spaces and parking spaces provided in government and privately operated car parks available for use by the public in each of the 18 districts as at end-February 2017 are tabulated as follows:

District	Public car parks ¹	On-street metered parking spaces	Public car parks ¹	On-street metered parking spaces
	No. of private car parking spaces	No. of private car parking spaces	No. of commercial vehicle ² parking spaces	No. of commercial vehicle ² parking spaces
Central and Western	10 586	403	774	103
Wan Chai	9 061	840	69	29
Eastern	12 962	537	792	113
Southern	7 506	596	676	87
Yau Tsim Mong	13 904	1 444	1 835	423
Sham Shui Po	9 259	1 173	2 414	159
Kowloon City	8 354	2 289	1 677	251
Wong Tai Sin	6 353	273	302	115
Kwun Tong	13 825	370	1 097	93
Tsuen Wan	10 119	450	1 145	60
Tuen Mun	8 793	994	1 278	171
Yuen Long	8 688	769	455	203
North	5 412	914	646	240
Tai Po	5 896	1 356	434	175
Sai Kung	10 723	1 020	454	217
Sha Tin	16 129	1 377	1 153	219
Kwai Tsing	10 746	377	7 240	132
Islands	7 151	149	399	45
Total	175 467	15 331	22 840	2 835
	190 798		25 675	

¹ Including government and privately operated car parks available for use by the public

² Including goods vehicle and non-franchised bus

As most of the public parking spaces are operated by private entities, we do not have a full breakdown of the utilisation rates of such parking spaces.

2. The Government is currently conducting a field trial of the New Parking Meter System Trial Scheme (the Trial Scheme) to examine the scope for introducing a new generation of parking meters with new features and functions, including the testing of multi-payment methods, the wireless connection of the new parking meters to the backend computer system for automatic uploading of transaction data, the remote configuration of meter settings, etc. The field trial will be rolled out in 2 phases. The first phase, which will last for about 9 months, has already commenced in Yuen Long and Mong Kok in October 2016. The second phase is expected to be introduced in Sai Kung and Wan Chai in the second quarter of 2017. The expenditure of the Trial Scheme is about \$3.8 million.
3. The Transport Department (TD) is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee. The preparatory work of the study is undertaken by the existing staff of the TD and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)146****(Question Serial No. 0831)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Please provide the numbers of different types of public buses providing student service in the current year and in the past three years by completing the following table:

Year	Non-franchised public buses (NFBs) with student service endorsement (SSE)	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	School buses operated under other licences (please specify)

2. How many operators solely provide student service at present and the number of buses involved? How many public bus operators also possess other service endorsements and the number of buses involved?
3. How many operators provide cross-boundary student service at present and the number of buses involved?

Asked by: Hon CHAN Han-pan (Member Question No. 10)Reply:

1. At present, there are three types of student service vehicles (SSVs): (i) NFBs with SSE; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”). A breakdown of the numbers of SSVs this year and in the past three years by type is set out as follows:

	NFBs with SSE ^{Note 1}	Private school buses operated by schools or school sponsoring bodies ^{Note 2}	School private light buses
2016-17 (as at end February 2017)	3 196	106	1 970

	NFBs with SSE ^{Note 1}	Private school buses operated by schools or school sponsoring bodies ^{Note 2}	School private light buses
2015-16	3 176	87	1 959
2014-15	3 261	75	1 924
2013-14	3 445	71	1 775

Note 1: NFBs with SSE can also apply to the TD for other service endorsements to serve other groups of passengers.

Note 2: Some of the private school buses operated by schools or school sponsoring bodies may also be granted other service endorsements to serve their staff or people with disabilities.

2. As at 28 February 2017, a total of 29 NFB operators (operating a total of 64 NFBs), 37 schools or school sponsoring bodies (operating a total of 59 private buses) and 706 school private light bus operators (operating a total of 1 970 school private light buses) have been solely granted SSEs. Also, a total of 639 NFB operators (operating a total of 3 132 NFBs) and 20 schools or school sponsoring bodies (operating a total of 47 private buses) possess both SSE and other service endorsement(s).
3. In the 2016/2017 school year, a total of 25 cross-boundary school bus operators, operating a total of about 220 vehicles, provided cross-boundary coach service for cross-boundary students.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)147****(Question Serial No. 0834)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Since the implementation of the Area Approach rationalisation plans, how many bus routes have frequency reduced or been cancelled; and how many new routes have been introduced in each district? How have such adjustments affected the overall patronage of each district? Please provide the information in the following table:

District	Number of routes with frequency reduction or cancelled	Number of new routes introduced	Percentage change in overall patronage after rationalisation (+%/-%)
North			

- (2) What are the positive or negative financial implications of Area Approach rationalisation on the bus companies involved?

Asked by: Hon CHAN Han-pan (Member Question No. 13)Reply:

- (1) Bus route rationalisation is an ongoing task of the Transport Department (TD). Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation plans using the Area Approach to facilitate co-ordination between railway and other public transport services. Area Approach rationalisation proposals have been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western district and Southern district over the past several years. Details of the rationalisation proposals are as follows:

District	Number of routes cancelled, truncated, or with frequency reduced	Number of new routes introduced, or routes with service improved	Percentage change in overall patronage after rationalisation* (+%/-%)
North	8	15	+6%
Tuen Mun	10	9	+6%
Yuen Long	5	17	+8.8%
Sha Tin	9	10	+2.7%
Tsing Yi	7	3	+3.5%
Tai Po	5	12	+3.6%
Kowloon	2	6	+7.2% [@]
Central and Western	15	0	-35.8% ^{@#}
Southern	8	2	-23.8% ^{@#}

* Including interchanging passenger trips

@ Given the extensive coverage of the bus service network in the districts concerned, the figures on the percentage change in patronage only take account of bus routes affected by the rationalisation proposals.

There was a drop in the patronage of buses serving the districts concerned upon the commissioning of the West Island Line (WIL) and thus a negative figure on the patronage was recorded after the implementation of bus route rationalisation.

- (2) Generally speaking, the Area Approach rationalisation enables the use of bus resources in a more cost-effective manner and enhances the efficiency of the bus network. Moreover, rationalising overly circuitous routes and deploying resources from low-utilisation routes to high-demand ones can optimise the use of road resources. The increases in the overall patronage of the routes serving North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon indicate that the bus network are more popular. The bus route rationalisation implemented after the commissioning of the WIL also made the bus network more efficient.

The bus route rationalisation proposals may affect routings, frequencies and patronage, thereby affecting both the expenditure and revenue of bus companies. Yet, it should be noted that the patronage of franchised bus routes may also be affected by other external factors such as demographic changes in the districts, commissioning of infrastructural development projects, adjustments on services and fares of other public transport modes, etc, other than the rationalisation proposals themselves. It is thus difficult for us to assess the financial implications of the bus route rationalisation on the franchised bus companies.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)148****(Question Serial No. 0836)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the average car journey speeds at the morning and evening peak hours on the following roads and tunnels:

Road	2015 (up to now)	2014	2013	2012	2011
Hong Kong Island					
Canal Road Flyover					
Gloucester Road (east bound)					
Island Eastern Corridor (section near Victoria Park)					
Connaught Road West					
Connaught Road East					
Connaught Road Central					
Pedder Street					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queen's Road Central (Central bound)					
Kowloon					
Chatham Road North					
Princess Margaret Road (Tsim Sha Tsui and Cross Harbour Tunnel bound)					
Gascoigne Road					
Kwun Tong Bypass (near Lei Yue Mun Road)					

Tunnel	2015 (up to now)	2014	2013	2012	2011
Cross Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (section between Cheung Sha Wan and Sha Tin)					

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? Please tabulate the expenditure involved and the anticipated completion date for each of these measures.

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

Reply:

- (1) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads and tunnels from 2011 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning and evening peak hours[@] [kilometres(km) / hour(hr)]^{Ω□}											
	2016		2015		2014^a		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island												
Canal Road Flyover (south bound) [#]	38	-	34	-	31	-	47	-	46	-	53	-
Canal Road Flyover (north bound) [#]	7	-	10	-	10	-	12	-	9	-	10	-
Gloucester Road (east bound) ⁺	19	25	19	17	15	14	28	-	17	-	22	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	46	-	60	-	53	-	68	-	68	-	66	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	22	-	20	-	28	-	29	-	24	-	19	-
Connaught Road West (east bound)	37	47	40	39	38	42	19	24	23	28	23	25

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)] ^{Ω□}											
	2016		2015		2014 ^α		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Connaught Road West (west bound)*	61	52	56	50	61	53	-	-	-	-	-	-
Connaught Road East [^]	-	-	-	-	-	-	-	-	-	-	-	-
Connaught Road Central (east bound) ⁺	19	23	22	19	21	14	16	-	10	-	10	-
Connaught Road Central (west bound) ⁺	26	25	25	24	28	20	19	-	17	-	16	-
Pedder Street [§]	7	9	-	-	-	-	5	8	5	6	4	4
Harcourt Road (Central bound) ⁺	46	33	45	40	48	39	46	-	39	-	45	-
Hennessy Road (Central bound)	15	11	14	12	15	10	15	12	15	14	14	13
Queen's Road Central (Central bound)	18	12	19	9	19	10	19	10	19	11	15	9
Kowloon												
Chatham Road North (south bound) [#]	5	-	4	-	6	-	5	-	5	-	6	-
Chatham Road North (north bound) [#]	39	-	32	-	34	-	37	-	41	-	39	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	8	59	16	49	9	43	14	52	9	41	9	34
Gascoigne Road (east bound) [#]	20	-	12	-	10	-	14	-	14	-	11	-
Gascoigne Road (west bound) [#]	24	-	18	-	25	-	15	-	27	-	26	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	55	-	64	-	59	-	64	-	58	-	63	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	64	-	68	-	59	-	66	-	67	-	66	-

[@] They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

^Ω Figures are rounded to the nearest km/hr.

^α The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[#] The CJTS does not cover the evening peak hours.

⁺ The CJTS only covered the morning peak hours before 2014.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

[^] There is no road named Connaught Road East.

[§] The CJTS only covered Pedder Street in 2016 and before 2014.

Tunnel	Average speed at the morning and evening peak hours (km/hr) ^Ω											
	2016		2015		2014 ^α		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	34	32	31	37	34	32	32	29	34	33	31	29
Eastern Harbour Crossing	32	48	33	46	28	43	29	48	38	48	35	43
Western Harbour Crossing [@]	56	60	56	56	55	51	57	58	62	-	57	-
Lion Rock Tunnel	35	39	35	39	32	37	36	44	34	42	34	37
Tate's Cairn Tunnel	34	51	34	49	32	54	43	58	35	58	37	53
Route 8 (section between Cheung Sha Wan and Sha Tin)**	61	-	55	-	54	-	58	-	64	-	62	-

^Ω Figures are rounded to the nearest km/hr.

^α The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[@] The CJTS only covered the morning peak hours before 2013.

^{**} The CJTS only covers the morning peak hours. The figures shown are for the tunnel sections.

- (2) The Government attaches great importance to resolving road traffic congestion issues and is taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its earlier Report on Study of Road Traffic Congestion in Hong Kong.

For example, the Transport Department (TD) is making preparations for a feasibility study on the Central District Electronic Road Pricing Pilot Scheme (the Pilot Scheme), including formulating the topics, scope and programme and estimating the consultancy fee of the study, and will later conduct the consultant selection exercise. The preparatory work of the feasibility study is currently undertaken by the existing staff of the TD. In 2017-18, the TD is planning to create one Senior Engineer post and two Engineer/Assistant Engineer posts for handling the work of the feasibility study. Since the preparatory work is underway, the TD has not yet confirmed the consultancy fee and duration of the feasibility study. Through the feasibility study, the TD will formulate one or several concrete options for the Pilot Scheme for further discussion by the public. We will draw up the timetable for the implementation of the Pilot Scheme having regard to factors such as the results of public discussion at that time, funding application to the Legislative Council for construction of related facilities and the progress of enactment of relevant legislation, etc.

Apart from preparing for the feasibility study of the Pilot Scheme, we moved a motion at the meeting of the Legislative Council in February 2017 on raising the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. In addition, the TD will also commence a consultancy study on parking for commercial vehicles in 2017 with an aim of formulating suitable measures to meet the parking demand of commercial vehicles. The TD is making preparations for engaging consultants, including formulating the scope of study and drafting tender documents, and will later conduct the consultant selection exercise. It is expected

that the study will take 2 years to complete. The TD has also updated the HKeTransport smartphone application by providing real-time information on parking space vacancy of certain car parks (including government car parks).

Moreover, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulations by the public. On the enforcement side, the police will continue to step up prosecution efforts against congestion-related traffic offences according to the Selected Traffic Enforcement Priorities. We will also continue to explore ways to contain the growth of private cars.

In 2017-18, apart from the expected creation of posts in the TD for handling the work in relation to the feasibility study of the Pilot Scheme, and a sum of \$1.8 million earmarked for the consultancy fee of the study on parking for commercial vehicles, other work will be absorbed by the Transport and Housing Bureau, the TD and the Hong Kong Police Force with existing resources. There is no separate breakdown of expenditure involved. We will keep a close watch on the effectiveness of these measures.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)149****(Question Serial No. 0984)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Using the following table, please list out the increase in the number of parking spaces provided by public car parks (including on-street parking spaces), the expenditure involved and the growth rate (%) as compared with the previous year in each of the 18 districts for the past 3 years.

Growth in parking spaces in 2014

District	Private cars			Commercial vehicles		
	Number of added parking spaces and expenditure involved	Number of cancelled parking spaces	Growth rate (%) as compared with previous year	Number of added parking spaces and expenditure involved	Number of cancelled parking spaces	Growth rate (%) as compared with previous year
Wong Tai Sin						

Asked by: Hon CHAN Han-pan (Member Question No. 90)Reply:

The changes in the numbers of parking spaces provided by public car parks (including on-street parking spaces) and the corresponding percentage changes in each of the 18 districts for the past 3 years are listed in the following tables. The planning of public parking spaces is an ongoing task of the Transport Department. Therefore, there is no breakdown of expenditure for such work.

Comparison of the financial years 2016-17 with 2015-16

District	Parking spaces provided by public car parks (including on-street parking spaces) (Note 1)			
	Private cars		Commercial vehicles	
	Change in the number of parking spaces	Percentage change in the number of parking spaces	Change in the number of parking spaces	Percentage change in the number of parking spaces
Central and Western	257	2%	-9	-1%
Wan Chai	159	2%	1	1%
Eastern	-38	-0.3%	-4	-0.4%
Southern	189	2%	175	30%
Yau Tsim Mong	438	3%	-51	-2%
Sham Shui Po	-32	-0.3%	342	15%
Kowloon City	220	2%	-208	-10%
Wong Tai Sin	223	3%	-61	-13%
Kwun Tong	-262	-2%	-421	-26%
Tsuen Wan	-138	-1%	-93	-7%
Tuen Mun	289	3%	-39	-3%
Yuen Long	331	4%	-30	-4%
North	-164	-3%	51	6%
Tai Po	84	1%	-11	-2%
Sai Kung	1 221	12%	-123	-15%
Sha Tin	-493	-3%	-34	-2%
Kwai Tsing	-48	-0.4%	400	6%
Islands	226	3%	141	47%
Total	2 462	1.3%	26	0.1%

Note 1: A positive figure indicates an increase and a negative figure a decrease.

Comparison of the financial years 2015-16 with 2014-15

District	Parking spaces provided by public car parks (including on-street parking spaces) (Note 1)			
	Private cars		Commercial vehicles	
	Change in the number of parking spaces	Percentage change in the number of parking spaces	Change in the number of parking spaces	Percentage change in the number of parking spaces
Central and Western	-58	-1%	16	2%
Wan Chai	92	1%	7	8%
Eastern	-103	-1%	79	10%
Southern	-77	-1%	68	13%
Yau Tsim Mong	-1 180	-7%	-71	-3%
Sham Shui Po	64	1%	-569	-20%
Kowloon City	-597	-5%	-244	-10%
Wong Tai Sin	-417	-6%	-72	-13%
Kwun Tong	-833	-5%	-239	-13%
Tsuen Wan	597	6%	28	2%
Tuen Mun	78	1%	28	2%
Yuen Long	26	0.3%	-32	-4%
North	130	2%	-35	-4%
Tai Po	48	1%	-150	-19%
Sai Kung	472	5%	44	6%
Sha Tin	-201	-1%	-114	-8%
Kwai Tsing	-149	-1%	-258	-4%
Islands	84	1%	-17	-5%
Total	-2 024	-1.1%	-1 531	-5.6%

Note 1: A positive figure indicates an increase and a negative figure a decrease.

Comparison of the financial years 2014-15 with 2013-14

District	Parking spaces provided by public car parks (including on-street parking spaces) (Note 1)			
	Private cars		Commercial vehicles	
	Change in the number of parking spaces	Percentage change in the number of parking spaces	Change in the number of parking spaces	Percentage change in the number of parking spaces
Central and Western	-60	-1%	0	0%
Wan Chai	-140	-1%	0	0%
Eastern	-130	-1%	0	0%
Southern	110	1%	10	2%
Yau Tsim Mong	-610	-4%	40	2%
Sham Shui Po	110	1%	10	0.4%
Kowloon City	530	5%	260	12%
Wong Tai Sin	-340	-5%	-30	-5%
Kwun Tong	-100	-1%	140	8%
Tsuen Wan	-240	-2%	-160	-11%
Tuen Mun	40	0.4%	0	0%
Yuen Long	100	1%	0	0%
North	10	0.2%	20	2%
Tai Po	20	0.3%	0	0%
Sai Kung	-450	-4%	50	7%
Sha Tin	120	1%	-50	-3%
Kwai Tsing	220	2%	160	2%
Islands	-60	-1%	-100	-24%
Total	-870	-0.5%	350	1.3%

Note 1: A positive figure indicates an increase and a negative figure a decrease.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)150****(Question Serial No. 0655)**Head: (186) Transport DepartmentSubhead (No. & title): (603) Plant, vehicles and equipment
(700) General non-recurrentProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the following new items funding for which is sought in the context of the Appropriation Bill 2017, please advise on the estimates for 2017-18:

Head	Account	Sub-head (Code)	Sub-head	Item (Code)	Ambit
186	Operating Account	700	General non-recurrent	854	Replacement of the existing tram tracks with the use of new rail jacket technology
186	Operating Account	700	General non-recurrent	855	Consultancy study on enhancing the walkability in Hong Kong
186	Capital Account	603	Plant, vehicles and equipment	856	Replacement of high voltage and low voltage power supply system in the Tseung Kwan O Tunnel
186	Capital Account	603	Plant, vehicles and equipment	857	Replacement of manual toll collection system and installation of e-payment system in Tate's Cairn Tunnel
186	Capital Account	603	Plant, vehicles and equipment	858	Replacement of automatic fire alarm system in Cheung Tsing Tunnel
186	Capital Account	603	Plant, vehicles and equipment	859	Replacement of automatic fire alarm system in the Kai Tak Tunnel
186	Capital Account	603	Plant, vehicles and equipment	860	Replacement of low voltage power supply system in the Kai Tak Tunnel

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 4003)

Reply:

The estimated expenditures for the above items in 2017-18 are as follows:

Head	Account	Sub-head (Code)	Sub-head	Item (Code)	Ambit	Estimated expenditure in 2017-18 (\$ million)
186	Operating Account	700	General non-recurrent	854	Replacement of the existing tram tracks with the use of new rail jacket technology	3.9
186	Operating Account	700	General non-recurrent	855	Consultancy study on enhancing the walkability in Hong Kong	1.3
186	Capital Account	603	Plant, vehicles and equipment	856	Replacement of high voltage and low voltage power supply system in the Tseung Kwan O Tunnel	1.0
186	Capital Account	603	Plant, vehicles and equipment	857	Replacement of manual toll collection system and installation of e-payment system in Tate's Cairn Tunnel	1.0
186	Capital Account	603	Plant, vehicles and equipment	858	Replacement of automatic fire alarm system in Cheung Tsing Tunnel	0.5
186	Capital Account	603	Plant, vehicles and equipment	859	Replacement of automatic fire alarm system in the Kai Tak Tunnel	0.5
186	Capital Account	603	Plant, vehicles and equipment	860	Replacement of low voltage power supply system in the Kai Tak Tunnel	0.9

- End -

CONTROLLING OFFICER'S REPLY**THB(T)151****(Question Serial No. 1226)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. The Government took over the Eastern Harbour Crossing (EHC) on 7 August last year. Is there any increase or decrease in the traffic flow of the EHC after the takeover? During the same period, are there any changes in the traffic flow of the Cross-Harbour Tunnel (CHT)?
2. What were the numbers of first-registered private cars over the past 5 years? Does the Government have any strategies to contain the continuous growth of private car fleet size?

Asked by: Hon CHEUNG Kwok-kwan (Member Question No. 7)Reply:

1. The EHC was taken over by the Government on 7 August 2016 upon the expiry of its franchise. The average daily traffic flows of the CHT and EHC between August and December 2016 and the changes in the average daily traffic flows as compared with that during the same period in 2015 are tabulated below:

	Average daily^{Note} traffic flow from August to December 2015 (number of vehicles)	Average daily^{Note} traffic flow from August to December 2016 (number of vehicles)	Change in traffic flows between the 2 years (number of vehicles)
CHT	116 008	113 965	a decrease of 2 043 (-2%)
EHC	76 578	77 177	an increase of 599 (+1%)

Note: Including Mondays to Saturdays and public holidays.

2. The numbers of first-registered private cars and licensed private cars over the past 5 years are tabulated below:

Year (calendar year)	The number of first-registered private cars in the year	The number of licensed private cars
2012	44 983	454 697
2013	45 382	475 752
2014	46 636	495 038
2015	50 322	521 852
2016	41 182	536 025

The continuous increase in private car fleet size is a major factor contributing to road traffic congestion. The Government attaches great importance to tackling road traffic congestion problems. The Transport Advisory Committee (TAC) has earlier recommended a host of short-, medium- and long-term measures in the Report on Study of Road Traffic Congestion in Hong Kong, including recommendations for containing the growth of private car fleet size, such as increasing the first registration tax and annual licence fee for private cars and raising the “fuel levy” for diesel private cars. The Government has indicated that it will take forward in phases the recommendations put forward by the TAC.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)152

(Question Serial No. 1122)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the New Parking Meter System Trial Scheme ("Trial Scheme"), will the Government inform this Committee of:

1. the expenditure for the Trial Scheme in 2017-18;
2. whether any complaints have been received or technical problems surfaced now that the first phase has commenced, and the numbers and natures of such cases;
3. the commencement date of the second phase and details about the locations and the number of new parking meters to be installed;
4. the completion date of the whole Trial Scheme; and the preliminary estimated time for replacement of all the parking meters in Hong Kong?

Asked by: Hon CHEUNG Wah-fung, Christopher (Member Question No. 8)

Reply:

1. The estimated expenditure for the whole Trial Scheme is about \$3.8 million, with about \$800,000 being earmarked for 2017-18.
2. The first phase of the field trial of the new parking meters has been rolled out in Yuen Long and Mong Kok since October 2016. As at February this year, the Transport Department has received 8 complaints and 12 defect reports in relation to the new parking meters. The number and nature of such cases are tabulated as follows:

Complaints	Number
The new parking meters failing to improve the situation of abuse or prolonged occupation of parking spaces	3
Related to the payment and operation procedures of the new parking meters or the new parking meters failing to support mobile phone payment	4
Arrangements for suspension of parking spaces installed with new parking meters	1
Defect report	Number
Screen display problem	5
Button problem	1
Card readers fault	6

3. The second phase of the field trial of the new parking meters is expected to be introduced in Sai Kung and Wan Chai in the second quarter of 2017. The supplier will provide a total of 20 new parking meters for use at about 60 on-street metered parking spaces for testing purpose.
4. The Trial Scheme is scheduled for completion in the fourth quarter of 2017. The Government will finalise the functions and specifications of the new generation parking meters after reviewing and evaluating the technical feasibility of and public views on various functions of the new parking meters. The current target is to conduct tender exercise in 2018 to select a supplier to design and produce the new parking meters. If everything progresses smoothly, the new generation parking meters are expected to come into operation in phases from 2020 onwards.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)153

(Question Serial No. 1937)

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:

It is mentioned under Matters Requiring Special Attention in 2017-18 that the Transport Department (TD) will “continue to consult stakeholders on public transport service re-organisation proposals in connection with the commissioning of the Kwun Tong Line Extension (KTE) and South Island Line (East) (SIL(E)) and implement the final re-organisation plans”. In this connection, will the Government inform this Committee of:

- (a) the bus routes involved in the public transport service re-organisation plans (PT Plan) before and after their implementation, with breakdown by franchised bus companies;
- (b) the staff establishment and expenditure involved; and
- (c) the local organisations and individuals referred to when stating it will “consult stakeholders on re-organisation proposals” and what are the details?

Asked by: Hon HO Kai-ming (Member Question No. 30)

Reply:

- (a) The KTE and SIL(E) were commissioned in October 2016 and December 2016 respectively. In March 2017, the PT Plans in connection with the commissioning of the KTE and SIL(E) involve 34 and 35 bus routes respectively, the details of which are set out in the Annex. The PT Plans will be implemented within about 6 months in phases from the commissioning of the new railway lines. Since the PT Plans have yet to be fully implemented, the finalised bus routes after rationalisation and the total number involved may still be subject to changes.
- (b) The TD has created 2 posts on a time-limited basis for about 4 years, namely 1 Senior Transport Officer and 1 Transport Officer I. They are mainly responsible for handling the PT Plan in connection with the commissioning of the new railway lines. The annual staff cost of the two posts is about \$1.68 million.

- (c) The TD has been maintaining close contact with and seeking the views of the Traffic and Transport Committees of 12 affected District Councils on the PT Plans in connection with the commissioning of the KTE and SIL(E). The 12 District Councils are Central and Western, Wan Chai, Eastern, Southern, Kowloon City, Sham Shui Po, Wong Tai Sin, Yau Tsim Mong, Kwun Tong, Sai Kung, Sha Tin and Islands districts. Meanwhile, at the regular meetings of different transport trades, the TD has listened to the views of green minibus (GMB) operators, representatives of public light bus and urban taxi trades on the provision of facilities in the vicinity of the new railway stations. The TD also collects public views through the established channels.

Bus routes involved in the PT Plan for the KTE and SIL(E)**(I) The PT Plan in connection with the commissioning of the KTE**Bus company: KMB (27 routes involved)

Number	Route	Origin – Destination
1.	2E	Pak Tin – Kowloon City Ferry Pier
2.	5	Fu Shan – Star Ferry Pier
3.	5C	Tsz Wan Shan (Central) – Star Ferry Pier
4.	6C	Mei Foo – Kowloon City Ferry Pier
5.	6F	Lai Kok – Kowloon City Ferry Pier
6.	7B	Hung Hom Ferry Pier – Lok Fu
7.	8	Kowloon Station – Star Ferry Pier
8.	8A	Whampoa Garden – Tsim Sha Tsui (Circular)
9.	8P	Laguna Verde – Tsim Sha Tsui (Circular)
10.	11	Diamond Hill Station – Kowloon Station
11.	11K	Chuk Yuen Estate – Hung Hom Station
12.	12A	Cheung Sha Wan (Sham Mong Road) – Whampoa Garden
13.	14	Lei Yue Mun Estate Public Transport Interchange – China Ferry Terminal
14.	15	Ping Tin – Hung Hom Ferry Pier
15.	17	Oi Man – Kwun Tong (Yue Man Square)
16.	18	Cheung Sha Wan (Sham Mong Road) – Oi Man (Circular)
17.	21	Choi Wan – Hung Hom Station
18.	26	Shun Tin – Tsim Sha Tsui East
19.	30X	Allway Gardens – Whampoa Garden
20.	45	Lai Yiu – Kowloon City Ferry Pier
21.	85	Fo Tan (Shan Mei Street) – Kowloon City Ferry Pier
22.	85A	Kwong Yuen – Kowloon City Ferry Pier
23.	85X	Ma On Shan Town Centre – Hung Hom Ferry Pier
24.	93K	Po Lam – Mong Kok East Station
25.	212	Whampoa Garden – Cheung Sha Wan (Sham Mong Road)
26.	230X	Allway Gardens to Whampoa Garden
27.	297	Hang Hau (North) – Hung Hom Ferry Pier

Bus company: NWFB (1 route involved)

Number	Route	Origin – Destination
1.	796X	LOHAS Park Station Public Transport Interchange – Tsim Sha Tsui East (Concordia Plaza)

Bus company: NWFB and KMB (6 jointly operated routes involved)

Number	Route	Origin – Destination
1.	101	Kwun Tong (Yue Man Square) – Kennedy Town
2.	106	Wong Tai Sin – Siu Sai Wan (Island Resort)
3.	109	Ho Man Tin – Central (HK-Macau Ferry Terminal)
4.	111	Ping Shek – Central (HK-Macau Ferry Terminal)
5.	115	Kowloon City Ferry Pier – Central (HK-Macau Ferry Terminal)
6.	116	Tsz Wan Shan (Central) – Quarry Bay

(II) The PT Plan in connection with the commissioning of the SIL(E)

Bus company: CTB (19 routes involved)

Number	Route	Origin – Destination
1.	37A	Chi Fu Fa Yuen – Central (Circular)
2.	43M	Tin Wan – Shek Tong Tsui (Circular)
3.	48	Shum Wan – Wah Fu (North) (Circular)
4.	71	Wong Chuk Hang – Central (Wing Wo Street) (Circular)
5.	72A	Shum Wan – Causeway Bay (Moreton Terrace)
6.	75	Shum Wan – Central (Exchange Square)
7.	90	Ap Lei Chau Estate – Central (Exchange Square)
8.	90B	South Horizons – Admiralty (East)
9.	90C	Main Street, Ap Lei Chau to Central (Jardine House)
10.	96	Lei Tung Estate – Causeway Bay (Moreton Terrace)
11.	97	Lei Tung Estate – Central (Exchange Square)
12.	97A	Main Street, Ap Lei Chau/Lei Tung Estate – Shum Wan
13.	99	South Horizons – Shau Kei Wan
14.	592	South Horizons – Causeway Bay (Moreton Terrace)
15.	629	Admiralty (West) – Ocean Park and Ocean Park to Central (Exchange Square)
16.	629A	Ocean Park to Central (Exchange Square)
17.	629S	Admiralty (West) to Ocean Park (Tai Shue Wan)
18.	973	Stanley Market – Tsim Sha Tsui (Mody Road)
19.	973P	Shum Wan to Tsim Sha Tsui (Mody Road)

Bus company: NWFB (11 routes involved)

Number	Route	Origin – Destination
1.	38	Chi Fu Fa Yuen – North Point Ferry Pier
2.	66	Stanley (Ma Hang Estate) – Central (Exchange Square)
3.	78	Wong Chuk Hang – Wah Kwai Estate (Circular)
4.	91	Ap Lei Chau Estate – Central (Central Ferry Piers)
5.	93A	Lei Tung Estate to Robinson Road
6.	94X	Lei Tung Estate to Central (Exchange Square)

Number	Route	Origin – Destination
7.	95	Ap Lei Chau (Lee Nam Road Industrial Area) – Shek Pai Wan (Circular)
8.	95B	South Horizons – Wong Chuk Hang
9.	590	South Horizons – Central (Exchange Square)
10.	590A	South Horizons – Admiralty (East)
11.	595	South Horizons – Aberdeen (Circular)

Bus company: NWFB and KMB (5 jointly operated routes involved)

Number	Route	Origin – Destination
1.	170	Wah Fu (Central) – Sha Tin Station
2.	171	South Horizons – Lai Chi Kok
3.	171A	Lei Tung Estate to Lai Chi Kok
4.	171P	South Horizons to Lai Chi Kok
5.	671	Ap Lei Chau (Lee Lok Street) – Diamond Hill Station

Legend:

KMB – The Kowloon Motors Bus Company (1933) Limited

CTB – Citybus Limited

NWFB – New World First Bus Services Limited

- End -

CONTROLLING OFFICER'S REPLY

THB(T)154

(Question Serial No. 1942)

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:

It is mentioned under Matters Requiring Special Attention in 2017-18 of the Programme that the Transport Department (TD) will “carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange (PTI) and a ferry pier for providing passengers with a more comfortable waiting environment”. In this connection, will the Government inform this Committee of:

- a. the facilities to be renovated in the pilot projects for each district;
- b. the criteria adopted by the Government in selecting the above facilities;
- c. whether the Government has any plans to extend the renovation projects to cover other covered PTIs and ferry piers;
- d. the facilities to be included in the renovation projects and whether arrival information display panels for disseminating service schedule information will be included; and
- e. the staff deployment and estimated expenditure to be incurred in the coming year?

Asked by: Hon HO Kai-ming (Member Question No. 31)

Reply:

The Government will carry out renovation projects for enhancing existing covered PTIs and ferry piers for providing the public with a better waiting environment. The renovation projects seek to keep up the exterior design and facilities of the PTIs and ferry piers with the times so as to cater for the practical needs of the public. The preliminary approach is to renovate 1 PTI and 1 ferry pier on a pilot basis, through which we will explore a variety of enhancements including add-ons for passengers' convenience (such as Wi-Fi services, toilets, passenger information panels, vending machines, convenience stores and seats etc.), exterior refurbishment and brighter lighting. The preparation work of the pilot project is underway and the project locations and scope of renovation will be worked out after further study. In the course of the study, the Government will consider factors like the conditions

and utilisation rates of the facilities, as well as the design and technical feasibility. Upon completion of the pilot projects, we will consider renovating more covered PTIs and ferry piers in the light of the project outcome and passengers' feedback. We will also examine applying such new standards when the Government builds the same type of facilities in future.

As for arrival information display panels, the Government announced last year a new initiative through which franchised bus companies will receive subsidies for expediting their installation of real-time bus arrival information display panels and seats at bus stops (including bus termini located at public transport interchanges). This seeks to provide more comprehensive ancillary facilities that can keep up with the times for the convenience of passengers, especially the elderly and those in need. For the real-time arrival information display panels, the Government will provide subsidy, on a matching basis, to franchised bus companies for their installation of the display panels at covered bus stops with electrical installation. It is expected that franchised bus companies will complete installation of display panels at about 1 300 covered bus stops with electrical installation in Hong Kong in 2019-20. Regarding ferry piers, the existing major ferry piers have already been installed with display panels for disseminating service schedule information. Even so, the Government will also examine the need for further enhancement when formulating the details of the pilot project.

As for staff deployment and estimated expenditure to be incurred, the TD will create 3 posts in the 2017-18 financial year on a time-limited basis for 3 years, including 1 Architect/Assistant Architect, 1 Works Supervisor I and 1 Transport Officer I, for taking forward the above pilot project. The total estimated expenditure for the creation of the 3 posts in 2017-18, in terms of the notional annual mid-point salary, is about \$1.8 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)155****(Question Serial No. 1943)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the services provided in the "Hong Kong eTransport", please advise on:

- a. the total number of downloads of the "Hong Kong eTransport" smartphone application each year since its implementation in 2011;
- b. the staff establishment and expenditure involved in the development and maintenance of the smartphone application in the past 5 years;
- c. whether the degree of convenience and popularity have been reviewed; if no, whether a review will be conducted and improvements made; and
- d. whether there are any plans to request various public transport operators to open up the information on their service schedule and relevant information for centralised dissemination by the Government or other organisations; and whether the Government will allocate funding for developing such smartphone applications for the centralised dissemination of service schedule information and relevant information; if yes, what are the plans; if no, what are the reasons?

Asked by: Hon HO Kai-ming (Member Question No. 32)Reply:

- a. The number of downloads of the "Hong Kong eTransport" smartphone application each year since its implementation in 2011 are provided below:

Year	Cumulated number of downloads	Average daily number of users
2011	280 000	1 900
2012	870 000	3 400
2013	1 090 000	5 500
2014	1 250 000	12 000

Year	Cumulated number of downloads	Average daily number of users
2015	1 430 000	18 200
2016	1 610 000	20 000

- b. The development of the “Hong Kong eTransport” smartphone application was outsourced at a cost of \$1.1 million. The operation and maintenance of the application and its website were covered by another contract at an annual cost of about \$200,000 in the past 5 years. There is no separate breakdown of staff establishment in the Transport Department (TD) for supervising the ongoing operation and maintenance of the “Hong Kong eTransport” as such work is part of the regular duties of the staff involved.
- c. The TD has been monitoring the effectiveness of “Hong Kong eTransport”. A customer satisfaction survey was conducted earlier to assess whether the expected effectiveness was met, understand users’ experience and identify areas for improvement, with a view to enhancing service and responding to the comments received. Regarding the elderly mode of “Hong Kong eTransport” which was introduced recently, the TD has invited elderly volunteers to provide their views and share their habits in using the application so that the design can better meet the needs of the elderly. The TD will continue to review and improve the “Hong Kong eTransport” service.
- d. At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes and MTR lines for free through the websites or smartphone applications provided by the operators concerned or display panels installed at respective bus stops/bus termini/platforms. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the “Hong Kong eTransport” smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year. At the same time, the TD will continue to encourage all public transport operators to support the Government’s open data policy by making the data in their possession available at the “data.gov.hk” co-ordinated by the Office of the Government Chief Information Officer.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)156

(Question Serial No. 2421)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In light of the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2017 and the proposed alignment of Tuen Mun Western Bypass (TMWB), it is anticipated that the usage of Wong Chu Road in Tuen Mun as the major link between Tuen Mun Road and the HZMB and TMWB will increase substantially. In this connection, will the Government consider allocating funding for studies on the feasibility of widening Wong Chu Road? What is the timetable?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. 47)

Reply:

In the past few years, the Highways Department (HyD) has completed a series of road improvement works in Tuen Mun, including Traffic Improvements to Tuen Mun Road (Town Centre Section) and Reconstruction and Improvement of Tuen Mun Road. These works projects helped improve the traffic conditions of Tuen Mun Road and avoid the impact on the traffic of Wong Chu Road due to traffic congestion at Tuen Mun Road during peak hours.

According to the latest traffic study conducted by the Transport Department (TD), the traffic conditions of the related busy major road sections in Tuen Mun (including Tuen Mun Road (Town Centre Section) and Wong Chu Road) would remain at an acceptable level until 2026.

The HyD is making preparations for the site investigation and preliminary design for the TMWB which is expected to commence in the third quarter of this year. Upon completion, the TMWB can divert the traffic of Wong Chu Road that is to/from Tuen Mun Road.

The TD will continue to closely monitor the traffic demand of the road network in Tuen Mun as well as any changes in traffic conditions that may arise. Corresponding traffic management measures (such as carrying out road widening works, adjusting traffic signals

and implementing traffic diversions at road sections prone to congestion) will also be formulated in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)157****(Question Serial No. 2356)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

In recent years, the Government has been taking forward various transport infrastructure projects such as Central Kowloon Route (CKR). Please inform this Committee of:

1. the volume/capacity (v/c) ratios of major sections of each of the strategic routes in Hong Kong during peak hour in the past 5 years; and
2. the v/c ratios of major sections of each of the strategic routes in Hong Kong during non-peak hours in the past 5 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 76)Reply:

1. Between 2011 and 2015^{Note 1}, the v/c ratios of major sections of each of the strategic routes in Hong Kong during morning peak hour^{Note 2} are listed in the table below. The traffic volume data used in the calculation of v/c ratios shown in the table are based on the actual traffic volume data compiled in the Annual Traffic Census published by the Transport Department (TD) while the capacity data are calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity of a trunk road is often affected by the traffic congestion conditions at its downstream roads and other slip roads^{Note 3} or other traffic factors^{Note 4}. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of a road. Very often, additional and more complicated traffic data need to be collected for more in-depth professional analysis.

In deciding on the need for the construction of new trunk roads, apart from the prevailing v/c ratios and other data for reflecting the actual traffic conditions, the anticipated traffic demand should also be taken into account in predicting future traffic conditions of related trunk roads or alternative routes. To take the CKR mentioned in the question as an example, CKR is designed to alleviate traffic congestion along various major east-west roads in Central Kowloon (including non-trunk roads such as

Boundary Street, Prince Edward Road, Argyle Street, Waterloo Road, Gascoigne Road Flyover and Chatham Road North) during peak hour and to meet future traffic demand arising from the planned developments (including the Kai Tak Development project) in the nearby area.

	Strategic Route	Direction	2011	2012	2013	2014	2015
Hong Kong							
Harcourt Road ^{Note 5} (between Tamar Street and Arsenal Street)	4	Westbound	0.7	0.7	0.7	0.5	0.6
Kowloon							
Princess Margaret Road ^{Note 6} (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.6	0.6	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.8	0.8	0.7	0.8	0.8
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.8	0.9	0.9	0.9	0.9
New Territories East							
Lion Rock Tunnel	1	Southbound	1.1	1.1	1.1	1.1	1.1
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	0.9	0.9
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.5	0.5	0.4	0.4

	Strategic Route	Direction	2011	2012	2013	2014	2015
New Territories West							
Ting Kau Bridge	3	Southbound	0.9	0.9	0.8	1.0	1.1
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway)	9	Eastbound	1.1	1.0	0.9	0.9	1.0

Notes

- 1: The traffic statistics for the year 2016 are still being processed.
 - 2: The traffic volume during morning peak hour refers to the traffic volume of the busiest one hour from 7 a.m. to 10 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).
 - 3: Under heavy traffic conditions, traffic queues may form as a result of congestion on the downstream side of a road or frequent lane changing activities of vehicles coming from a number of connecting roads nearby. Under this situation, the actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width.
 - 4: Other traffic factors affecting actual traffic capacity include the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is comparatively higher, the actual capacity of that road section will be comparatively lower), geometry of the road section (e.g. the gradients and curvatures) as well as whether there are extensive lane changing activities in the road section, etc.
 - 5: The actual traffic capacity of Harcourt Road (westbound) during morning peak hour is affected by the traffic congestion at the downstream roads in Central.
 - 6: The actual traffic capacity of Princess Margaret Road (southbound) during morning peak hour is affected by the traffic congestion at the downstream Cross Harbour Tunnel.
2. As the Annual Traffic Census published by the TD does not take into account the actual traffic volume during non-peak hours, the related v/c ratios cannot be provided in this reply. In general, the v/c ratio of a section of a strategic route during peak hour will be higher than its v/c ratio during non-peak hours.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)158****(Question Serial No. 1678)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee on the average traffic flows of various tunnels in Hong Kong during peak hours and off-peak hours in 2016. Was there any study conducted on the correlation between the toll levels and traffic flows of the tunnels last year? If yes, what was the conclusion? If no, what were the reasons? Are there any plans to evaluate the correlation between the toll levels and traffic flows of the tunnels in 2017-18?

Asked by: Hon LAM Cheuk-ting (Member Question No. 47)Reply:

The average hourly traffic flows of various tunnels in Hong Kong in 2016 are tabulated as follows:

(I) Tolled tunnels		
	Peak hours ^{Note 1} (vehicles per hour, two-way)	Off-peak hours ^{Note 1} (vehicles per hour, two-way)
1) Cross-Harbour Tunnel	5 500	4 400
2) Eastern Harbour Crossing	5 300	2 700
3) Western Harbour Crossing	5 000	2 400
4) Tai Lam Tunnel	4 100	2 200
5) Aberdeen Tunnel	3 500	2 400
6) Tseung Kwan O Tunnel	5 400	3 300
7) Lion Rock Tunnel	5 100	3 400
8) Shing Mun Tunnel	3 600	1 800

(I) Tolled tunnels		
	Peak hours ^{Note 1} (vehicles per hour, two-way)	Off-peak hours ^{Note 1} (vehicles per hour, two-way)
9) Tate's Cairn Tunnel	4 400	1 900
10) Eagle's Nest and Sha Tin Heights Tunnels ^{Note 2}	4 200	1 800
(II) Non-tolled tunnels		
	Average traffic flows ^{Note 3} (vehicles per hour, two-way)	
1) Kai Tak Tunnel	2 200	
2) Cheung Tsing Tunnel	3 200	
3) Tai Wai Tunnel	1 800	
4) Nam Wan Tunnel	2 000	

Moreover, as the Discovery Bay Tunnel was built and is being managed by a private company, the tunnel is for the exclusive use of authorised vehicles. The government does not have the required figures.

Note 1: Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays). Off-peak hours refer to all the hours other than the 6 peak hours during a 24-hour period on weekdays.

Note 2: Eagle's Nest and Sha Tin Heights Tunnels are connected by a toll plaza and there is no other road exit in between, so the traffic figures of the 2 tunnels are the same.

Note 3: No toll collection records are available for non-tolled tunnels, therefore it is not possible to provide a breakdown of the figures by peak hours and off-peak hours. The figures of the non-tolled tunnels in the table are the average hourly traffic flows in 2016.

The Transport Department commenced in January 2017 a study on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings (i.e. the Cross-Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and 3 land tunnels between Kowloon and Sha Tin (i.e. the Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest and Sha Tin Heights Tunnels). The study will examine the relationship between the toll levels of these 6 tunnels and their traffic flows. The TD plans to submit a proposed toll adjustment plan to the Legislative Council Panel on Transport within the 2017-18 legislative year for discussion.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 1681)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please tabulate the locations of bus stops at which construction works of shelters and seats have been completed in the past year. Please inform this Committee of the planned locations of bus stops for the construction of shelters and seats in 2017-18.

Asked by: Hon LAM Cheuk-ting (Member Question No. 45)

Reply:

On bus stop shelters, franchised bus companies have provided shelters at 37 bus stops in 2016 and plan to construct shelters at 18 bus stops in 2017, the locations of which are set out at Annex 1 and Annex 2 respectively. Franchised bus companies have not yet submitted their proposals for the construction of bus stop shelters in 2018.

As for seats, franchised bus companies installed seats at 47 covered bus stops in 2016, the locations of which are set out at Annex 3. Meanwhile, the Government announced earlier that it would subsidise franchised bus companies to install seats at covered bus stops, and the installation works will commence progressively in the second quarter of this year. Franchised bus companies will install seats at about 870 and about 1 000 bus stops in 2017 and 2018 respectively. The details of the locations and the years when construction works are expected to commence have been set out in the paper submitted early by the Transport Department (TD) to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website at the following link:

(http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html)

**The locations of bus stops for construction of shelters
by franchised bus companies in 2016**

Hiram's Highway near Fisherman Village
Wan Po Road near the Beaumont II
Hui Kwong Street Playground
Ngau Tau Kok Road outside Hay Cheuk Lau
Sau Ming Road near Sau Mau Ping Shopping Centre
Ngau Tau Kok Road outside Kwai Fai House
Choi Wing Road outside Choi Yin House
Choi Wing Road outside Choi Yan House
Hip Wo Street near Wo Lok Estate
Choi Wing Road outside Choi Lok House
Kwai Chung Road (south bound) near Kwai Fong Estate
Kwai Chung Road (north bound) near Kwai Fong Estate
Kwai Shing Circuit outside S.K.H. Lam Woo Memorial Secondary School
Ping Ha Road near Sheung Cheung Wai
Long Yat Road near Sun Yuen Long Centre
Castle Peak Road near Hung Mo Kiu
Tin Wah Road outside QESOSA Tong Kwok Wah Secondary School
Jockey Club Road near Tong Hang
Wo Yi Hop Road near Lei Muk Shue Estate
Chui Chuk Street near Pang Ching Court
Hoi Chu Road near Goodview Garden
Yan King Road near Metro City Phase II
outside (Hong Kong-Macau Ferry Terminal) Shun Tak Centre, Central
Po Lam Road North outside King Lam Estate
Wan Tsui Road outside Fung Hing House, Hing Wah Estate
Tai Wo Hau Road outside Kwai Chung Shopping Centre
Chai Wan Road outside Wan Tsui Market
Pok Fu Lam Road outside Jockey Club Student Village I, the University of Hong Kong
MTR Wong Chuk Hang Station Public Transport Interchange#
Nam Long Shan Road near Nam Long Shan Road Cooked Food Market*
Rodney Street opposite to United Centre*
Airport (Ground Transportation Centre)
MTR Wong Chuk Hang Station Public Transport Interchange
Man Kwong Street outside Pier 8, Central
Man Kwong Street outside Pier 6, Central
Wai Man Road outside Wai Man Road Playground

* A bus stop shelter was re-constructed.

Shelters were constructed at the 2 bus stops there.

**The planned locations of bus stops for the construction of shelters
by franchised bus companies in 2017**

Tin Ha Road (south bound) near Sun Lee Uk Tsuen
Tin Ha Road (north bound) near Sun Lee Uk Tsuen
Tai Ho Road outside Princess Alexandra Community Centre
Po Kin Road near North District Hospital
Pok Chuen Street outside Long Chuen House
Pok Chuen Street outside Yan Chuen House
Wah Ming Bus Terminus
Sha Tau Kok Road near Tai Tong Wu
Lai Chi Kok Road near S.K.H. Kei Wing Primary School
Ma Tau Wai Road near Kiang Hsi Street
Po Fung Road near Shun Tak Fraternal Association Leung Kit Wah Primary School
Castle Peak Road near Cheung Wah Street
Tuen Mun Heung Sze Wui Road near Siu Lun Court
Nam Fung Road outside Aberdeen Fire Station
Lung Mun Road outside Sun Tuen Mun Centre
Chung Wa Road opposite to East Point City
Jordan Road outside Kowloon Union Church
Kornhill Road outside Kornhill Plaza

The locations of bus stops for installation of seats by franchised bus companies in 2016

House No. 4, Knight Street
House No. 115, Ma Tau Chung Road
House No. 77, Ma Tau Chung Road
House No. 90-98, Ma Tau Chung Road
Ma Tau Wai Road near Farm Road Sports Ground
Hip Wo Street opposite to United Christian Hospital
Hip Wo Street outside United Christian Hospital
Kwun Tong Road outside Meyer Industrial Building*
On Sau Road near On Tat Estate
King Cho Road outside the Boys' and Girls' Clubs Association of Hong Kong
Lai King Hill Road near Princess Margaret Hospital School of General Nursing and Quarters (Lai King bound)
Lai King Hill Road opposite to MTR Lai King Station
Lai King Hill Road near Asbury Methodist Primary School
Lai King Hill Road, Kwai Chung near Princess Margaret Hospital (Mei Foo bound)
Sheung Shui Bus Terminus, Landmark North
Hong Sing Gardens Bus Terminus
Ling Hong Road opposite to Haven of Hope Hospital
Po Lam Road outside Po Tat Estate
Po Lam Road North opposite to Lam Shing Road (opposite to Hong Sing Gardens)
Po Hong Road opposite to Well On Garden
Pung Lui Road near Oscar by the Sea
Cheung Sha Wan Road outside CLP Sham Shui Po Centre, north of Kiu Kiang Street
Nam Cheong Street outside Chak On Estate near the footbridge
Woh Chai Street outside Mei Sang House, Shek Kip Mei Estate
Mei Tin Road outside Mei Chung Court
Yuen Chau Kok outside Prince of Wales Hospital Main Clinical Block and Trauma Centre#
Castle Peak Road outside Tai Wo Hau Sports Centre
Castle Peak Road outside MTR Tai Wo Hau Station
Shing Mun Tunnels Bus Interchange (Sha Tin bound)
Lung Cheung Road outside Lung Cheung Mall
New Clear Water Bay Road outside Pak Hung House, Choi Wan Estate
Lamp Post BD1121, Pat Heung Police Station, Fan Kam Road
opposite to Lamp Post FB5790, Pat Heung Police Station, Kam Tin Road
opposite to Lamp Post FB 5739, Kam Tin Clinic, Kam Tin Road
Ma Tin Pok, Shap Pat Heung Road
Shap Pat Heung Road opposite to Sereno Verde
Tin Tsz Bus Terminus
Glamour Garden, Pak Wo Road
Tai Chung Road outside Regal Riverside Hotel
Hoi Chu Road opposite to Goodview Garden
Tsun Wen Road outside Blossom Garden
Tuen Mun Heung Sze Wui Road outside Siu Lun Court
Tin Lung Road near Kenswood Court

* Seats were installed at the 2 covered bus stops there.

Seats were installed at the 4 covered bus stops there.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)160

(Question Serial No. 1693)

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:

Under Matters Requiring Special Attention of Programme (1) Planning and Development, it is only mentioned that the Transport Department (TD) will handle matters relating to the new franchise of the Kowloon Motor Bus Company (1933) Limited. However, there is no mention that the TD may conduct a mid-term review on the franchise of the New World First Bus Services Limited (NWFB) starting from July 2017 in accordance with item 34 of G.N. 3180 of 2012 as issued by the Chief Executive in Council. Please inform this Committee of the following:

- (a) Does the TD have sufficient resources in its estimates to conduct the mid-term review on the franchise of NWFB upon requests from the public?
- (b) The Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)) (CTB(F1)) has substantially increased the number of interchange concessions since the extension of its franchise in 2016. With these interchange concessions together with those offered for the bus routes on Hong Kong Island under the NWFB franchise, what were the average numbers of beneficiaries per day in each of the years between 2014 and 2016?
- (c) Further to (b) above, will the mid-term review to be conducted by the TD cover the effectiveness of the interchange concessions in terms of the number of beneficiaries?

Asked by: Hon LAM Cheuk-ting (Member Question No. 37)

Reply:

Under the current franchise of NWFB, clause 34 stipulates that the franchise shall be subject to review at any time and from time to time by the Commissioner for Transport (the Commissioner) starting from the 5th year after the commencement of the franchise period (i.e. from 1 July 2017) and that NWFB shall comply with all reasonable requests by the Commissioner and afford such assistance and cooperation in all respects to facilitate the conduct of the review, including providing the financial and operating information. The Commissioner may also request NWFB to appoint a suitable person to examine the bus

service of the franchised company. This arrangement ensures that sufficient power is conferred on the Government to conduct a review as and when necessary and that the review can be conducted effectively. Similar arrangements have been included in all the franchises granted in the past 20 years.

Franchised bus companies provide daily public transport services for nearly 4 million passenger trips every day. The monitoring work needs to be undertaken on an ongoing basis. In this connection, the TD has been monitoring the service performance of various franchised bus companies (including NWFB) with its existing resources and manpower through its daily monitoring work, including site visits, vehicle examinations, passenger satisfaction surveys, reviews of data regularly submitted by bus companies, the public feedback, etc. If irregularities are found during its daily monitoring work, the TD will take follow-up actions immediately. This arrangement has proved effective over the years, and the TD will continue to ensure that NWFB and other franchised bus companies provide proper and efficient services through its daily monitoring work. If actual needs do arise in the future, the Commissioner may still, starting from July this year, conduct a review on the franchise of NWFB at any time in accordance with the terms of the franchise.

As regards the interchange concessions offered under CTB(F1), CTB committed to introducing 31 additional bus-bus interchange concession schemes (BBI schemes) when its franchise commenced on 1 June 2016. These BBI schemes have been implemented as scheduled since the effective date of the new franchise. CTB(F1) currently provides a total of 134 BBI schemes, of which 52 are jointly provided with NWFB. Between 2014 and 2016, the numbers of passenger trips benefitted under these BBI schemes are as follows:

Year	Average daily number of passenger trips benefitted (including the BBI schemes jointly provided with NWFB)
2014	4 900
2015	5 100
2016	6 200

The Government will continue to monitor the utilisation and passengers' travelling patterns of various interchange concession schemes, seek views from passengers on interchange concession schemes through various means and encourage franchised bus companies through regular channels to provide more interchange concession schemes to benefit more passengers where conditions permit.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)161

(Question Serial No. 1694)

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:

It is mentioned under Matters Requiring Special Attention of Programme (1) Planning and Development that the Transport Department (TD) will continue to plan and formulate bus route rationalisation proposals using the "Area Approach" where appropriate. However, until now, no Area Approach rationalisation could be seen on Hong Kong Island. Every year, the franchised bus operators, the New World First Bus Services Limited (NWFB) and Citybus Limited (CTB), repeatedly re-submitted proposals that had been previously rejected. Please inform this Committee of the following:

- a. Between 2014 and 2016, what were the numbers of bus route rationalisation proposals for Hong Kong Island re-submitted by NWFB and CTB under their franchise licences that had been previously rejected during the same period?
- b. Starting from 2017-18, can the TD take measures to stop franchised bus operators from re-submitting bus route rationalisation proposals without significant amendments so that there is greater chance of implementing the proposals and the effectiveness of the planning work can be enhanced?
- c. What are the reasons for not pursuing Area Approach rationalisation on Hong Kong Island? Since the extension of MTR Island Line and the commissioning of the South Island Line (East) (SIL(E)), the change in the travelling patterns of the public has generally stabilised. Will the TD take this opportunity to pursue Area Approach rationalisation on Hong Kong Island and provide much more bus-bus interchange concessions so as to improve operational efficiency and provide convenience to passengers?

Asked by: Hon LAM Cheuk-ting (Member Question No. 38)

Reply:

- a & b. Between 2014 and 2016, there were 5 service adjustment proposals involving NWFB and CTB that were not implemented in the Route Planning Programmes

(RPPs) in the first year and were subsequently revised and re-submitted in the RPPs in the following year. The 5 cases are summarised as follows:

<u>Route</u>	<u>Original proposal</u>	<u>Revised proposal put to the Traffic and Transport Committee (TTC) for consultation again</u>
Cross Harbour route (XHT) no. 621 (Laguna City – Central (Hong Kong Station)) and XHT route no. 641 (Kai Tak (Kai Ching Estate) – Central (HK-Macau Ferry Terminal))	<u>2014-15</u> Cancellation of the afternoon peak hour services of XHT route no. 621 and diversion of XHT route no. 641 via the Cross-Harbour Tunnel during afternoon peak hours and re-numbering the route as XHT route no. 141 with Laguna City as its destination.	<u>2015-16</u> The number of departures of return service of XHT route no. 621 during afternoon peak hours were adjusted from 6 to 4. [Note: The proposal was implemented on 25 February 2016.]
CTB route no. 40 (Wan Chai North – Wah Fu (North)) and CTB route no. 40M (Admiralty (Government Headquarters) – Wah Fu (North))	<u>2016-17</u> - Conversion of route no. 40 to unidirectional service operating from Wah Fu (North) to Wan Chai (Hong Kong Convention and Exhibition Centre) omitting Chi Fu Road, with the last departure time being advanced to 7 p.m. - Relocation of the terminating point of route no. 40M to Wan Chai North Temporary Public Transport Interchange, with both bound trips being diverted via Chi Fu Road omitting Queen's Road Central, D'Aguilar Street and Lyndhurst Terrace.	<u>2017-18</u> The last departure time of route no. 40 to be advanced to 9 p.m. [Note: The concerned TTCs are being consulted on this item.]
CTB route no. 41A (North Point Ferry Pier – Wah Fu (Central))	<u>2016-17</u> The 4 departures operating during the hours before/after school to omit Braemar Hill Road and Tin Hau Temple Road.	<u>2017-18</u> The departures omitting only the section of Braemar Hill Road via Braemar Hill Public Transport Interchange. [Note: The concerned TTCs are being consulted on this item.]

<u>Route</u>	<u>Original proposal</u>	<u>Revised proposal put to the Traffic and Transport Committee (TTC) for consultation again</u>
NWFB route no. 3A (Central Ferry Piers (Pier 7) – Mount Davis)	<u>2016-17</u> Cancellation of 4 departures and conversion to school-days only service.	<u>2017-18</u> Cancellation of only 2 departures with the lowest patronage. [Note: The concerned TTCs are being consulted on this item.]
XHT route no. 692P (Choi Ming to Central (Exchange Square))	<u>2016-17</u> Cancellation of 4 departures from Mondays to Fridays and all services on Saturdays.	<u>2017-18</u> Extension of the route to Hang Hau (North) on a trial basis for 3 months and subsequent review to be conducted on whether to cancel the route. [Note: The concerned TTCs are being consulted on this item.]

For the annual RPPs, there are always individual proposals that cannot be implemented for different reasons. If franchised bus companies re-submit the individual proposals in the RPPs in the following year, franchised bus companies will normally make appropriate amendments to meet passenger need as far as possible, taking into account the reasons for not implementing the proposals in the previous year, the views received during consultations and the actual situations. During this process, the TD will also examine these proposals carefully. As shown in the above table, the franchised bus companies have made amendments to the 5 original service adjustment proposals when re-submitting them. In fact, demand for services of individual bus routes in various districts keeps changing all the time. The principle is that the TD follows the existing mechanism when considering service adjustment proposals, and has regard to the latest survey data on passenger demand and makes reference to the Guidelines on Service Improvement and Reduction in RPPs. It will also consult the TTCs of the District Councils before implementing the proposal items (including re-submitted proposal items).

- c. The MTR West Island Line (WIL) was fully commissioned in March 2015 and the SIL(E) was commissioned in December 2016. The TD adopted the Area Approach to review and assess changes in passengers' travelling pattern and passenger demand in the Central and Western District and Southern District on Hong Kong Island as well as the impact on buses and other road-based public

transport modes in the affected districts after the commissioning of the railway services. It then formulated the relevant public transport re-organisation plans (PT Plans) to enhance the overall efficiency of public transport services in the districts so that different road-based transport modes and railway systems can coordinate and complement one another. The PT Plan in connection with the commissioning of the WIL has been implemented. To complement service adjustments, franchised bus companies have introduced a total of 5 additional interchange concession schemes, involving 13 bus routes. The TD is currently consulting the TTCs concerned on the PT Plan in connection with the commissioning of the SIL(E). Franchised bus companies have also proposed 3 additional interchange concession schemes to complement service adjustments, involving 6 bus routes. The TD plans to implement the bus route rationalisation proposals in phases within 6 months after the commissioning of the new railway.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)162

(Question Serial No. 1695)

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:

It is mentioned under Matters Requiring Special Attention of Programme (3) District Traffic and Transport Services that the Transport Department (TD) will monitor franchised bus operators' provision of real-time bus arrival information and disburse government subsidies for the installation of display panels for such information. Nevertheless, there are quite a number of bus stops across the territory which are shared by the solely operated routes of the 5 franchised bus operators. The related estimated expenditure under Item 890 of the Operating Account amounts to \$88.27 million. In this connection, please advise this Committee of the following:

- (a) Will consideration be given to requiring the 5 franchised bus operators to accept shared use of display panels by their respective solely operated routes at such shared bus stops in order to achieve savings in expenditure?
- (b) Will the Government integrate into systems like Hong Kong eTransport the real-time bus arrival information obtained from various operators through the subsidy scheme for display panels for use by passengers?
- (c) The New World First Bus Services Limited (NWFB) and Citybus Limited (CTB) is making slow progress in introducing real-time bus arrival information system, lagging behind other franchised bus operators. If CTB (Franchise 1) fails to honour its commitments to roll out the system by mid-2018 as scheduled, i.e. within 2 years after the extension of its franchise in 2016, will the TD take punitive actions, such as refusal to reimburse the expenditure on display panels, to force CTB to expedite its progress?

Asked by: Hon LAM Cheuk-ting (Member Question No. 39)

Reply:

- (a) In the commitments made by CTB under the current franchise for Hong Kong Island and Cross-Harbour Bus Network granted in 2015, a mechanism is in place to facilitate other franchised bus companies to make use of CTB's display panels for the dissemination of real-time bus arrival information of bus routes not operated by CTB.

The Kowloon Motor Bus Company (1933) Limited (KMB), in its new franchise to commence in July this year, has also made a commitment that a similar mechanism would be put in place. The 2 companies have committed to fully co-operating with other operators on this front. The Government will also promote co-operation among different parties on this basis with a view to making good use of bus resources and bringing convenience to passengers.

- (b) At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes for free through the websites or smartphone applications provided by the operators concerned and display panels installed at respective bus stops/bus termini. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the Hong Kong eTransport smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by KMB will firstly be introduced in the first half of this year.
- (c) CTB has committed to introducing in phases the real-time bus arrival information system within 2 years (i.e. not later than mid-2018) when it was granted the franchise for the Hong Kong Island and Cross-Harbour Bus Network. CTB commenced the first phase of a trial scheme on 1 June 2016 (i.e. the effective date of the current franchise). Passengers can make enquiries about estimated bus arrival time of 8 CTB's routes through its smartphone applications and website. CTB is introducing the real-time bus arrival information system according to its plan and has made satisfactory progress in procuring the new system. As there is still some time before mid-2018, the TD will continue to closely monitor the progress of CTB in implementing this project.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)163****(Question Serial No. 2617)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise on the current number of registered vehicles in Hong Kong:

Number of registered vehicles																						
Year of first registration	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	Liquefied Petroleum Gas (LPG)	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1991																						
1992																						
1993																						
1994																						
1995																						
1996																						
1997																						
1998																						
1999																						
2000																						
2001																						
2002																						
2003																						
2004																						
2005																						
2006																						
2007																						
2008																						
2009																						
2010																						
2011																						
2012																						
2013																						
2014																						
2015																						

2016																						
2017																						

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 17)

Reply:

Information on the numbers of registered vehicles in Hong Kong is provided at Annex.

Annex

Year of first registration	Number of registered vehicles as at 3 March 2017																					
	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others*
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	LPG	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1991	158	0	715	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	1	0	0	571
1992	106	0	813	0	0	0	6	0	1	6	0	0	0	0	0	0	0	0	0	0	0	656
1993	173	0	1 225	0	0	0	7	0	7	3	0	0	1	0	0	1	0	0	0	0	0	815
1994	181	0	1 831	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	2	0	0	1 113
1995	199	0	1 844	0	0	0	9	0	10	5	0	0	1	0	0	0	0	0	9	0	0	1 217
1996	156	0	2 484	0	0	0	13	0	3	2	0	0	0	0	0	3	0	0	4	0	0	1 425
1997	254	0	7 847	0	1	0	330	0	3	299	0	0	82	0	0	69	0	0	13	0	3	1 794
1998	119	0	8 641	0	0	0	325	0	6	278	0	0	65	0	0	94	0	0	12	0	26	1 651
1999	1	0	10 372	0	17	0	701	0	9	356	0	0	45	0	0	421	0	0	68	0	115	1 880
2000	0	0	15 519	0	827	0	1 217	0	54	590	0	0	60	0	0	417	0	0	93	0	103	1 917
2001	0	0	19 101	0	4 174	0	980	219	41	355	174	0	57	15	0	331	78	0	85	0	153	2 477
2002	1	0	19 960	0	1 831	0	0	1 849	0	0	914	0	0	119	0	0	562	0	35	0	320	2 842
2003	1	0	17 192	0	1 215	0	0	1 704	0	0	1 058	0	0	81	0	0	363	0	4	25	455	3 164
2004	1	0	23 021	0	523	0	0	2 405	0	0	1 630	0	0	79	0	0	372	0	0	51	840	3 490
2005	0	0	24 006	0	403	0	0	3 493	0	0	1 742	0	0	33	0	0	300	0	0	51	1 148	3 390
2006	0	0	25 417	0	362	0	0	3 954	0	0	1 878	0	0	62	0	0	451	0	0	70	75	3 316
2007	0	0	31 363	0	319	0	0	4 392	0	0	2 002	0	0	78	0	0	548	0	0	128	105	3 547
2008	0	0	33 179	0	549	0	0	5 076	0	0	2 423	0	0	117	0	0	697	0	0	251	188	3 455
2009	83	0	27 047	0	338	0	0	2 282	0	0	889	0	0	134	0	0	519	0	0	123	88	2 413
2010	148	53	38 457	0	392	0	0	3 677	0	0	2 404	0	0	378	0	0	782	0	0	143	162	2 634
2011	104	118	40 643	0	268	4	0	4 338	1	0	2 440	1	0	531	0	0	860	0	0	175	60	3 150
2012	22	106	42 448	0	289	0	0	3 914	572	0	909	1 214	0	254	450	0	381	619	0	67	211	3 588
2013	0	67	43 957	0	672	4	0	0	5 771	0	0	2 775	0	0	676	0	0	1 005	0	0	340	4 458
2014	0	858	45 304	0	1 664	0	0	0	8 269	0	0	4 258	0	0	713	0	0	1 205	0	0	523	5 198
2015	0	2 606	47 355	0	2 280	0	0	0	8 668	0	0	4 728	0	0	1 021	0	0	1 668	0	0	568	6 137
2016	0	3 020	37 275	0	1 752	3	0	0	6 710	0	0	3 270	0	0	791	0	0	1 732	0	0	537	5 711
2017	0	1 050	5 692	0	276	0	0	0	864	0	0	373	0	0	115	0	0	204	0	0	39	737

* Trailers are not included as they are not motor vehicles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)164****(Question Serial No. 3043)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The external traffic of North District relies heavily on Fanling Highway and Sha Tau Kok Road, with Kai Leng Roundabout and Sheung Shui Roundabout being the major traffic interchanges of the district. In the past year, there were frequent accidents at Kai Leng Roundabout and Sheung Shui Roundabout, almost paralysing the external traffic of North District. Will the Government inform this Committee of the total traffic flows of (1) Fanling Highway; (2) Sha Tau Kok Road; (3) Kai Leng Roundabout and (4) Sheung Shui Roundabout for each of the years between 2012 and 2016 and the annual design capacities of the above roads and roundabouts? Please also tabulate the numbers of accidents that happened at these roads and roundabouts for each of the years between 2012 and 2016.

Asked by: Hon LAU Kwok-fan (Member Question No. 23)Reply:

The annual average daily traffic flows (total numbers of vehicles for both bounds) on Fanling Highway and Sha Tau Kok Road in each of the calendar years between 2012 and 2015 are tabulated as follows:

Road	2012	2013	2014	2015
Fanling Highway	77 280	83 410	73 030	76 410
Sha Tau Kok Road	27 060	27 280	26 990	30 380

* The traffic data for the calendar year of 2016 are still being compiled and are not yet available.

The maximum capacity (both bounds) of Fanling Highway and Sha Tau Kok Road, calculated on the basis of the numbers of traffic lanes of these two roads, are about 140 000 and 70 000 vehicles per day respectively. For Sha Tau Kok Road, although its maximum capacity is higher than the traffic flow, its actual capacity is constrained by the operation of

several signalised junctions along the road, resulting in occasional traffic congestion at these junctions during peak hours. As for Fanling Highway, there is no traffic congestion along the road, except at Kai Leng Roundabout and Sheung Shui Roundabout.

The Transport Department (TD) does not have statistics on the traffic flows of roundabouts, including Kai Leng Roundabout and Sheung Shui Roundabout. The current design flow to capacity (DFC) ratio of Kai Leng Roundabout is about 1.0 during morning peak hours and about 0.9 during evening peak hours. The DFC ratio of Sheung Shui Roundabout is about 0.9 during morning peak hours and about 1.0 during evening peak hours. Traffic congestion occurs at these two roundabouts during peak hours on weekdays, while normal traffic can generally be maintained during other periods.

To improve the traffic condition of North District, the TD has adjusted the timings of traffic signals on Sha Tau Kok Road to cope with the additional traffic as a short-term improvement measure. In addition, with the commencement of the road works associated with the Queen's Hill development, a southbound lane will be added along the section of Sha Tau Kok Road between Ma Sik Road and Sui Wan Road, while the busier junctions along Sha Tau Kok Road near Fanling town centre will be widened and improved as well. On the other hand, in order to alleviate the traffic congestion at Kai Leng Roundabout and Sheung Shui Roundabout, a lane will be added on So Kwun Po Road on its approach to Kai Leng Roundabout while a lane will be added on Po Shek Wu Road on its approach to Sheung Shui Roundabout. In the long run, the new access road of the Liantang/Heung Yuen Wai Boundary Control Point project, which will be commissioned at end 2018, will help divert and reduce the traffic flows on Sha Tau Kok Road (in particular the section near Fanling town centre) and Kai Leng Roundabout, thereby improving the traffic condition of North District.

The numbers of traffic accidents that happened on Fanling Highway, Sha Tau Kok Road, Kai Leng Roundabout and Sheung Shui Roundabout in each of the calendar years between 2012 and 2016 are tabulated as follows. Most of the accidents were minor ones.

Road	2012	2013	2014	2015	2016
Fanling Highway	83	87	94	119	146
Sha Tau Kok Road	56	46	50	46	52
Kai Leng Roundabout	2	1	3	4	3
Sheung Shui Roundabout	4	2	2	5	2

- End -

CONTROLLING OFFICER'S REPLY

THB(T)165

(Question Serial No. 3044)

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:

To tie in with the Government's policy of fostering a "bicycle-friendly" environment in new towns, the Transport Department (TD) has mentioned that it will continue to develop schemes to improve existing cycle tracks and associated facilities in 9 new towns in the New Territories in 2017-18. Will the Government disclose which cycle tracks will undergo improvement works and how much resources will be allocated in 2017-18 to improve the cycle tracks concerned? Please also advise on the amount of funding to be allocated in 2017-18 to provide additional associated facilities of cycle tracks.

Asked by: Hon LAU Kwok-fan (Member Question No. 25)

Reply:

The TD engaged a consultant to conduct a study to identify improvements on the cycle tracks and cycling facilities in 9 new towns in the New Territories, and the consultant subsequently drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years.

As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the remaining works are yet to be determined.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)166

(Question Serial No. 1262)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Please provide information on the closed roads or closed areas to which access is limited to holders of permits issued by the Transport Department (TD), including the locations, details of the closed areas and fees for the issue of the permits.
- (2) Please provide the numbers of applications for closed road permits or closed area permits, the numbers of approved applications and the relevant revenue in the past 3 years with breakdown by closed road or closed area.
- (3) Some other government departments also issue permits for access to closed roads or closed areas but such permits are free of charge. What are the charging criteria of the TD?

Asked by: Hon LEUNG Che-cheung (Member Question No. 15)

Reply:

- (1) Pursuant to regulation 49 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (the Regulations) (Cap 374E), any person who wishes to drive a motor vehicle on a closed road to a place outside Hong Kong, or on a closed road in Lantau, may apply to the Commissioner for Transport for a closed road permit. The Commissioner may charge fees for the issue of closed road permits for cross-boundary vehicles and Lantau closed road permits.

Currently, the access roads leading to Frontier Closed Areas (including Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port) are closed roads. Tung Chung Road (the section to the south of Shek Mun Kap Road) and all roads in South Lantau are also closed roads. According to the Regulations, the fees charged by the TD for the issue of closed road permits are as follows:

Type of closed road permits	Annual Fee (\$) ^{Note 1}
Closed road permit for cross-boundary vehicle	
Private car	540
Goods vehicle	456
Bus	456
Lantau closed road permit	
First issue	900
Renewal	660

Note 1: In the case of an application for a closed road permit valid for less than 12 months, a fee equal to one-twelfth of the annual fee multiplied by the number of months for which the permit is sought, any part of a month counting as 1 month.

- (2) Regarding closed road permits for cross-boundary vehicles, the numbers of applications, the numbers of permits issued and the total amounts of fees collected in the past 3 years are tabulated below:

Calendar year	2014	2015	2016
Number of applications	52 100	51 800	52 600
Number of permits issued ^{Note 2}	53 600	54 000	54 700
Total amount of fees collected (\$ million)	26.289	26.474	26.746

Note 2: The number of permits issued is greater than the number of applications received mainly because cross-boundary vehicles are required to apply for multiple permits if they need to make use of a number of control points. The TD does not maintain any record on the number of approved applications.

Regarding Lantau closed road permits, the numbers of applications, the numbers of permits issued and the total amounts of fees collected in the past 3 years are tabulated below:

Calendar year	2014	2015	2016 ^{Note 4}
Number of applications	9 000	9 800	15 800
Number of permits issued ^{Note 3}	12 700	14 600	20 100
Total amount of fees collected (\$ million)	5.312	5.928	6.762

Note 3: The number of permits issued is greater than the number of applications received mainly because some applications involve more than 1 vehicle.

Note 4: The number of applications for Lantau closed road permit increased significantly in 2016 as a result of the introduction of the “Driving on Lantau Island” Scheme on 26 February 2016 whereby members of the public can apply for Lantau closed road permit for driving on the closed roads on Lantau Island on Mondays to Fridays (except public holidays) for recreational and leisure purposes. A quota of 25 private cars is allocated per day.

- (3) Currently, the Hong Kong Police Force issues closed road permits for non cross-boundary vehicles (including franchised buses, green minibuses and local school buses serving public transport interchanges at control points), which enter Frontier

Closed Area in accordance with the Regulations. Under the Regulations, the Government will not charge these non cross-boundary vehicles for the issue of the relevant closed road permits.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)167

(Question Serial No. 1263)

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:

It is mentioned under Matters Requiring Special Attention in 2017-18 that the department will “continue to closely monitor the traffic condition as well as provision of parking spaces in South Lantau and review the timetable for implementing the second phase of the “Driving on Lantau Island” Scheme (the Scheme)”. In this connection, please inform this Committee of:

- (1) the traffic and environmental impact of the Scheme since its implementation; and
- (2) the plans and strategies in place to cope with the impact on traffic condition and parking facilities in South Lantau as a result of intake of thousands of residents in the public housing development currently under construction in Mui Wo.

Asked by: Hon LEUNG Che-cheung (Member Question No. 16)

Reply:

- (1) The first phase of the Scheme, which has been introduced since 26 February 2016, allows 25 private cars to enter the closed roads in South Lantau each day for leisure and recreational purposes from Mondays to Fridays (except public holidays) when traffic is low. As the number of vehicles allowed to enter South Lantau is strictly restricted and such vehicles can only drive on roads in South Lantau between 8 a.m. and 7 p.m., the traffic and environmental impact should be slight.
- (2) The Home Ownership Scheme development currently under construction in Mui Wo will provide about 700 housing units accommodating a population of about 2 200. The Housing Department (HD) has conducted traffic impact assessment when planning the development and estimated that the traffic impact of the development would be acceptable. The HD has provided suitable number of parking spaces and loading/unloading facilities in the development in accordance with the relevant planning standards. As the housing development is located within a walking distance of 10 minutes from the Mui Wo Ferry Pier and bus terminus, it will be quite convenient for the residents to make use of ferry and bus services. Currently, Mui

Wo Ferry Pier is served by ferry routes to Central, Cheung Chau, Peng Chau and Discovery Bay, whereas the adjacent bus terminus is served by bus routes to Tung Chung Town Centre and other places in South Lantau. The population intake of the housing development is expected to start in 2018. The TD will closely monitor the transport demand of the residents and the utilisation of related public transport services and will request the operators concerned to enhance their services as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)168

(Question Serial No. 1264)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2017-18, the Transport Department (TD) has indicated that it 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 Government advise on the measures to be taken by the TD to address the traffic problems of the following two control points?

The Lok Ma Chau Spur Line Control Point

- (i) the traffic congestion at the public transport interchange;
- (ii) the traffic congestion in the nearby areas; and
- (iii) disorderly situation at the stopping points of public transport serving the control point in nearby areas (in Tuen Mun and Yuen Long District)

The Shenzhen Bay Control Point

- (i) disorderly situation at the stopping points of public transport serving the control point in nearby areas (in Tuen Mun and Yuen Long District)

Asked by: Hon LEUNG Che-cheung (Member Question No. 17)

Reply:

The Lok Ma Chau Spur Line Control Point (Spur Line Control Point) was originally designed to serve only railway passengers. Due to geographical and size constraints, the public transport interchange adjacent to the Spur Line Control Point (Spur Line PTI) can only accommodate limited public transport services and local school buses carrying the cross-boundary students. Passenger and vehicular flows at the Spur Line PTI have been very heavy. Furthermore, in recent years, large number of taxi passengers, who carry outsize items, gain access to Futian in Shenzhen via the Spur Line Control Point. This has lengthened the pick-up/set-down time of taxis at the Spur Line PTI and increased the vehicular flow along Lok Ma Chau Road, thereby causing traffic congestion in the vicinity of Lok Ma Chau Road in late afternoon.

The TD has adopted a number of measures to improve the above situation. The measures include:

- (1) establishing a mechanism to require empty taxis to obtain chits before entering the Spur Line PTI to prevent excessive number of empty taxis waiting for passengers within the PTI, which may lead to traffic congestion;
- (2) allowing several taxis to pick up passengers at the same time at the taxi stands of the Spur Line PTI to expedite the dispersal of waiting passengers;
- (3) further increasing the number of taxi alighting spaces in end 2016 to allow more taxis to alight passengers at the same time, and providing an egress at the front of the taxi alighting area to enable taxis to leave the Spur Line PTI direct;
- (4) making flexible use of the designated pick up/set down spaces for school buses at the Spur Line PTI. During the period when such spaces are not required by school buses, the franchised buses and green minibuses are permitted to suitably use the spaces for boarding/alighting passengers and stacking of reserve vehicles. The taxis are also permitted to make use of the spaces for alighting passengers under the direction of Police if necessary to relieve traffic congestion;
- (5) erecting iron poles at the approach to up-escalator leading to the departure hall; erecting railings in the middle of the staircase to segregate students from other passengers to ensure safe and fast clearance of students;
- (6) designating busy sections of Lok Ma Chau Road as 24-hour restricted zones to prohibit stopping and loading/unloading activities of vehicles, thereby avoiding traffic congestion; and
- (7) actively studying the feasibility of adding a bus bay at an appropriate location of Lok Ma Chau Road to avoid obstruction to traffic caused by the boarding/alighting activities of buses.

Separately, to further improve passenger flow at the Spur Line PTI, starting from January 2017, frontline enforcement departments have put in place new crowd control measures at the Spur Line PTI whereby outbound and inbound passengers are segregated. The measures aim at improving the management of passenger flows in the PTI, and facilitating passengers to gain access for clearance procedures or take public transport vehicles.

With the implementation of the above measures, the public transport services and passenger waiting condition at the Spur Line PTI have improved.

Regarding the operating condition of the stopping points (of the public transport serving Lok Man Chau Spur Line Control Point and the Shenzhen Bay Port) in Tuen Mun and Yuen Long districts, the TD has observed that on holidays (in particular before and after long holidays), there may be a large number of passengers waiting at individual bus stops for Route B1 (Tin Tsz - Lok Ma Chau Railway Station) and Route B3X (Tuen Mun Town Centre - Shenzhen Bay Port). The TD has urged the bus companies to implement appropriate measures at bus stops with high patronage to improve bus services and

passenger boarding arrangements with a view to maintaining the order. Such measures include:

- (1) enhancing service and operating additional departures in response to passenger demand to expedite the dispersal of waiting passengers;
- (2) providing passenger waiting facilities (such as railings, road marking for passenger queuing, etc.);
- (3) deploying additional field staff to assist boarding passengers and maintain queuing order to address the problem that many cross-boundary passengers carry outsize baggage; and
- (4) making onboard announcements to advise passengers to go to the upper deck or the inner part of the bus.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)169

(Question Serial No. 1156)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2017-18 Controlling Officer's Report, the work of the Transport Department (TD) involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. With the commissioning of the Kwun Tong Line Extension (KTE) and the completion of the waterfront promenade, hotels, office towers and new housing estates near the Hung Hom Ferry Pier, together with the successive commissioning of the Kai Tak Cruise Terminal, the Runway Park and the various projects of the West Kowloon Cultural District in the adjacent areas, will the Government inform this Committee of whether it will consider allocating additional manpower and resources to establish an inter-departmental group to examine the revitalisation of Hung Hom Ferry Pier by introducing new ferry services for different groups of passengers during peak and off-peak hours with a view to matching up with the development of the adjacent areas? If yes, what are the details? If no, what are the reasons?

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

Reply:

Hung Hom Ferry Pier currently provides a ferry service between North Point and Hung Hom. The average daily patronage of each sailing last year was 69, with occupancy rate at only 21%. In terms of external road-based transport, Hung Hom (Whampoa district) is served by multi-modal public transport services comprising 28 franchised bus routes, 11 green minibus routes and 7 non-franchised bus routes. With the commissioning of the KTE in October last year, the external connectivity of Hung Hom has been enhanced and residents travelling to and from Hong Kong Island can have more convenient choices. 2 ferry services plying between Hung Hom and Central and between Hung Hom and Wan Chai were once operated at the pier, but ceased operation due to low patronage. The TD conducted 2 tender exercises between September and December 2010 with a view to selecting suitable ferry operators to operate the "Hung Hom – Central" and "Hung Hom – Wan Chai" licensed ferry services. However, no tender submission was received even after the TD had relaxed the requirements in the second tender exercise in December 2010. The TD considered that the results of the 2 tender exercises had reflected that the market

considered the operation of the 2 ferry services was not financially viable under the then operating environment, with persistently low patronage and high operating cost. Since then, the Government has received no application from any operator expressing interest in providing new ferry service at Hung Hom Ferry Pier. Any ferry operator who is interested in providing ferry service to or from Hung Hom can contact the TD. The TD can assess any service proposal having regard to factors such as passenger demand, and financial and operational viability of the proposed ferry service without the need to establish an inter-departmental group. The above work is undertaken by existing staff of the TD as part of their regular duties.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)170****(Question Serial No. 1157)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2017-18 Controlling Officer's Report, an initiative of the Department involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. Many Kai Tak residents and the operator of the Cruise Terminal have conveyed to me that the Environmentally Friendly Linkage System (EFLS) for Kowloon East in the Kai Tak Development (KTD) is making slow progress. Members of the public therefore need to pass through other districts before they can make use of the facilities in the KTD, such as the Cruise Terminal, the Runway Park and the Children's Hospital which is under construction. As the Government is putting on sale many sites in the KTD, the traffic flow in the KTD is expected to increase significantly. In this connection, will the Government inform this Committee of whether other transport modes such as environment-friendly buses or minibuses will be introduced as a temporary traffic measure pending the commissioning of the EFLS? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 23)

Reply:

To tie in with the development progress and population growth of the KTD, the Transport Department (TD) has been providing facilities such as taxi stands, minibus and bus stops and planning for the timely provision of road-based public transport services for the KTD, such as introducing new franchised bus/green minibus (GMB) routes and adjusting existing services, to meet local demand for public transport services. The TD also regularly reviews the actual utilisation of franchised bus services and discusses with franchised bus companies in drawing up rationalisation proposals for franchised bus services under the annual Bus Route Planning Programmes, with reference to the Guidelines on Service Improvement and Reduction. It then consults the Traffic and Transport Committees of the District Councils concerned on the proposals.

There are currently 8 franchised bus routes and 2 GMB routes serving the completed developments such as Tak Long Estate and Kai Tak Cruise Terminal in the KTD. Such routes mainly provide access to Hong Kong Island, Kowloon East and Yau Tsim Mong.

To tie in with the development of Kai Tak, including the phased commissioning of the Hong Kong Children's Hospital starting from 2018, the TD has proposed in the Bus Route Planning Programmes 2017-2018 the introduction of 3 franchised bus routes to strengthen the transport link of Kai Tak with Island East and Kowloon. The 3 proposed bus routes are:

- (i) Kowloon City (Shing Tak Street) to Sai Wan Ho (Grand Promenade) via the KTD (morning peak only service);
- (ii) Between Kai Tak (Muk Ning Street) and Tai Kok Tsui (Island Harbourview); and
- (iii) Between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk) via the Hong Kong Children's Hospital.

The TD is currently consulting the District Councils concerned on the proposals with a view to finalising details of the proposed routes as soon as possible. The TD will continue to closely monitor the development progress of the KTD and adjust and strengthen different public transport services at appropriate junctures to meet public demand for transport services in the area.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)171****(Question Serial No. 1159)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2017-18 Controlling Officer's Report, the work of the Transport Department (TD) involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. The operator of the Cruise Terminal has conveyed to me that road development in the Kai Tak Development (KTD) is making slow progress. Commuters therefore need to pass through other districts before they can make use of the facilities in the KTD, such as the Cruise Terminal and the Runway Park. With the commissioning of the Kwun Tong Line Extension (KTE), will the Government inform this Committee of whether it will consider leveraging on the advantages of the mass transportation system of the KTE and examine the revitalisation of Hung Hom Ferry Pier by introducing a new ferry service plying between Kai Tak and Whampoa on top of the kaito service between Kai Tak and Kwun Tong? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 24)

Reply:

There is a licensed ferry service providing daily service between North Point and Kwun Tong via Kai Tak Runway Park. However, according to records, there are not many passengers using this service to go to Kai Tak. There was once a kaito service plying between Kai Tak and Kwun Tong but it ceased operation in 2016 due to low patronage. Apart from ferry services, the Kai Tak Cruise Terminal is currently served by 1 franchised bus route and 1 green minibus route plying to and from Ngau Tau Kok MTR Station and Kowloon Bay MTR Station respectively. The TD also proposed in the 2017-18 Bus Route Planning Programmes to introduce 1 new franchised bus route in 2018 plying between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk) to further enhance the road transport of the Kai Tak Cruise Terminal. The TD is currently consulting the District Councils concerned on this proposal.

Any ferry operator who is interested in operating ferry services plying to and from Hung Hom or between Kai Tak and Whampoa can approach the TD. When processing such applications, the TD will take into account factors such as the demand for the proposed ferry

service and its financial and operational viability. In the past year, the TD did not receive any application for operating ferry/kaito service plying between Kai Tak and Whampoa. The TD will continue to keep in view the actual situation and take appropriate follow-up actions upon receipt of applications from ferry/kaito service operators.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)172

(Question Serial No. 0555)

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:

It is mentioned in paragraph 155 of the Policy Address that a Trial Scheme for Low-floor Light Buses (Trial Scheme) will be launched and “to improve accessibility for wheelchair users, it is expected that green minibus (GMB) operators will introduce low-floor light buses for trials on some hospital routes in the second half of this year”. In this connection, please advise on:

- (a) the amount of subsidy to be disbursed;
- (b) the operators of the low-floor light bus services;
- (c) the details of the hospital routes and dates of introducing the services; and
- (d) whether there are any eligibility criteria or application procedures for using such services; if yes, please provide the details.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 57)

Reply:

To facilitate the use of public light buses by wheelchair users, the Government and GMB operators have identified new low-floor wheelchair-accessible light bus models and will introduce them for trials on 3 hospital routes. The details are as follows:

- (a) At present, the operators participating in the Trial Scheme will purchase and operate the light buses at their own cost without government subsidies. After the implementation of the Trial Scheme, we shall review with the operators on the operational effectiveness of the light buses, including the technical and operational feasibility, repair and maintenance, passengers' views, etc. If the review results confirm the feasibility and desirability of the Trial Scheme, we shall discuss with the trade on the further promotion of low-floor light buses.
- (b) & (c) The GMB operators are AMS Public Transport Holdings Limited, Crown Score Industries Limited and Chit Fai Motors Company Limited. They each will introduce 1 low-floor light bus for trials on 1 of the 3 routes serving Queen Mary Hospital¹, Prince of Wales Hospital (N.T. GMB route no. 808, plying between

Kam Ying Court and Prince of Wales Hospital) and St. Teresa's Hospital ¹ respectively.

The TD and the operators are examining the detailed specifications of various vehicle models, including the vehicle dimension and size, the location for wheelchair entrance/ exit, etc. The Trial Scheme is scheduled to be rolled out in the second half of this year.

- (d) The TD welcomes any interested GMB operators to participate in the Trial Scheme. Interested operators may submit their proposals on the scheme to the TD, and the department will provide any assistance required.

¹ Since the operator operates more than one route serving the hospital concerned, the trial route is yet to be confirmed.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)173

(Question Serial No. 0953)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

To further promote walkability, the Government is fostering the concept of “Walk in HK”. In this connection, will the Government inform this Committee of the following:

- (1) What is the implementation timetable of the “Walk in HK” initiative and the manpower, expenditure and resources involved?
- (2) The Government will select 2 areas for pilot study. Have local organisations and stakeholders been consulted on this? If yes, what are the details? If no, what are the reasons?
- (3) To complement the initiative, the Government will explore the relaxation of the requirements for adding covers to public walkways. When will the study commence and what is the timetable?

Asked by: Hon LO Wai-kwok (Member Question No. 24)

Reply:

1. - 3. Under the “Walk in HK” initiative, the Transport Department (TD) will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select 2 areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 areas has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)174

(Question Serial No. 0972)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of the "Driving on Lantau Island" Scheme (the Scheme):

1. What is the number of applications per month since the implementation of the first phase of the Scheme? Will the quota for electric private cars be adjusted? Will priority be given to disabled drivers? If yes, what are the details?
2. When will the Scheme be reviewed? When will the second phase be implemented and what are the details?
3. Have the works on road widening and road bend improvement been carried out? Have additional parking spaces been provided? If yes, what are the details and the expenditure involved?

Asked by: Hon LO Wai-kwok (Member Question No. 31)

Reply:

The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. Members of the public may submit online application for driving on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, 5 are reserved for electric private cars. Since the introduction of the Scheme, the response has been very positive, with all the places (in particular the places for non-electric private cars) available for application each day snapped up within very short time. In the past 12 months, the average number of successful applications under the Scheme was about 470 each month.

The TD will decide on the implementation schedule for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) having regard to the traffic condition as well as the supply and utilisation of parking spaces in South Lantau. There is no plan at this stage to adjust the quota of electric private cars or give priority to disabled drivers.

The TD has been actively working with relevant works departments on a number of road widening and road bend improvement works along South Lantau Road and Keung Shan Road. The total cost of these works is about \$26 million. 16 of these works have been completed and the remaining 5 are in full swing and were scheduled for completion in 2017. The TD will continue to closely monitor the traffic condition of the roads in South Lantau and take appropriate measures as and when necessary to ensure safe and smooth driving.

Separately, the Government has been making efforts to provide additional public parking spaces for private cars in South Lantau. In the past 2 years, a total of 15 and 10 additional private car parking spaces were provided in Pui O and Shek Pik respectively. 8 additional on-street private car parking spaces in Mui Wo are now under planning. We will continue to make use of vacant government land to provide short-term tenancy car parks at suitable locations, including provision of a short-term tenancy car park in Yim Tin Pok, Tai O to provide 60 additional private car parking spaces.

On the other hand, improvement works in Tai O and Mui Wo have commenced in phases. According to the programmes concerned, an additional 51 private car parking spaces will be provided at the car park at the western end of Tai O Road, with estimated completion date in end 2018. Also, 90 additional private car parking spaces will be provided at the car park near former New Territories Heung Yee Kuk Southern District Secondary School, with estimated completion date in early 2019.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)175****(Question Serial No. 2818)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the 6 major outlying island ferry routes (provided with special helping measures (SHM)), will the Government inform this Committee of:

- a. the average daily patronage of the 6 outlying island ferry routes in the past year (2016); and
- b. whether the Government has given consideration to letting the public sector operate ferry services?

Asked by: Hon LUK Chung-hung (Member Question No. 34)Reply:

- a. The average daily patronage of the 6 major outlying island ferry routes (including the "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") in 2016 is tabulated as follows:

Ferry Route	Average daily patronage in 2016
Central - Cheung Chau	25 350
Inter-islands	1 004
Central - Mui Wo	5 858
Central - Peng Chau	7 035
Central - Yung Shue Wan	8 981
Central - Sok Kwu Wan	1 190

- b. The Government will continue to provide the SHM for the 6 major outlying island ferry routes in the new licence period from 2017 to 2020. Separately, it will, in the first half of 2019, examine in the mid-term review of the next 3-year licence period (2017-2020) whether the SHM are the most desirable long-term operation model to maintain the financial viability of ferry services. The review will cover, inter alia, extension of the licence duration and a study of the pros and cons of possible options e.g. letting the Government own the ferry fleet and outsourcing its operation. The objective is to ensure enhanced service quality, financial viability and reasonable fare level of ferry services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)176****(Question Serial No. 1829)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the programmes of the Transport Department (TD) is licensing of vehicles and drivers. Please advise this Committee of the following:

- a. What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past 3 years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2014-15						
2015-16						
2016-17						

- b. How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past 3 years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2014-15						

2015-16						
2016-17						

- c. What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past 3 years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2014-15			
2015-16			
2016-17			

- d. What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past 3 years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2014-15				
2015-16				
2016-17				

- e. Did the TD spot any unregistered LHD vehicles being driven in Hong Kong in the past 5 years? What were the numbers of prosecutions and convictions?
- f. What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Would the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?
- g. What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2017-18?
- h. Will the second phase of the Scheme be implemented in 2017-18? Please advise on details of the plan and the estimated expenditure for 2017-18.

Asked by: Hon MO Claudia (Member Question No. 7)

Reply:

- a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2014-15 to 2016-17 (up to end February 2017) is tabulated below:

Financial year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2014-15	37 646	121	167 338
2015-16	37 312	134	204 650
2016-17 (up to end February 2017)	31 640	24	236 290

Note: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing places of the driving licences held by the drivers applying for "direct issue of a Hong Kong full driving licence".

The staff members handling direct issue of Hong Kong full driving licences are also responsible for handling other driving licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications from Mainland drivers for direct issue of driving licences.

- b. The information in respect of the LHD vehicles from the Mainland from 2014-15 to 2016-17 (up to February 2017) is tabulated below:

Financial year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2014-15	18	0	250
2015-16	82	0	254
2016-17 (up to end February 2017)	26	0	233

The staff members handling registration and licensing of the LHD vehicles from the Mainland are also responsible for handling other vehicle licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications pertaining to the Mainland LHD vehicles.

- c. The information of the Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2014-15 to 2016-17 (up to February 2017) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2014-15	10	18	0
2015-16	13	17	0
2016-17 (up to end February 2017)	6	7	0

- d. Traffic offences detected in a traffic accident investigation are prosecuted by the Police by way of summons instead of fixed penalty tickets, regardless of whether the vehicles involved are the Mainland LHD vehicles. As such, the Police does not have the information required.
- e. The Police does not maintain any records on the number of prosecution and conviction cases concerned.
- f. The procedures for applying for first registration and licensing of the LHD vehicles, including those from the Mainland, are generally the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing. Moreover, the LHD vehicles should also apply for LHD permits when applying for registration. Similar to other commercial vehicles and private cars aged 6 years or above in Hong Kong, the LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.
- g. The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. Since then and up to 28 February 2017, the TD has received a total of 10 537 applications for the Scheme with 9 875 applications approved. In 2014-15 and 2015-16, the annual expenditure for the Scheme was \$3.13 million and \$3.26 million respectively. The estimated expenditure in 2016-17 is \$3.3 million. The estimated expenditure in 2017-18 is \$3.12 million, which mainly covers staff cost and system maintenance charges.
- h. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)177****(Question Serial No. 3096)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) has indicated that it will continue to consult stakeholders on public transport service re-organisation proposals in connection with the commissioning of the Kwun Tong Line Extension (KTE) and South Island Line (East) (SIL(E)) and implement the final re-organisation plans. In this connection, please advise on the following:

- (a) What were the numbers of consultations conducted by the TD for local communities on public transport service re-organisation proposals in connection with the commissioning of the KTE and SIL(E) over the past 3 years? What were the contents of the consultations? Please provide the information in the table below:

Consultation date	Venue of conducting consultation	Name of stakeholders consulted and number of participants	Content of consultation	Government officials present	Expenditure of consultation

- (b) Have public consultation exercises been conducted by the TD on the public transport service re-organisation proposals in connection with the commissioning of the KTE and SIL(E) over the past 3 years? What were the contents of the consultations? Please provide the information in the table below;

Consultation date	Venue of conducting consultation	Name of stakeholders consulted and number of participants	Content of consultation	Government officials present	Expenditure of consultation

- (c) What adjustments have been made to the public transport service re-organisation proposals? Please provide the details.
- (d) Does the TD have any timetable for implementing the final re-organisation plans? Please provide the details.

Asked by: Hon MO Claudia (Member Question No. 72)

Reply:

- (a) & (b) The KTE and SIL(E) were commissioned in October and December last year respectively. According to the established practice, the TD will formulate public transport re-organisation plans (PT Plans) before the commissioning of new railways and collect local views through the Traffic and Transport Committees (TTCs) of the District Councils (DCs) concerned. The main papers on the PT Plans will also be uploaded to the TD's website to facilitate the public to express their views to the TTCs.

The TD attended a total of 22 meetings of the TTCs of 12 affected DCs to seek views on the PT Plans in connection with the commissioning of the KTE and SIL(E) during the periods from March 2016 to March 2017 and from May 2016 to March 2017 respectively. The dates of the meetings of TTCs attended by the TD are set out in the Annex. As for the meeting venues, names and numbers of the attendees and consultation details, they are set out in the minutes of meetings concerned and relevant papers. Such information has been uploaded to the website of the District Councils (www.districtcouncils.gov.hk) for public inspection. Apart from the above meetings, the TD also collected public views on the PT Plans through established channels.

To cope with the work relating to the PT Plans in connection with the commissioning of the new railways, the TD created 2 posts on a time-limited basis for 4 years, including 1 Senior Transport Officer and 1 Transport Officer I. The annual staff cost of the two posts is about \$1.68 million.

- (c) & (d) To ensure that the re-organisation arrangements can better cater for the needs of the majority of passengers, the TD will conduct surveys on the affected bus routes before and after the commissioning of new railways in order to analyse changes in passenger demand patterns. The TD will review and revise the proposals of the PT Plans having regard to the actual passenger demand and public views and with reference to the TD's Guidelines on Service Improvement and Reduction in Bus Route Development Programmes. It will then consult the TTCs concerned again on the revised plans before implementing them. The TD plans to implement the proposals of the PT Plans of the above 2 railways in phases within 6 months after their commissioning.

As mentioned above, the PT Plans will be revised having regard to the views collected in the consultations and actual passenger demand patterns established based on survey data. Regarding the major revised re-organisation arrangements that have already been implemented, the TD originally proposed truncating the routing of Kowloon Motor Bus route no. 7B (Lok Fu - Hung

Hom Ferry Pier) in the PT Plan for the KTE. However, as the changes in patronage were smaller than expected after the commissioning of the KTE, the TD altered the arrangement by adjusting the frequency of that route in February this year. As for the PT Plan for the SIL(E), the TD originally proposed cancelling New World First Bus Services Limited route no. 78 (Wong Chuk Hang - Wah Kwai) and replacing it with 2 additional green minibus routes. However, taking into account the results of discussions with the DCs concerned, the TD subsequently altered the arrangement by retaining the bus route and relocating its terminating point in Wong Chuk Hang to the public transport facility outside Wong Chuk Hang Station on the commencement date of the SIL(E) to cater for the passenger demand in the area. As for the remaining revised proposals of the PT Plan for the SIL(E), the TD will submit to the TTCs concerned in March 2017 for consultation.

PT Plan for the KTE and SIL(E)
Dates of the meetings of the TTCs of the DCs attended by the TD

(I) KTE

Number	TTC of DC	Meeting date
1.	Kowloon City	7 April 2016 29 September 2016 19 December 2016 2 March 2017
2.	Sham Shui Po	10 March 2016 16 February 2017
3.	Wong Tai Sin	19 April 2016 7 February 2017
4.	Yau Tsim Mong	10 March 2016 5 January 2017
5.	Sai Kung	19 January 2017
6	Sha Tin	10 January 2017

(II) SIL(E)

Number	TTC of DC	Consultation date
1.	Southern	23 May 2016 21 November 2016
2.	Central and Western	16 June 2016
3.	Wan Chai	14 June 2016
4.	Eastern	7 June 2016
5.	Kwun Tong	26 May 2016
6.	Wong Tai Sin	31 May 2016
7.	Yau Tsim Mong	7 July 2016
8.	Sha Tin	5 July 2016
9.	Islands	18 July 2016

- End -

CONTROLLING OFFICER'S REPLY**THB(T)178****(Question Serial No. 1963)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the vetting and approval of hire car permits (HCPs), please provide information using the tables below:

(1) The issue of HCPs in 2016-17

5 types of HCPs issued under the Regulations	Statutory maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 28 February 2017)	Percentage of number of HCPs issued over the statutory maximum number that can be issued

(2) The issue of Private Service (Limousine) HCPs

Year	Number of enquiries about Private Service (Limousine) HCPs	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2015						
2016						
2017 (as at 28 February 2017)						

(3) The age of vehicles with Private Service (Limousine) HCPs issued in the past 3 years

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2014				

2015				
2016				

(4) The issue of Private Service HCPs

Year	Number of enquiries about Private Service HCPs	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2015					
2016					
2017 (as at 28 February 2017)					

- (5) Given that there is an actual demand from the public for using information technology (IT) (including the Internet or mobile applications) to call hire cars for point-to-point personalised transport service, will the Government consider updating the HCP regime where appropriate and provide regulatory guidelines for operators of those IT platforms in 2017-18, so as to strike a balance among IT application, demand from the public and passenger safety?

Asked by: Hon MOK Charles Peter (Member Question No. 32)

Reply:

The information on HCPs is provided as follows:

(1) The issue of HCPs as at 28 February 2017:

5 types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued	Number of HCPs issued by the TD (as at 28 February 2017)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service ^{Note 1}	1 500	651	43.4%
Hotel Hire Car Service	400	163	40.75%
Tour Hire Car Service	400	112	28%
Airport Hire Car service	60	0 ^{Note 2}	Not applicable
School Hire Car service	1 500	0 ^{Note 2}	Not applicable

Note 1: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

Note 2: According to the information of the TD, airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while at the same time school hire cars were also replaced by school private light buses. The TD thus no longer receives applications for these two types of HCPs.

(2) The issue of Private Service (Limousine) HCPs between 2015 and 2017 (as at 28 February 2017):

Year (Calendar year)	Number of enquiries about Private Service (Limousine) HCPs ^{Note 3}	Number of requests for “pre-application assessment” ^{Note 4}	Number of applications received	Number of applications approved in the year ^{Note 5}	Number of applications rejected in the year ^{Note 5}	Number of applications approved on grounds of special considerations in the year ^{Note 6}
2015	64	Not applicable	25	9	10	1
2016	65	Not applicable	46	4	5	1
2017 (as at 28 February)	4	4	4	4	10	0

Note 3: Figures include written enquiries or those received via 1823 call centre, whereas there are no statistics on enquiries made in person or by phone to TD.

Note 4: “Pre-application assessment” was introduced on 1 February 2017.

Note 5: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 6: The figures have been included in the “number of applications approved in the year”.

(3) The age of vehicles with Private Service (Limousine) HCPs issued ^{Note 7} in the past 3 years:

Year (Calendar year)	Average taxable value (HK\$)	Average vehicle age (Year)	Number of brand new vehicles ^{Note 8}	Number of vehicles replaced
2014	\$558,579	6.3	0	40
2015	\$557,041	6.5	9	62
2016	\$521,920	4.8	0	106

Note 7: Based on the vehicles with valid Private Service (Limousine) HCPs as at 31 December of the year.

Note 8: A vehicle should be less than 1 year old from the date of first registration as a “brand new vehicle” in Hong Kong at the time of the application. For a vehicle not first registered in Hong Kong as a “brand new vehicle”, it should be within 1 year from the “Year of Manufacture” at the time of the application.

- (4) Between 2015 and 2017 (as at 28 February), the TD has not received any enquiry or application regarding Private Service HCPs.
- (5) There are clear provisions in the existing laws stipulating the use of private cars for the carriage of passengers for hire or reward. Under section 52(3) of the Road Traffic Ordinance (Cap 374), a person who drives or uses a motor vehicle without a HCP for the carriage of passengers for hire or reward commits an offence.

The Government is open-minded in respect of the application of different types of technologies, including the use of Internet or mobile applications, for calling hire cars. However, existing laws and regulations must be followed in using new technology or new platform to protect the interests and safety of passengers. When a person or an organisation (including the operator of a car hailing platform based on smartphone applications) arranges private cars for the carriage of passengers for hire or reward by whatever means (including the Internet and mobile applications), the hire car service concerned must be authorised with valid HCPs, and conform to the relevant statutory requirements and HCP conditions.

In response to the views of the community on hire cars and the market demand for hire car service, the TD introduced new measures on 1 February 2017 to facilitate new entrants to the hire car market and ensure the quality of vehicles. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, giving special consideration on individual merits for applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service contracts, and introducing new requirements for vehicle age of Private Service (Limousine) hire cars.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)179

(Question Serial No. 1966)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) introduced the “Hong Kong eTransport” smartphone application in 2011 and set up “Hong Kong eTransport Kiosks” at 8 locations. In future, the TD will discuss with bus companies on the provision of more real-time information such as bus arrival time. In this connection, please advise on the following:

- (1) What were the average weekly numbers of active users and the numbers of searches of “Hong Kong eTransport” in 2016?
- (2) What were the expenses incurred in setting up “Hong Kong eTransport Kiosks” and the number of usage of each kiosk? Will additional kiosks be provided in 2017-18 to encourage their utilisation by the public and tourists? If yes, what are the details and expenditure involved?
- (3) Will the Government encourage the MTR Corporation limited (MTRCL) and bus companies open up the application program interface (API) of real-time arrival information to facilitate developers to develop more applications for the convenience of commuters?

Asked by: Hon MOK Charles Peter (Member Question No. 34)

Reply:

- (1) The average weekly number of active users of the “Hong Kong eTransport” smartphone application in 2016 was about 142 000 and the weekly number of route searches was about 78 000.
- (2) As at end September 2016, the TD has set up a total of 18 “Hong Kong eTransport Kiosks” at 15 locations with higher pedestrian flow, such as Arrival Hall of the Hong Kong International Airport, Peak Galleria and Ocean Park, at a total cost of about \$6 million. The monthly total number of users of these kiosks was about 30 000 on average. The TD has no plan to set up additional kiosks at this stage.

- (3) At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes and MTR lines for free through the websites or smartphone applications provided by the operators concerned or display panels installed at respective bus stops/bus termini/platforms. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the “Hong Kong eTransport” smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year. At the same time, the TD will continue to encourage all public transport operators to support the Government’s open data policy by making the data in their possession available at the “data.gov.hk” co-ordinated by the Office of the Government Chief Information Officer.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)180

(Question Serial No. 1970)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The governments of a number of countries are carrying out studies on driving assistance technology and examining the regulation and technological development of driverless vehicles, including formulating autonomous driving roadmap, relaxing statutory regulations on driverless vehicles and drones, exploring amending relevant laws and engaging in discussions on compensation mechanisms relating to incidents involving autonomous vehicles. Other initiatives include designation of autonomous driving testing zone to allow test runs and operation of driverless vehicles, formulation of relevant testing standards, development of dedicated insurance products and issuance of permits to allow autonomous vehicles to run on the road. However, no such development has been seen in Hong Kong.

Regarding initiatives on this front, please advise on the following:

- (a) How many applications were received in 2016-17 on adding driving assistance features in operating systems of production vehicles? What were the details of these applications and the number of approved applications?
- (b) Are there any plans to carry out studies on the technical standards, relevant legislation and testing of driving assistance and driverless vehicle technologies? If yes, what are the specific work, expenditure and manpower involved? If no, what are the reasons?

Asked by: Hon MOK Charles Peter (Member Question No. 38)

Reply:

- (a) A new vehicle model needs to be examined and approved by the Transport Department (TD) to ensure its roadworthiness before vehicles of the same model can be registered in Hong Kong. This approval process is commonly known as "type approval". Driving assistance technology used in a new vehicle model, like any new automotive technology, is also required to go through the type approval process. The TD received 1 application in November 2016 from an electric vehicle manufacturer for the inclusion of steering assistance feature in its latest vehicle model. This new vehicle model passed the type approval in January 2017. The TD received enquiries

from other manufacturers afterwards regarding the addition of new driving assistance features in their new vehicle models, but no formal application has yet been received.

- (b) For driverless vehicles, as automobile technology is ever evolving, the TD is closely monitoring the latest development of technology employed by overseas vehicle manufacturers on this front. If application is received for testing driverless vehicles in Hong Kong, the TD will assess the operational safety of such vehicles and ascertain their roadworthiness. The TD will then provide necessary assistance to facilitate testing of related technologies in the context of Hong Kong. Moreover, the TD has commenced initial studies on issues relating to the use of driverless vehicles, such as the formulation of relevant technology standards, regulatory regime and legislative amendments, etc. Also, the TD has gathered overseas experience for reference. In 2016, officers from the TD paid a visit to Singapore for exchange of experience and one of the topics discussed was the development of driverless vehicles and related matters.

At present, the work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)181

(Question Serial No. 1971)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of more real-time traffic information for the convenience of the public and the promotion of innovative technology development, will the Government inform the Committee of the following:

- (1) As regards the Government's plan to install traffic detectors along some strategic routes, what are the details, expenditure and progress of the work on selecting consultants to engage in relevant studies and design work?
- (2) Regarding the project mentioned in (1) above, what are the installation and implementation timetable and estimated expenditure?
- (3) The Government indicated last year that the estimated expenditure of the implementation services for the upgrading of the Transport Information System (TIS) in the coming 3 years would be \$3.8 million. What are the specific work, work programme, timetable and manpower involved?
- (4) What are the numbers of downloads and monthly active users of Hong Kong eTransport and Hong Kong eRouting websites and smartphone applications? Is there any review on the cost-effectiveness and usage of the aforementioned applications?
- (5) In the previous and coming year, did the Government or will the Government consider enhancing the communication with the public and application developers to understand their needs in the use and acquisition of real-time traffic information? If yes, what are the details and plans?
- (6) Are there any plans to request franchised bus companies and other public transport operators to open up standardised real-time vehicle locations and estimated arrival time data to the public and third party developers and provide real-time traffic and transport data to "data.gov.hk" in machine-readable format for free to promote development of more innovative applications by the public for the use of the

community? If yes, what are the data formats, volume of the data and the relevant details?

- (7) The Government indicated that “the Transport Department (TD) will establish a Project Steering Committee composing senior officials of the TD and the Office of the Government Chief Information Officer to guide the implementation and oversee the progress of the upgrading of the TIS. The TD will also set up a dedicated project team to manage the project, including monitoring the progress and administering the implementation contracts to ensure a smooth system implementation”. What kind of steering work has been undertaken and will be undertaken in 2016-17 and 2017-18 respectively?
- (8) Will the charging level of the relevant intelligent road network database be reviewed to attract its use by start-ups? If yes, what are the details and plans?

Asked by: Hon MOK Charles Peter (Member Question No. 39)

Reply:

- (1) The consultancy agreement for investigation, design and construction relating to the installation of traffic detectors along some strategic routes commenced in December 2016. The design work is expected to be completed in the third quarter of 2017. The total value of the consultancy agreement is about \$5 million. Major investigation and design work by the consultant include review of different vehicle detection technologies, design of civil works and electrical and mechanical works relating to the installation of traffic detectors as well as design of the central computer system and data communication system, etc.
- (2) Site installation of traffic detectors is expected to commence in phases starting from 2018, with the first phase of detectors scheduled for commissioning by end-2019 and remaining detectors by end-2020. The expenditure of site installation is estimated at about \$165 million.
- (3) The TD invited tenders for the upgrading of the TIS in December 2016. Vetting of tenders is underway and the contract is expected to be awarded in mid-2017. Upon completion of the upgrading work scheduled by end-2018, the TIS will be able to provide the public with enriched and personalised traffic and transport information. The TD will deploy the staff responsible for managing the existing system and hire 1 contract System Analyst and 1 contract Analyst/Programmer to assist in implementing this project.
- (4) As at December 2016, the total number of downloads for “Hong Kong eTransport” and “Hong Kong eRouting” smartphone applications are 1 610 000 and 152 000 respectively. The monthly active website and smartphone application users of “Hong Kong eTransport” and “Hong Kong eRouting” are 570 000 and 60 000 respectively. The TD has reviewed utilisation of the 2 applications and considers that they are cost-effective.
- (5) The TD has been collecting feedbacks from the public and application developers on the arrangements for provision of real-time traffic data through the Government public

information portal “data.gov.hk”. At present, various traffic data are being provided at this portal to facilitate development of more innovative applications by private companies and value-added service providers for the use of the public. The project team responsible for the upgrading of the TIS will consider conducting user surveys at an appropriate time to collect feedbacks on the data format and standard to meet the needs of the public.

- (6) At present, passengers are allowed to check the real-time arrival information for most of the franchised bus routes and MTR lines for free through the websites or smartphone applications provided by the operators concerned or display panels installed at respective bus stops/bus termini/platforms. To facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in the “Hong Kong eTransport” smartphone application and website for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year. At the same time, the TD will continue to encourage all public transport operators to support the Government’s open data policy by making the data in their possession available at the “data.gov.hk” co-ordinated by the Office of the Government Chief Information Officer.

Moreover, upon the installation of traffic detectors and upgrading of the TIS, the TD will be able to provide for free more real-time information, such as traffic speed and traffic flow, in standardised open data format through the “data.gov.hk” website to facilitate development of more innovative applications at the community level for the use of the public.

- (7) For the purpose of upgrading the TIS, the TD set up a Project Steering Committee and a dedicated project team (the team) in 2016 to oversee, monitor and administer the project. The work of the team undertaken in 2016-17 included overseeing the drafting of tender documents and conducting the tender exercise. In 2017-18, the work of the team will mainly include overseeing the tender vetting process, awarding contract, formulating system design and engaging in development and testing.
- (8) The TD has been making available the Intelligent Road Network to the public at a fee since 2010 to enable private sectors and value-added service providers to make use of the data available in the Intelligent Road Network to develop other intelligent transport application systems. Generally speaking, we will review the charging level on a regular basis in accordance with the principles of “cost recovery” and “user pays”. That said, we stand ready to discuss with other government departments the scope of adjustments to the principles in future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)182

(Question Serial No. 1975)

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:

Regarding the parking policy and parking meter system, will the Government advise on the following:

- (1) What is the concrete work plan in 2017-18 to provide incentives to commercial public carpark operators to upload parking vacancy data and real-time information on vacant parking spaces in their car parks onto the “data.gov.hk” website?
- (2) Regarding the first phase of the New Parking Meter System Trial Scheme (Trial Scheme), what is the current utilisation rate? How do they compare with conventional parking meters in terms of utilisation rate?
- (3) What are the details and timetable of the second phase of the Trial Scheme? Will the system support mobile phone payment systems? If yes, what are the details?
- (4) The Government has indicated that it would commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. What are the results of the review?

Asked by: Hon MOK Charles Peter (Member Question No. 41)

Reply:

- (1) The Transport Department (TD) has been in discussion with operators of commercial public car parks to encourage them to upload their parking vacancy data to the Government's public sector information portal at the “data.gov.hk” website. Positive initial feedback has been received from some car park operators. The TD will continue to contact the related operators to upload their car park data. In addition, the TD updated the Hong Kong eTransport smartphone application last year to disseminate real-time parking data of about 50 car parks (including government car parks) in order to help motorists search for parking spaces. The TD will continue to encourage car park operators to provide and disseminate information and real-time parking vacancy data of their car parks.

- (2) The first phase of the field trial of the new parking meters has been rolled out in Yuen Long and Mong Kok since October 2016. The average daily utilisation rate of the metered parking spaces concerned is about 70%, which is similar to conventional metered parking spaces.
- (3) The second phase of the field trial of the new parking meters is expected to be conducted in Sai Kung and Wan Chai in the second quarter of 2017. Similar to the trial in the first phase, the new parking meters will accept payment of parking fees by Octopus and 3 kinds of contactless credit cards (including Visa payWave, MasterCard Contactless and UnionPay QuickPass). As for payment by mobile phone payment systems, since engaging the public in the field trial requires amendments to the Road Traffic Ordinance (Cap 374), the trial of such payment systems cannot be opened for public. We will request suppliers participating in the Trial Scheme to conduct internal field tests on mobile phone payment systems and submit test reports to the TD. Upon the completion of the tests, we will conduct evaluation with a view to finalising the specifications of the new parking meters, including whether mobile phone payment systems and functions should be supported.
- (4) The TD will soon commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. The TD has earmarked \$1.8 million in the 2017-18 financial year for the consultancy study fee.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)183****(Question Serial No. 3235)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the initiative to “commence a parking policy review”, please advise on the numbers of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in the past 3 years? How much resources will be set aside this year to tackle the shortage of parking spaces in Hong Kong? What is the plan in the next 3 years for increasing the number of parking spaces?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. 48)Reply:

As at end-January 2017, the total number of licensed vehicles (excluding trailers and government vehicles) in Hong Kong is 742 199 and that of parking spaces (including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces exclusively for individual private use) is about 745 000.

The numbers of fixed penalty tickets issued by the Hong Kong Police Force against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap 237) in the past 3 years are tabulated as follows:

	2014 (Calendar year) ^{Note}	2015 (Calendar year)	2016 (Calendar year)
Fixed penalty ticket against illegal parking	1 066 554	1 326 112	1 609 628

Note: Based on the dates of the offences.

Commercial vehicles (in particular goods vehicles and coaches) serve the functions of carrying passengers and goods. They have substantive demand for parking spaces in their daily operations, and have been playing an important role in the logistics industry, tourism industry, as well as the overall economy. The Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles. The Transport Department is about to commence a consultancy

study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles, and to derive plan for increasing the number of commercial vehicle parking spaces in the future. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)184****(Question Serial No. 0477)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

With reference to the table below, please provide the numbers of vehicles involved in the prosecutions against the offence of unauthorised operation of vehicles governed under the Passenger Service Licence (PSL) System with breakdown by vehicle type and service type in the past 3 years.

Vehicle type	Service type	2014	2015	2016
Non-franchised public bus	Tour service			
	Hotel service			
	Student service			
	Employees' service			
	International passenger service			
	Residents' service			
	Multiple transport service			
	Contract hire service			
Private bus	Student service			
	Employees' service			
	Disabled persons' service			
	Other service			

Public light bus	Non-scheduled service provided by red minibus			
	Scheduled service provided by green minibus			
School private light bus	Student service			

Asked by: Hon POON Siu-ping (Member Question No. 31)

Reply:

Under section 30 of the Road Traffic Ordinance (Cap. 374), if PSL holders are suspected of operating unauthorised service or contravening any licensing conditions or PSL conditions, the Commissioner for Transport can appoint a public officer to hold an inquiry against such PSL holders for the irregularities. As non-franchised public bus and private bus may be granted more than 1 service endorsement, the TD can only provide the number of vehicles involved in such inquiries with breakdown by vehicle type in the past 3 years as follows:

Vehicle type	Service type	Number of vehicles involved in inquiries		
		2014	2015	2016
Non-franchised public bus	Authorised bus service Note 1	19	35	63
Private bus	Authorised bus service Note 1	0 ^{Note 2}	0 ^{Note 2}	0 ^{Note 2}
Public light bus	Red minibus	0 ^{Note 2}	0 ^{Note 2}	0 ^{Note 2}
	Green minibus	0	25 ^{Note 3}	25 ^{Note 3}
Private school bus	Student service	19	41	21

Note:

- (1) Non-franchised public bus and private bus may be granted more than 1 service endorsement.
- (2) The TD has not discovered any suspected cases of private bus or red minibus being used in providing unauthorised service or contravening any licensing conditions or PSL conditions.
- (3) The green minibus operator involved in the inquiry had not complied with the schedule of service and/or related service conditions in operating the services. The case did not involve operation of unauthorised service.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)185

(Question Serial No. 0478)

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:

What were the passing rates of medium and heavy goods vehicles during their first inspections conducted by government vehicle examination centres (VECs) in 2016? What were the main reasons for failing the first inspections?

Asked by: Hon POON Siu-ping (Member Question No. 32)

Reply:

A total of about 39 200 medium goods vehicles and 6 500 heavy goods vehicles were inspected by government VECs in the calendar year of 2016. The passing rates of the 2 types of vehicles during their first inspections were 95% and 92% respectively. The main reasons for failing the first inspections include failure of the braking system, suspension system or damage to bodywork.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)186****(Question Serial No. 0479)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

How many re-routeing applications were made by the operators of non-franchised buses (NFB) in 2016 and how many of them were approved? What were the operators and the routes involved in the approved cases?

Asked by: Hon POON Siu-ping (Member Question No. 33)Reply:

The Transport Department (TD) received 12 re-routeing applications in respect of Residents' Service routes from NFB operators in 2016. Among the applications, 7 were approved, 1 was rejected and the remaining 4 are being processed. The names of operators involved in the 7 approved cases and related details are as follows:

Operator	Route Number and destinations	Details of re-routeing
Aberdeen Maxicab Service Company Limited	Residents' Service Route No. HR42 Baguio Villa (Lower) — Kennedy Town MTR Station (Circular)	The route was truncated from Central to Kennedy Town
Sun Bus Limited	Residents' Service Route No. HR87 Larvotto, Ap Lei Chau Praya Road — Connaught Place (Circular)	The route was truncated from Harbour Building to Connaught Place
Associated Tourist Coach Limited	Residents' Service Route No. HR80 Pacific Palisades — Taikoo Shing (Circular)	The Pacific Palisades bound routeing was diverted via the Island Eastern Corridor

Operator	Route Number and destinations	Details of re-routeing
Rotary Bus Services Company Ltd.	Residents' Service Route No. NR801 Pok Hong Estate, Sha Tin — Central	The Sha Tin bound routeing was diverted via the Cross Harbour Tunnel
Sun Bus Limited	Residents' Service Route No. NR834 University Residence Nos. 10 and 11 of The Chinese University of Hong Kong — University Station	The routeing within The Chinese University of Hong Kong was diverted
Sun Bus Limited	Residents' Service Route No. NR839 Dragons Range — Tai Wai Station (Circular)	The Tai Wai bound routeing was diverted via Tai Po Road (Sha Tin section)
Good Funds Services Limited	Residents' Service Route No. NR954 Kenswood Court, Kingswood Villa, Tin Shui Wai — Tin Shui Wai Station (Circular)	The Tin Shui Wai Station bound routeing was diverted via Tin Shing Road

- End -

CONTROLLING OFFICER'S REPLY**THB(T)187****(Question Serial No. 0513)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) stated that the formulation of public transport service re-organisation proposals in connection with the commissioning of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)) is one of the Matters Requiring Special Attention in 2017-18. In this connection, using the table below, please list out the impact on road traffic during weekday peak hours after the commissioning of the KTE and SIL(E) of the MTR with breakdown by time period and road:

Impact of the commissioning of the KTE and SIL(E) of the MTR on road traffic during weekday mornings (7 a.m. to 9 a.m.) and evenings (5 p.m. to 7 p.m.):

Road/ tunnel	Maximum capacity (vehicles/ hour)	Traffic volume (vehicles/hour)		Vehicle speed (kilometres/hour)	
		Before commissioning	After commissioning	Before commissioning	After commissioning

Asked by: Hon POON Siu-ping (Member Question No. 47)Reply:

According to traffic flow survey data, the traffic flows on road sections that may be affected before and after the commissioning of the KTE and SIL(E) during weekday morning and afternoon peak hours are tabulated as follows. The data show that there is generally a slight drop in traffic flows along these road sections.

Road/tunnel	Maximum capacity (vehicles/hour) (Note 1)	Two-way traffic volume (vehicles/hour)	
		Before commissioning	After commissioning
Aberdeen Tunnel	6 000 (Note 2)	4 570 (A.M.) 3 240 (P.M.)	4 530 (A.M.) 3 100 (P.M.)
Wong Chuk Hang Road	8 400	4 540 (A.M.) 4 020 (P.M.)	3 920 (A.M.) 3 360 (P.M.)
Ap Lei Chau Bridge Road	5 200	2 390 (A.M.) 2 050 (P.M.)	2 340 (A.M.) 2 000 (P.M.)
Pok Fu Lam Road	5 200	2 560 (A.M.) 2 060 (P.M.)	2 410 (A.M.) 1 850 (P.M.)
Hung Hom Road	(Note 3)	1 740 (A.M.) 1 870 (P.M.)	1 540 (A.M.) 1 640 (P.M.)

Note 1: The maximum capacity refers to the highest capacity at the section of road or tunnel without junction and traffic light. Yet, the actual capacity may be lower as a result of the operation of signalised junctions along the road.

Note 2: Traffic flow of the Aberdeen Tunnel can be affected by the prevailing traffic condition of the downstream areas (including Wan Chai, Causeway Bay and the Cross Harbour Tunnel) and therefore intermittent closure of the tunnel may be implemented as and when necessary.

Note 3: Since the capacity of the road section concerned is affected by the duration of green lights allocated to vehicles at the signalised junctions along the road and there is also temporary traffic arrangement being implemented for the remaining road works of the KTE, the maximum capacity does not serve as a meaningful reference. In addition, the traffic flow data before and after the commissioning shown in the table are survey data obtained when the said temporary traffic arrangement is in place.

In general, after the commissioning of a new railway system, it will take some time for members of the public to adapt to various new public transport service arrangements within and outside the district. Therefore, the traffic flow data of the above roads may not fully reflect the impact on the road traffic by the commissioning of the new railway system.

As for vehicle speeds, the TD conducts a car journey time survey on some strategic road sections on an annual basis in order to understand the overall traffic situation of Hong Kong. Since the car journey time survey of 2017 has yet to commence, the TD cannot provide the relevant information.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)188

(Question Serial No. 2329)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans on East Kowloon, will the Transport Department (TD) advise this Committee on the details of the proposals in respect of routes for East Kowloon and cross-harbour routes under the 2017-18 Route Planning Programmes (RPPs)?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 17)

Reply:

Regarding the 2017-18 RPPs, there are a total of 82 proposals (including 12 proposals on cross-harbour routes) involving the bus services in Kwun Tong, Wong Tai Sin and Kowloon City districts. Among these 82 proposals, 11 are on route cancellation or frequency reduction, 39 on service enhancement, 23 on re-routeing and 9 on new route introduction. The TD is consulting the Traffic and Transport Committees (TTCs) of the District Councils concerned on the proposals. For the details of the proposals and proposed routeings, please refer to the consultation papers on the 2017-18 RPPs submitted by the TD to the TTCs of the above-mentioned 3 District Councils in January this year. The papers can be downloaded at TD's website:

http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)189****(Question Serial No. 2330)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Transport Department inform this Committee of :

- (1) the numbers of registered vehicles in Hong Kong in the past 3 years, with a breakdown by year and vehicle class; and
- (2) the numbers of registered electric private cars and non-electric private cars in Hong Kong in the past 3 years, with a breakdown by year and vehicle class?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 18)Reply:

- (1) The numbers of registered vehicles in Hong Kong in the past 3 calendar years with breakdown by vehicle class are tabulated as follows:

Vehicle class	Number of registered vehicles (as at year end)		
	2014	2015	2016
Motorcycle	63 860	68 368	72 332
Private car	541 751	567 886	583 037
Taxi	18 138	18 138	18 163
Franchised bus	5 845	5 927	5 986
Non-franchised public bus	7 053	7 045	7 043
Private bus	592	617	651
Public light bus	4 350	4 350	4 350
Private light bus	3 021	3 081	3 122
Goods vehicle	116 542	114 194	114 757
Special purpose vehicle	1 758	1 777	1 840

- (2) The numbers of registered electric private cars and non-electric private cars in Hong Kong in the past 3 years are tabulated as follows:

	Number of registered vehicles (as at year end)		
Vehicle class	2014	2015	2016
Electric private car	1 160	3 806	6 829
Non-electric private car	540 591	564 080	576 208

- End -

CONTROLLING OFFICER'S REPLY**THB(T)190****(Question Serial No. 2433)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past 3 years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 32)Reply:

The numbers of vehicles in respect of which the Transport Department refused to issue vehicle licences or cancelled vehicle licences pursuant to section 25(1) of the Road Traffic Ordinance (Cap 374) in the past 3 years with breakdown by vehicle class and reason are tabulated below:

Vehicle class	2016	2015	2014
(a) Vehicle examination notice, examination order or vehicle repair order not complied with			
Motorcycle/motor tricycle	7	15	20
Private car	141	228	249
Taxi	5	30	17
Non-franchised public bus	13	3	6
Private bus	1	0	0
Public light bus	5	8	2
Private light bus	0	1	0
Light goods vehicle	23	36	55
Medium goods vehicle	5	6	15
Heavy goods vehicle	2	0	0
Special purpose vehicle	0	0	1
(b) Failing to have the vehicle tested at a vehicle emission testing centre when required to do so or vehicle found not to comply with vehicle emission standards			
Private car	71	206	0

Vehicle class	2016	2015	2014
Taxi	5	24	0
Non-franchised public bus	6	4	2
Public light bus	2	0	1
Private light bus	0	0	1
Light goods vehicle	10	24	30
Medium goods vehicle	10	12	20
Heavy goods vehicle	1	3	1
Special purpose vehicle	0	1	0
(c) Regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles not complied with			
Private car	0	0	2
Light goods vehicle	0	0	18

- End -

CONTROLLING OFFICER'S REPLY

THB(T)191

(Question Serial No. 2435)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- Please tabulate the figures on the supply of and demand for parking spaces in each of the districts with breakdown by vehicle type, district, and area of residential units.
- What are the details regarding the review on parking policy and standards to be conducted by the Government in this financial year? What are the progress, timetable and phased targets? What are the manpower and expenditure involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 34)

Reply:

The numbers of parking spaces in the districts of Hong Kong with breakdown by vehicle type and district as at end-February 2017 are listed in the following table.

District	Motorcycles	Private cars*	Light goods vehicles#	Medium/heavy goods vehicles	Container vehicles	Coaches/buses	Others	Total
Central and Western	1 362	38 779	1 000	197	22	88	42	41 490
Wan Chai	1 018	34 856	88	55	0	118	50	36 185
Eastern	2 504	48 703	1 527	643	30	388	37	53 832
Southern	1 810	38 801	894	307	3	279	38	42 132
Yau Tsim Mong	2 007	32 892	2 157	245	29	251	77	37 658
Sham Shui Po	1 800	28 495	2 265	790	167	472	45	34 034
Kowloon City	1 750	48 603	1 269	392	2	861	44	52 921
Wong Tai Sin	2 211	21 077	1 177	102	2	136	28	24 733
Kwun Tong	3 779	45 539	2 666	1 453	65	353	28	53 883
Tsuen Wan	1 230	34 966	1 266	569	84	396	38	38 549
Tuen Mun	1 614	39 868	1 507	849	178	175	11	44 202
Yuen Long	1 554	39 594	1 356	457	194	328	30	43 513
North	778	21 464	1 330	452	53	79	31	24 187
Tai Po	955	28 357	956	358	5	141	22	30 794
Sai Kung	2 746	38 803	985	535	29	368	109	43 575
Sha Tin	2 768	70 328	2 045	619	57	213	39	76 069
Kwai Tsing	2 614	35 418	2 908	3 514	4 170	321	32	48 977
Islands	516	16 472	180	614	33	233	8	18 056
Total	33 016	663 015	25 576	12 151	5 123	5 200	709	744 790

Note:

* Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

Excluding van-type light goods vehicles that can be parked at private car parking spaces.

The Transport Department (TD) does not have a breakdown on the numbers of parking spaces in each of the district by area of residential units nor compile statistics on the demand for parking spaces in each of the districts.

The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in the 2017-18 financial year for the consultancy study fee. The preparatory work of the study is undertaken by the existing staff of the TD and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)192****(Question Serial No. 1358)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

It is mentioned under the Brief Description of the Programme that the Transport Department (TD) handles traffic and transport incidents in the territory. In this connection, will the Government inform this Committee of:

- the number of incidents involving various public transport modes in the past 3 years, with breakdown by transport mode and cause of incident; and
- the measures in place to minimise the number of traffic accidents as well as the staff establishment and expenditure involved?

Asked by: Hon WONG Kwok-kin (Member Question No. 34)Reply:

- The number of public transport incidents handled by the TD (including the Emergency Transport Co-ordination Centre (ETCC)) in the past 3 years with breakdown by cause of incidents are provided below:

Year (Calendar year)	Cause of incidents ^(Note 1)	Public transport mode							Total
		MTR ^(Note 2)	Franchised bus	Taxi	Public light bus ^(Note 3)	Tram	Non- franchised bus ^(Note 4)	Ferry	
2014	Mechanical failure	140	117	17	9	0	0	0	283
	Road/ maritime incident	N/A	285	342	73	20	0	6	726
	Passenger or public behaviour	53	0	0	0	1	0	0	54
	External factor ^(Note 5)	60	0	0	0	1	0	3	64
	Staff behaviour	20	0	0	0	0	0	0	20
	Total	273	402	359	82	22	0	9	1 147

Year (Calendar year)	Cause of incidents ^(Note 1)	Public transport mode							Total
		MTR (Note 2)	Franchised bus	Taxi	Public light bus ^(Note 3)	Tram	Non- franchised bus ^(Note 4)	Ferry	
2015	Mechanical failure	127	94	11	17	5	0	0	254
	Road/ maritime incident	N/A	342	476	142	19	0	0	979
	Passenger or public behaviour	49	0	0	0	0	0	1	50
	External factor ^(Note 5)	42	0	0	0	1	0	29	72
	Staff behaviour	14	0	0	0	0	0	0	14
	Total	232	436	487	159	25	0	30	1 369
2016	Mechanical failure	105	68	11	12	5	0	0	201
	Road/ maritime incident	N/A	329	459	136	13	1	2	940
	Passenger or public behaviour	45	0	0	0	0	0	1	46
	External factor ^(Note 5)	60	0	0	0	3	0	35	98
	Staff behaviour	12	0	0	0	0	0	0	12
	Total	222	397	470	148	21	1	38	1 297

Note:

1. Public transport incidents as handled by the TD refer to non-recurring incidents that cause disruption to public transport service. Separately, the Hong Kong Police Force (the Police) is tasked to handle traffic and transport incidents at the scene. They will evaluate the possible impact of the incidents on roads or public transport service before referring individual cases to the ETCC for monitoring and taking necessary follow-up actions.
 2. Incidents involving the MTR refer to those causing service delay for 8 minutes or more.
 3. Public light bus includes red minibus and green minibus.
 4. The figures cover cross-boundary buses only. As for the number of non-cross boundary non-franchised buses, the TD will start compilation from 2017.
 5. External factors include incidents such as intrusion of animals, inclement weather, fallen trees and flooding.
- b. In improving road safety, the TD carries out traffic accident investigation and analysis at locations where the frequency or severity of accidents involving personal injuries is relatively high with a view to formulating road improvement measures. Same as last year, the TD plans to carry out investigation and analysis at about 100 locations and implement the following road improvement measures in 2017-18:
- (i) addition of traffic light signals;
 - (ii) improvement of road environment such as laying of anti-skid materials and addition of roadside crash barriers;
 - (iii) improvement of facilities for pedestrians including addition of crossing facilities, and erection of railings; and

- (iv) improvement of traffic aids, alteration of road markings and installation of traffic bollards.

The above work is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for the work involved.

Moreover, the TD maintains close collaboration with the Road Safety Council (RSC) and the Police in launching publicity and educational activities to enhance the safety awareness of road users, such as publicity video clips and leaflets and carnivals to promote road safety messages. The TD also conducts Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers with activities such as disseminating safe driving and health messages through radio broadcasts and other publicity channels and providing free health checks, etc. The estimated expenditure of the RSC in 2017-18 is about \$4 million and the estimated expenditure of the Campaign is about \$1.6 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)193

(Question Serial No. 1366)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will assist the Transport and Housing Bureau in enhancing walkability in Hong Kong and conduct a consultancy study on various walkability initiatives. In this connection, will the Government inform this Committee of the study timetable and details of the preliminary study? Will Kowloon East be involved in the study? If yes, how does the study differ from “Walkable Kowloon East”? What is the expenditure of this consultancy study?

Asked by: Hon WONG Kwok-kin (Member Question No. 36)

Reply:

Under the “Walk in HK” initiative, the TD will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select 2 areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 areas has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

The consultancy study is a strategic study which aims at consolidating past efforts of the Government to foster a pedestrian-friendly environment and formulating measures to enhance the walkability in Hong Kong. For “Walkable Kowloon East” spearheaded by the

Development Bureau, it is a pedestrian and traffic improvement scheme for Kowloon Bay and Kwun Tong Business Areas. The scope and contents of the 2 initiatives are different from each other.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)194

(Question Serial No. 2054)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

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:

Regarding the manpower, expenditure and timetable involved in enhancing walkability in Hong Kong, will the Government inform this Committee of the following:

- 1 The Government has indicated that it will “enhance pedestrian networks”, “make walking a pleasant experience” and “provide a safe and quality pedestrian environment”. What are the specific details of the policy and expenditure involved?
- 2 What are the standards of walkability in Hong Kong? How many walkways across Hong Kong are walkable?
- 3 Please tabulate the numbers of “walkability” improvement works as well as the expenditure involved and the numbers of completed works in the past 5 years.

Asked by: Hon YEUNG Alvin (Member Question No. 122)

Reply:

- 1-3 Under the “Walk in HK” initiative, the Transport Department (TD) will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select 2 areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 areas has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

The consultancy study will also examine the standards of walkability which have not been formulated at present. To improve our walking environment, The TD, in conjunction with other departments (such as the Highways Department (HyD)), have been implementing pedestrian environment improvement works and traffic management improvement measures of varying scale in different districts, including hillside escalator links and elevator systems (HEL), pedestrianisation, traffic calming streets, adding covers to public walkways, widening pavements, enhancing traffic arrangements at road junctions and improving pedestrian crossing facilities, etc. The TD also provides traffic and transport inputs to the HyD in taking forward projects under the Universal Accessibility (UA) Programme. As a large number of projects are involved and inputs from various departments are required, it is not possible to provide all information as requested. Nevertheless, details of major projects over the past 5 years are provided below:

UA Programme

The Government is actively taking forward a total of 205 projects under the UA Programme. As at 28 February 2017, 49 projects have been completed, 133 are under construction and 11 are expected to commence in 2017-18. The remaining projects will commence construction as soon as possible upon completion of detailed design works and other related work.

In addition, the HyD is inviting the 18 District Councils (DCs) to further nominate not more than 3 existing walkways in each district for implementation in the next phase of the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met.

The expenditures of the HyD on the UA Programme in 2012-13, 2013-14, 2014-15, 2015-16 and 2016-17 were \$28.5 million, \$232.2 million, \$554.3 million and \$779 million and \$806.3 million (estimate) respectively, covering the costs of technical feasibility studies/site investigation, design, construction works and supervision of construction. The estimated expenditure on the UA Programme in 2017-18 is \$863.7 million.

HEL

Among the 18 ranked proposals (see the table below), 2 have been completed and are open for public use (ranked 13th¹ and 14th²), 1 is partially completed and is open for public use (ranked 1st), 2 are under construction (ranked 3rd and 9th), 1 is undergoing tendering procedures (ranked 5th). The other 7 proposals (ranked 2nd, 4th, 6th, 7th, 8th, 11th and 12th) are at different stages of investigation and design. For the remaining 5 proposals (ranked 10th, 14th³, 16th, 17th and 18th), the HyD will process the proposal ranked 10th after repair works to private dangerous slopes are completed

by concerned parties. The remaining 4 proposals will be followed up after the implementation of higher-ranking proposals.

Rank	Proposal
1	Pedestrian Link at Tsz Wan Shan
2	Braemar Hill Pedestrian Link
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi
4	Escalator Link and Pedestrian Walkway System at Pound Lane
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road
8	Pedestrian Link at Chuk Yuen North Estate
9	Lift and Pedestrian Walkway System at Waterloo Hill
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung
12	Lift and Pedestrian Walkway at Luen On Street
13	Yuet Wah Street Pedestrian Linkage
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station

¹ To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced this project in April 2013. The project has been completed and the facility has been open for public use since October 2015.

² 2 proposals have the same ranking at 14th. The completed one is Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital. The project was launched by the Hospital Authority and mainly involves the construction of 1 elevator.

³ 2 proposals have the same ranking at 14th. The other one is Escalator Link System between Hong Sing Garden and Po Hong Road. Therefore, there is no proposal ranked 15th.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)195

(Question Serial No. 0738)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will assist the Transport and Housing Bureau in conducting a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles. What are the details of the work plan, including the scope and timetable of the review and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 14)

Reply:

The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)196

(Question Serial No. 0746)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will carry out a pilot renovation project to enhance the design and facilities of a covered public transport interchange (PTI) for providing passengers with a more comfortable waiting environment. What are the details of the project (including the location of the covered PTI to be renovated, scope of renovation and commencement and completion dates of renovation) and the estimated expenditure involved?

Some PTIs currently do not have toilet facilities and cause inconvenience to drivers and the public. Will these PTIs be included in the project? The PTI at Langham Place in Mong Kok has been criticised for insufficient ventilation. Will it be included in the project as well? If yes, what are the details and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 15)

Reply:

The Government will carry out renovation projects for enhancing existing covered public transport interchanges ("PTIs") for providing the public with a better waiting environment. The renovation projects seek to keep up the exterior design and facilities of the PTIs with the times so as to cater for the practical needs of the public. Our preliminary approach is to renovate 1 PTI on a pilot basis, through which we will explore a variety of enhancements including add-ons for passengers' convenience (such as Wi-Fi services, toilets, passenger information panels, vending machines, convenience stores and seats etc.), exterior refurbishment and brighter lighting. Upon completion of the pilot projects, we will consider renovating more covered PTI in the light of the project outcome and passengers' feedback. We will also examine applying such new standards when the Government builds the same type of facilities in future. The preparation work of the pilot project is underway and the project locations, scope of renovation and commencement and completion dates of renovation will be worked out after further study.

As for ventilation of covered PTIs managed by the Government, the Electrical and Mechanical Services Department conducts regular inspections and maintenance on

ventilation systems of various covered PTIs (including at-grade public light bus terminus at Langham Place in Mong Kok). Additional ventilation facilities will be installed at individual PTI according to practical needs to enhance ventilation inside the premises. The Government installed a number of fans at the public light bus terminus at Langham Place in Mong Kok in 2012 to enhance ventilation inside the terminus. In addition, the operating hours of the fans have been extended from 15 to 18 hours per day since September 2016 to suit the operating patterns of the public light buses inside the terminus. We will continue to keep close view of the feedback from the public and public light bus trade regarding the environment and facilities inside the terminus and take appropriate follow-up actions accordingly.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)197

(Question Serial No. 0747)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will carry out a pilot renovation project to enhance the design and facilities of a ferry pier for providing passengers with a more comfortable waiting environment. What are the details of the project (including the location of the ferry pier to be renovated, scope of renovation and commencement and completion dates of renovation) and the estimated expenditure involved?

Some piers currently do not have water and power supply and are not covered. Will these piers be included in the project as well? If yes, what are the details and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 16)

Reply:

In order to provide ferry passengers with a more comfortable waiting environment, the Government will renovate 1 ferry pier on a pilot basis, seeking to keep up its exterior design and facilities with the times so as to cater for the needs of the public. The Government will review the conditions of existing ferry piers and select a suitable one for the pilot project. Preparatory work for the project has started and there is no specific implementation timetable or estimated project expenditure at this stage.

At present, ferry piers are in general equipped with covered waiting facilities and water and power supply to facilitate the operation of franchised or licensed ferry routes by the ferry operators concerned. On the other hand, the day-to-day repair and maintenance of public piers are undertaken by various works departments.

In addition, the Development Bureau is launching a Pier Improvement Programme (PIP) to enhance the structural and facility standard of a number of existing public piers in remote rural areas in phases, in order to respond to the public requests and improve the accessibility to some remote scenic spots and natural heritages. The initial phase of the PIP mainly covers Sai Kung, Tai Po and North Districts, Lantau Island and Islands District, involving about 10 public piers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)198

(Question Serial No. 0748)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In light of the shortfall in parking spaces, in particular those for commercial vehicles, in recent years, there were requests for the provision of additional on-street overnight parking spaces. Please provide the details of the additional and planned on-street overnight parking spaces in the past 3 years with breakdown by vehicle type, location and number of parking spaces. Please also provide the details of the additional overnight parking spaces that are expected to be provided in 2017-18 as well as the expenditure and manpower involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 17)

Reply:

Commercial vehicles (in particular goods vehicles and coaches) serve the functions of carrying passengers and goods. They have substantive demand for parking spaces in their daily operations, and have been playing an important role in the logistics industry, tourism industry, as well as the overall economy. Given the limited land resources in Hong Kong, the Government's parking policy is to accord priority as far as possible to considering and meeting the parking demand of commercial vehicles.

To increase the number of commercial vehicle parking spaces, the Transport Department (TD) has been implementing a scheme of increasing the number of on-street overnight commercial vehicle parking spaces since 2015-16. The TD provides additional on-street overnight parking spaces for commercial vehicle (including goods vehicle and bus) at locations with demand for commercial vehicle parking, on the condition that traffic flow, road safety and other road users are not affected.

During the 2 years since the implementation of the scheme, the TD has actively identified 318 on-street overnight commercial vehicle parking spaces and is consulting the local communities in phases. As at February 2017, of these 318 proposed on-street overnight commercial vehicle parking spaces, 47 have to be shelved due to local objections, 94 are undergoing local consultation in phases and 38 are in the process of dealing with opposing views collected during the consultation period. Up to now, the TD has provided

82 additional on-street overnight commercial vehicle parking spaces, of which 72 are for goods vehicles and 10 for buses. In addition, the TD has completed the planning work for 57 on-street overnight commercial vehicle parking spaces. These parking spaces are distributed over the Islands, North, Sham Shui Po, Sai Kung, Sha Tin and Kwai Tsing districts and will be available for public use upon the completion of the associated works by the Highways Department. The locations, vehicle types and numbers of additional parking spaces and the years in which they were provided are tabulated as follows:

District	Location of additional on-street overnight parking spaces	Vehicle type	Number of parking spaces	Year in which new parking spaces were provided
Sham Shui Po	Tonkin Street	Goods vehicles	3	2016-17
Kwun Tong	Hung To Road	Goods vehicles	3	2016-17
Kwun Tong	Wang Hoi Road	Goods vehicles	5	2016-17
Kwun Tong	Lam Fook Street	Goods vehicles	3	2016-17
Eastern	Tung Hei Road	Goods vehicles	12	2016-17
Eastern	Tung Hei Road	Buses	5	2016-17
Tuen Mun	Kin Fat Street	Goods vehicles	18	2016-17
Tuen Mun	Kin Kwan Street	Goods vehicles	10	2016-17
Tuen Mun	Hung Cheung Road	Goods vehicles	8	2016-17
Tuen Mun	Hung Cheung Road	Buses	5	2016-17
Tuen Mun	San Ping Circuit	Goods vehicles	6	2016-17
Yuen Long	Ping Tong Street East	Goods vehicles	2	2016-17
Yuen Long	Ping Tong Street South	Goods vehicles	2	2016-17

Some of the proposals for provision of on-street overnight commercial vehicle parking spaces cannot be smoothly implemented due to noise, security, traffic and safety concerns raised by members of the public. The TD will continue to address these public concerns with a view to gaining public support so as to increase the supply of parking spaces. The TD will continue to make further efforts to identify suitable sites for the provision of on-street overnight commercial vehicle parking spaces and to consult the local communities on the proposals.

The work involved in planning the scheme of increasing the number of on-street commercial vehicle parking spaces is undertaken by the existing staff of the TD. There is no separate breakdown of expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)199

(Question Serial No. 0749)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department (TD) will continue to conduct process re-engineering of licensing services to improve efficiency and customer service. What are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 18)

Reply:

The TD operates 4 licensing offices located in Admiralty, Sham Shui Po, Kwun Tong and Shatin respectively. In order to cope with the increasing demand for counter service at the licensing offices, the TD has been implementing a number of process re-engineering measures to enhance the efficiency in processing licence applications and improve customer service of its licensing offices. Such measures include encouraging the use of application methods other than counter service (such as by drop box, post and online application) and implementing the appointment booking service, etc. to fully utilise counter service and better schedule the applications processed over the counters with a view to enhancing the service capacity of the licensing offices without the need for expanding the office space.

Moreover, the TD also arranges customer service training programmes for its staff regularly to enhance their relevant skills and knowledge with a view to enhancing customer services to the public. Such work is undertaken by the existing staff of the TD as part of their normal duties. Nevertheless, we anticipate that there will be another ten-year cyclical upsurge of renewal of full driving licences starting from April 2017 and the number of driving licence renewal applications will increase by 4 to 5 times. The upsurge is expected to last for around 5 years until 2021. To cater for this upsurge, the TD has been allocated additional resources for the creation of 50 time-limited posts to handle applications for renewal of full driving licences. The annual staff cost of the 50 time-limited posts between 2017-18 and 2021-22, in terms of notional annual mid-point salary, is about \$15 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)200

(Question Serial No. 0751)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Transport Department's key performance measures in respect of licensing of vehicles and drivers, the target achievement rate of providing vehicle licence renewal service over the counter within 70 minutes is 98%. However, it is reported that some members of the public experienced long waiting time for vehicle licence renewal service over the counter. In this connection, in the light of the average waiting time at all licensing offices over the past 3 years, will measures be introduced to reduce the waiting time of vehicle licence renewal? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure of vehicle licence renewal service for 2017-18?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 19)

Reply:

The Transport Department (TD) operates 4 licensing offices located in Admiralty, Sham Shui Po, Kwun Tong and Shatin respectively to provide different types of licensing service to the public. In the calendar years of 2014, 2015 and 2016, 98%, 98% and 99% of vehicle licence renewal cases respectively over the counter at the TD's 4 licensing offices could be completed within 70 minutes. According to the TD's site observation, a majority of members of the public generally spend far less than 70 minutes in using the counter service for vehicle licence renewal.

In order to cope with the increasing demand for counter service (including processing vehicle licence renewal applications) at the licensing offices in recent years, the TD has implemented a number of process re-engineering measures to enhance the efficiency in processing licence applications and service capacity of its licensing offices. Such measures include encouraging the use of application methods other than counter service (such as by drop box, post and online application) and implementing the appointment booking service, etc to fully utilise counter service and better schedule the applications processed over the counters. This can enhance the service capacity of the licensing offices and reduce the waiting time of the public for counter service without expanding the licensing offices. The TD will continue to monitor the demand for licensing service and

review the related resources on a regular basis to ensure that the service demand is satisfactorily met.

The work involved in processing vehicle licence renewal applications is undertaken by the staff of the TD's licensing offices as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)201****(Question Serial No. 0753)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the numbers of applications for different types of hire car permits (HCPs) received by the Transport Department (TD) in the past 3 years and how many of them were successfully approved? As the use of vehicles without HCPs for carrying passengers for reward will render their third party risks insurance void, will the TD, in order to protect passengers and other road users, enhance the monitoring and identification of vehicles issued with HCPs to prevent members of the public from inadvertently riding on vehicles without HCPs? If yes, what are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 20)Reply:

The numbers of new applications for different types of HCPs (i.e. excluding renewal applications) received by the TD and the numbers of approved applications in the calendar years of 2014, 2015 and 2016 are listed below:

		2014	2015	2016	Total
(a) Hotel Service Hire Car	Number of new applications in the year	13	8	3	24
	Number of approved applications ^{Note}	8	6	1	15
(b) Tour Service Hire Car	Number of new applications in the year	15	23	14	52
	Number of approved applications ^{Note}	5	5	4	14
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	20	25	46	91
	Number of approved applications ^{Note}	6	10	4	20
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	0	3	0	3
	Number of approved applications ^{Note}	0	3	0	3
(e) Private Service Hire Car	Number of new applications in the year	2	0	0	2
	Number of approved applications ^{Note}	0	0	0	0

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Under regulation 14(5) and Schedule 3 of the Road Traffic (Public Service Vehicles) Regulations (Cap 374D), the HCP in respect of the vehicle concerned shall be displayed on the left-hand side of the vehicle's windscreen and in such a manner that the permit is clearly visible from the front of the vehicle for easy inspection. Starting from the end of 2015, the size of the HCP has been increased by nearly 10% and the words “出租汽車許可證 Hire Car Permit” are printed in red and in larger font size so that members of the public can easily identify authorised hire cars.

The TD has been making efforts through various channels, including broadcasting announcements of public interest on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts aim to further enhance the awareness of the public that they should ensure the private car concerned is issued with a valid HCP when they use hire car service, and educate the public on the ways to identify such vehicle. In the publicity materials, the TD has also reminded the public that the third party insurance for a private car engaging in illegal hire car service may no longer be valid. Members of the public who intend to use hire car service should enquire with the service operator to ascertain whether a HCP has been issued in respect of the private car concerned and check the permit's validity before the journey starts.

Moreover, the TD is developing an online enquiry system to allow passengers and other members of the public to check over the Internet whether a particular private car has been issued with a valid HCP. The service is expected to be launched in mid-2017. The total cost of developing the above system is about HK\$60,000.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)202

(Question Serial No. 0760)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that its ability to provide the driving test service would continue to be constrained by the limited number of driving test centres available. The achievement rate of the target would therefore remain low. In this connection, what is the progress of increasing the number of driving test centres by the TD in order to provide adequate driving test service to meet the growing demand for driving tests? Will consideration be given to the provision of mobile driving test centres to meet the public demand for driving tests? If yes, what are the details? If no, what are the reasons?

Pending the provision of additional driving test centres, what measures will the TD take to enhance its service capability with a view to reducing the waiting time for driving tests? What is the estimated expenditure involved in such measures?

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

Reply:

At present, there are a total of 17 driving test centres across Hong Kong Island, Kowloon and the New Territories. To meet the growing demand for driving tests, the TD has implemented various measures in recent years to enhance the service level of driving tests. Major ones include allocating additional resources to recruit Driving Examiners (DEs) and enhancing the Repeater Early Test Appointment Booking Service system by upgrading its online appointment functions so that test slots released as a result of applications for postponement of driving tests by some candidates or temporary cancellation of test appointments can be better utilised and re-assigned to other candidates.

The results of the above measures have been encouraging, as reflected by the increase in the number of road tests arranged by the TD from about 100 000 in 2010 to about 170 000 in 2016. The TD understands the importance of commercial vehicles to the Hong Kong economy and has prioritised the allocation of resources accordingly. As a result, the waiting time for applicants taking road tests for commercial vehicle driving licences has been able to be maintained at less than 82 days since 2016.

Overall speaking, the capacity of existing driving test centres and the utilisation of test routes have almost reached saturation. Without the provision of additional driving test centres, there is limited scope in substantially increasing the number of driving tests. As such, the TD has been making efforts to identify suitable sites for setting up driving test centres or mobile driving test centres. Considerable difficulties have however been encountered during the process, such as the lack of suitable sites and opposition from members of the local communities. Nevertheless, the TD will continue its efforts on this front.

Until new sites are identified for use as driving test centres, the TD will endeavour to seek ways to maintain or even enhance its capacity in conducting driving tests with the available resources. For 2017-18, the TD has been allocated additional resources to create permanent DE posts and recruitment exercise has started. The annual staff cost of the additional manpower is estimated to be about \$2.7 million. Through effective deployment of such additional resources, the TD will seek to maintain existing service level of the driving test service while examining the possibility of making further enhancement.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)203****(Question Serial No. 0762)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

How many driving licences have been issued by the Transport Department (TD) for public light bus, taxi, public bus, medium goods vehicle, heavy goods vehicle, articulated vehicle and special purpose vehicle in 2016-17? What were the resources involved? In view of the shortage of commercial vehicle drivers, will the TD consider relaxing the requirement for a commercial vehicle driver to hold a private car licence for 3 years? If yes, what are the details? If no, what are the reasons?

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

The numbers of new full driving licences in respect of the following classes of vehicles issued by the TD in 2016-17 are tabulated as follows:

Vehicle class	Number of new full driving licences issued
Public light bus	1 000
Taxi	2 958
Public bus	2 084
Medium goods vehicle	2 380
Heavy goods vehicle	1 139
Articulated vehicle	420
Special purpose vehicle	798

Issuance of full driving licences for commercial vehicles is an ongoing task undertaken by the existing staff of 4 licensing offices of the TD. There is no separate breakdown of the resources involved.

In accordance with regulation 8(1A) of the Road Traffic (Driving Licences) Regulations (Cap 374B), an applicant for a driving licence to drive a commercial vehicle must, amongst other things, be a holder of a valid full driving licence to drive a private car or light goods vehicle for at least 3 years immediately preceding his/her application; or he/she must be a

holder of a valid full driving licence issued after the completion of probationary driving period to drive a private car or light goods vehicle for at least 2 years immediately preceding his/her application. In addition, an applicant for a driving licence to drive an articulated vehicle must be a holder of a valid full driving licence to drive a medium goods vehicle or heavy goods vehicle.

The Government is actively considering to relax the requirement for an applicant for a commercial vehicle driving licence to hold a private car licence for at least 3 years in an attempt to relieve the driver shortage problem. The preliminary proposal is to relax the time requirement of holding a private car driving licence from 3 years to 1 year. The TD is now consulting the transport trade on the proposal.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)204****(Question Serial No. 0814)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) arranged an average of about 9 000 written tests for taxi drivers in the past 2 years. What were the passing rates and the expenditure involved? Has the TD conducted any survey on the number of candidates joining the taxi industry after obtaining the taxi driving licence? If yes, what are the details? If no, will consideration be given to conducting such survey in order to understand the employment situation of the industry?

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

The numbers of written tests for taxi driving licence arranged by the TD and the passing rates in the past 2 years are provided below:

Calendar year	Number of taxi written tests	Passing rate
2015	8 988	36%
2016	9 260	37%

Staffed by 1 Executive Officer II and 8 clerical staff, the Written Test Unit of the TD is tasked to provide services relating to written tests for all types of driving licences (including those for taxi, private car, light goods vehicle and motorcycle). Staff costs of the unit for 2015-16 and 2016-17 were \$2.28 million and \$2.39 million respectively.

The TD does not keep statistics on the number of candidates joining the taxi industry after obtaining taxi driving licences. However, there are now over 220 000 holders of valid taxi driving licences. According to surveys conducted by the TD and the information gathered from the taxi industry, the number of active taxi drivers is estimated to be over 40 000.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)205

(Question Serial No. 0816)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the average waiting time for vehicle examination of private cars and light goods vehicles at designated car testing centres (DCTCs) in the past 3 financial years (2014-15, 2015-16 and 2016-17). The Transport Department (TD) has introduced a number of measures (including increasing the number of DCTCs) to reduce the waiting time for and the duration of vehicle examination at the DCTCs. How effective are the measures? In 2017-18, what measures will the TD take to further improve the queuing situation? What are the details and resources involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 24)

Reply:

In the 3 financial years of 2014-15, 2015-16 and 2016-17, the average waiting time for booking of vehicle examination were about 8 to 10 weeks, 3 to 4 weeks and 1 day respectively, depending on the demand situation of individual DCTCs.

The marked reduction in waiting time for booking of vehicle examination is attributable to the implementation of a number of improvement measures introduced in the past two year by the TD. Starting from June 2015, the TD has upgraded the computer appointment system to enable the system to eliminate double bookings made at another DCTC, repeated bookings at the same DCTC in respect of the same vehicle or other invalid bookings, thereby shortening the waiting time. At the same time, the TD has also provided a new online checking service on the appointment status of different DCTCs via the GovHK website, such that those who need vehicle examination service can check the booking status of the DCTCs, and make booking by phone with the preferred DCTC in a timely manner. Also, in order to increase the capacity of vehicle examination, which will further reduce the waiting time for booking of vehicle examination, the TD has progressively designated 23 new DCTCs to provide vehicle examination services from the end of 2015. There is now a total of 45 DCTCs in Hong Kong. The vehicle examination services provided by these DCTCs are adequate to meet the actual demand.

In 2017-18, the TD will further enhance the system to enable the public to make booking

directly with the DCTCs online. The system enhancement is scheduled for completion in mid-2017 at a cost of \$3 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)206

(Question Serial No. 0817)

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:

According to the findings of a review on private driving instructor's (PDI) licence in 2012, 212, 32 and 43 additional PDI licences are required for PDI groups 1, 2 and 3 respectively. What is the progress of the issue of such PDI licences? For the latest round of review on the issue of PDI licence, when will the review be completed and when will the consultation be conducted? What is the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 25)

Reply:

Based on the findings of the review on PDI licence in 2012, the Transport Department (TD) decided to issue a total of 287 PDI licences, including 212 for Group 1 (Private Cars and Light Goods Vehicles), 32 for Group 2 (Light Buses and Buses) and 43 for Group 3 (Medium Goods Vehicles, Heavy Goods Vehicles and Articulated Vehicles). As at early March 2017, all Group 2 and Group 3 PDI licences have been duly issued and 204 people have obtained the qualification for Group 1 PDI licence. The TD will continue to make arrangements for the issue of the remaining 8 Group 1 PDI licences and the task is expected to be completed in 2017.

The TD commenced another round of review on the need to issue additional PDI licences at the end of 2016. The review is expected to be completed in the second half of 2017 and the consultation of the stakeholders, including the trade, on the review findings will follow. The review is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)207

(Question Serial No. 0819)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise this Committee of the number of applications for cancellation of GMB routes as received by the Transport Department (TD) in 2016? Please provide the route details and the reasons for the cancellation. Please also provide the route details of the 2 new GMB routes to be introduced in 2017, the estimated timetable of the tender exercise, as well as the estimated expenditure involved. Will the TD conduct studies on whether to introduce GMB routes in Tung Chung? If yes, what are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 26)

Reply:

In 2016, the TD received applications from GMB operators for cancellation of 8 routes, mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routing and vehicle re-deployment, with a view to improving service efficiency and financial viability. Of these 8 routes, the operator of Kowloon GMB route no. 7 plying between Wyler Gardens and Tsim Sha Tsui East (Science Museum Road) still decided to cease operation after discussions and the TD subsequently cancelled this route in January 2017.

Details of the 2 new GMB routes to be introduced by the TD in 2017 are as follows:

- (a) Ma Liu Shui (Lai Ping Road) – Sha Tin (Pak Hok Ting Street); and
- (b) Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) – Tung Chung New Town

The GMB route serving Ma Liu Shui (Lai Ping Road) has been included in the 2016 GMB Operators Selection Exercise, which was completed early this year. The route is scheduled to commence operation in the second quarter of 2017. As for the GMB route serving the HKBCF, the TD is reviewing local public transport arrangements at the HKBCF upon commissioning of the HZMB and will finalise the details of the new GMB service after considering the views received. The specific timetable for the tender exercise will be

confirmed after the completion of the review. The route will come into operation to tie in with the commissioning of the HZMB.

Apart from the above planned GMB route plying between Tung Chung and the HKBCF of the HZMB, the TD will continue to closely monitor changes in public transport demand and new development projects in Tung Chung and to review related public transport services at suitable junctures, including exploring the feasibility of introducing more GMB services or strengthening other public transport services.

The above work is undertaken by the existing staff of the TD as part of their normal duties and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)208

(Question Serial No. 0820)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will continue to examine and implement measures to enhance road safety through legislation, publicity and use of technology. What are the details of such measures and the expenditure involved? With a view to enhancing road safety, will the TD consider imposing restriction on the number of smartphones used by a motorist? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 27)

Reply:

In 2017-18, the TD will continue to examine and implement measures to enhance road safety through legislation, publicity and use of technology.

On legislation, the TD will continue to examine possible improvements measures through legislation to enhance road safety in response to public concern on road safety, such as updating the regulations on vehicle door systems and reviewing the legislation relating to brakes and occupant protection having regard to the development of automotive technologies. The work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

On publicity, the TD will continue to collaborate closely with the Road Safety Council (RSC) and the Hong Kong Police Force in launching publicity and educational activities such as publicity video clips and leaflets and carnivals to enhance safety awareness of road users. The TD also conducts Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers to disseminate safe driving and health messages, and provide free health checks. The estimated expenditure of the RSC in 2017-18 is about \$4 million and the estimated expenditure of the Campaign is about \$1.6 million.

On the use of technology, the TD has been applying suitable technology to enhance road safety. For example, to strengthen the deterrent effect against the illegal behaviour of red light jumping, the TD has installed 195 red light cameras and housings. To combat speeding, there are currently 130 roadside speed enforcement camera housings installed.

Moreover, the TD is examining the use of smart devices to extend the pedestrian green time at signalised crossings frequently used by the elderly and persons with disabilities such that they will have more time to cross roads. The whole study is expected to be completed by 2018 and the estimated cost is about \$4 million.

Regulation 42 of the Road Traffic (Traffic Control) Regulations (Cap 374G) provides that if a motor vehicle being driven by a driver is in motion, he shall not use a mobile telephone while holding it in his hand or between his head and shoulder, or use any other telecommunications equipment or any accessory to such telephone or equipment while holding it in his hand. On the question of whether further restriction should be imposed on the use of mobile telephones (including smartphones) by motorists, the Government is carefully considering its impact on motorists and other road users as well as matters relating to regulation, enforcement and other aspects.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)209

(Question Serial No. 0822)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of seats and display panels for real-time arrival information at suitable bus stops with shelters, the installation works for the first batch of seats and display panels will be carried out by phases in 2017. What are the details of the works, including the locations, commencement and completion dates and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 28)

Reply:

The Government has earmarked \$88.27 million to subsidise franchised bus companies to install seats at about 2 700 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations (note). In light that a large number of bus stops will be involved, the subsidy scheme will be launched in phases. It is expected that all the suitable covered bus stops will be installed with seats and/or display panels by 2019-20.

In the first phase of the subsidy scheme, franchised bus companies will install seats at about 870 bus stops and display panels at about 380 bus stops. The total amount of subsidies involved is estimated to be about \$24 million. The actual expenditure will depend on the results of tender exercises to be conducted by franchised bus companies for various works projects. Franchised bus companies will take forward the installation works of the first batch of seats/display panels within this year. The installation works are expected to commence progressively in the second quarter of this year and can generally be completed within 1 year upon the commencement of works. The details of the locations of the bus stops covered by the subsidy scheme and the years when construction works are expected to commence have been set out in the paper submitted by the Transport Department ("TD") to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website at the following link:

(http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html)

Note: Regarding real-time arrival information display panels, the Government will provide subsidies to franchised bus companies for installation of display panels at covered bus stops with electrical installations on a matching basis, i.e. for every display panel which a franchised bus company has committed to install, the Government will provide subsidies for installation of another display panel. The number of display panels stated in this reply includes those funded by the Government and franchised bus companies for the installation work under the above arrangement.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)210

(Question Serial No. 0850)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out by the 18 districts the increase in the numbers of locations installed with pay and display machines in the past 3 years due to site constraint for installation of parking meters. How many additional parking spaces installed with pay and display machines are expected to be provided in 2017? What are the details and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 29)

Reply:

According to the Road Traffic (Parking) Regulations (Cap. 374C), pay and display machine is a type of payment method for parking fees by means of a display ticket. The Transport Department (TD) had installed pay and display machines in some districts on a trial basis in 1998 and 1999. However, after the trial scheme ended, the TD did not continue to use pay and display machines having regard to factors like cost-effectiveness, public acceptability and enforcement arrangements. At present, the TD has no plans to restore the use of pay and display machines, but does not rule out the possibility of using this kind of payment method in future.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)211****(Question Serial No. 2650)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What is the design capacity of Tuen Mun Road, Yuen Long Highway, Tai Lam Tunnel, Fanling Highway, Tolo Highway and Tai Po Road (Sha Tin Section)? What were the average traffic volume and highest traffic volume of these roads in the past 3 years?

Asked by: Hon YIU Chung-yim (Member Question No. 36)Reply:

According to the Annual Traffic Census published by the Transport Department (TD) in 2013, 2014 and 2015 (the data for the 2016 Annual Traffic Census are being compiled and have not been published yet), the information on the traffic volume of the roads/tunnel mentioned in the Question during morning and evening peak hours^{Note 1} is as follows:

Road/tunnel Note 2	Traffic volume per hour (number of vehicles)											
	2013		2014		2015		2013		2014		2015	
	Morning peak hours						Evening peak hours					
	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound	East bound	West bound
Tuen Mun Road Note 3	4 280	2 510	4 410	2 580	4 870	2 880	3 110	4 420	3 100	4 320	3 330	4 350
Yuen Long Highway Note 4	2 670	2 850	3 290	3 100	3 390	3 380	2 820	2 640	3 320	3 180	3 330	3 200

Road/tunnel Note 2	Traffic volume per hour (number of vehicles)											
	2013		2014		2015		2013		2014		2015	
	Morning peak hours Note 1						Evening peak hours Note 1					
	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound
Tai Lam Tunnel	3 500	1 520	3 600	1 560	3 030	1 900	1 800	2 520	1 880	2 580	1 960	2 340
Fanling Highway Note 5	2 210	2 170	2 040	1 990	2 090	1 910	2 290	2 130	2 130	1 950	2 030	2 000

Road/tunnel Note 2	Traffic volume per hour (number of vehicles)											
	2013		2014		2015		2013		2014		2015	
	Morning peak hours						Evening peak hours					
	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound	South bound	North bound
Tolo Highway Note 6	5 690	3 930	5 630	3 860	5 820	3 730	4 380	4 360	4 510	3 780	4 590	4 040

Note 1: Morning and evening peak hours are the periods with the highest traffic volume. Regarding the above roads, the morning peak hours refer to 7 a.m. to 10 a.m. and evening peak hours 4 p.m. to 7 p.m. (Mondays to Fridays, except public holidays).

Note 2: The traffic census did not compile information on the traffic volume of Tai Po Road (Sha Tin Section) during peak hours.

Note 3: A section of Tuen Mun Road between Sham Tseng and Ting Kau Bridge.

Note 4: A section of Yuen Long Highway between Hung Tin Road Interchange and Lam Tei Interchange.

Note 5: A section of Fanling Highway between So Kwun Po Interchange and Wo Hop Shek Interchange.

Note 6: A section of Tolo Highway between north of Ma Liu Sui Interchange and Yuen Sin Road Interchange.

The design capacity^{Note 7} of the roads/tunnel mentioned in the Question is as follows:

Road/tunnel	Design capacity (number of vehicles/hour) ^{Note 8}
Tuen Mun Road	4 700
Yuen Long Highway	4 700
Tai Lam Tunnel	4 700
Fanling Highway	4 700
Tolo Highway	6 300
Tai Po Road (Sha Tin Section) ^{Note 9}	4 700

Note 7: The design capacity of a road/tunnel is calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity is often affected by the traffic congestion conditions at its downstream roads and other slip roads or other traffic factors. Under this situation, the actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width. Moreover, other traffic factors affecting actual traffic capacity include the types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is comparatively higher, the actual capacity of that road section will be comparatively lower), the gradients and curvatures of the road section, etc.

Note 8: The figures refer to the one-way design capacity.

Note 9: A section of Tai Po Road (Sha Tin Section) between Sha Tin Road and Tolo Highway.

The average traffic volume of the roads/tunnel mentioned in the question in the past 3 years is as follows:

Road/tunnel	Annual Average Daily Traffic ^{Note 10, Note 11} (number of vehicles/day)		
	2013	2014	2015
Tuen Mun Road	92 580	94 530	102 660
Yuen Long Highway	74 950	86 370	92 100
Tai Lam Tunnel	59 480	62 440	61 010

Road/tunnel	Annual Average Daily Traffic ^{Note 10, Note 11} (number of vehicles/day)		
	2013	2014	2015
Fanling Highway	60 260	57 130	61 490
Tolo Highway	125 810	123 680	124 610
Tai Po Road (Sha Tin Section)	98 280	98 770	101 040

Note 10: Two-way volume

Note 11: The Annual Traffic Census did not provide data on the average daily traffic volume on hourly basis.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)212****(Question Serial No. 2663)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the average daily vehicular flows at the Shenzhen Bay Port, Lok Ma Chau (Huanggang) Control Point, Man Kam To Control Point and Sha Tau Kok Control Point by vehicle type in the past 3 years? What is the design capacity of the above control points?

Asked by: Hon YIU Chung-yim (Member Question No. 39)Reply:

The average daily vehicular flows at the control points at Shenzhen Bay Port, Lok Ma Chau (Huanggang), Man Kam To and Sha Tau Kok by vehicle type in the past 3 years are as follows:

Control points	Vehicle type ¹	Average daily vehicular flow (number of vehicles) (two-way)		
		2014 (Calendar year)	2015 (Calendar year)	2016 (Calendar year)
Shenzhen Bay Port	Bus	1 012	1 042	1 002
	Private car	7 034	7 338	8 036
	Goods vehicle	1 924	1 760	2 467
Lok Ma Chau (Huanggang)	Bus	2 254	2 247	2 227
	Private car	9 415	9 417	9 733
	Goods vehicle	13 082	12 567	11 765
Man Kam To	Bus	270	328	343
	Private car	479	557	551
	Goods vehicle	4 013	4 009	3 966
Sha Tau Kok	Bus	295	289	289
	Private car	1 122	1 233	1 128
	Goods vehicle	774	730	820

- ¹ The Government collects the entry and exit records of cross-boundary vehicles by grouping them into 3 types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars (including cross-boundary hire cars, Hong Kong cross-boundary private cars, Mainland official/enterprise vehicles and Hong Kong private cars holding ad hoc quotas to access the Mainland via Shenzhen Bay Port). There is no further breakdown by vehicle type.

The design capacity of the 4 control points is as follows:

Control point	Design capacity (number of vehicles) (two-way)*
Shenzhen Bay Port	78 000
Lok Ma Chau (Huanggang)	33 000
Man Kam To	14 000
Sha Tau Kok	5 000

- * The highest daily vehicular flow that can be handled, assuming all vehicular kiosks at the control point operate at the same time.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)213

(Question Serial No. 3121)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the average daily numbers of vehicles driving out of North District, Tai Po and Sha Tin in the past 3 years? Among such vehicles, what were the numbers of franchised buses, public light buses, green minibuses, taxis, non-franchised buses, van-type light goods vehicles, goods vehicles and private passengers/goods carriers?

Asked by: Hon YIU Chung-yim (Member Question No. 37)

Reply:

The Transport Department (TD) conducts traffic surveys on strategic roads in Hong Kong on an annual basis to monitor the utilisation of these roads. At present, the average daily traffic flows and the utilisation rates by vehicle type of various strategic roads in each of the districts in Hong Kong, including North District, Tai Po and Sha Tin, are published in the Annual Traffic Census which is uploaded to the TD's website¹ for public information. However, the TD does not conduct separate surveys on the numbers and types of vehicles driving out of North District, Tai Po and Sha Tin and therefore such information is not available.

¹ http://www.td.gov.hk/en/publications_and_press_releases/publications/free_publications/index.html

- End -

CONTROLLING OFFICER'S REPLY

THB(T)214

(Question Serial No. 1061)

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:

Under Matters Requiring Special Attention in 2017-18, the Transport and Housing Bureau (THB) has indicated that it will conduct a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles. What are the expenditure, content, and timetable of the review?

Asked by: Hon YIU Si-wing (Member Question No. 16)

Reply:

The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and will later commence the consultant selection exercise. The study is expected to last for 2 years. Moreover, the TD has earmarked \$1.8 million in 2017-18 financial year for the consultancy study fee. The preparatory work for the study is undertaken by the existing staff of the TD and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)215****(Question Serial No. 1063)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please tabulate the numbers and lengths of the existing cycle tracks and the cycle tracks under construction and planning in each of the districts in Hong Kong.

District	Number/length of the existing cycle tracks	Number/length of the cycle tracks under construction	Number/length of the cycle tracks under planning

- (2) What specific measures will the Government take to improve the existing cycle tracks and associated facilities?
- (3) What specific measures will the Government take to facilitate sightseeing by cycling by the public and tourists, e.g. improving traffic signs, maps and associated facilities of cycle tracks and enhancing the link between cycle tracks and tourist attractions?

Asked by: Hon YIU Si-wing (Member Question No. 17)Reply:

- (1) The roads in Hong Kong are generally narrow and crowded, particularly those in urban areas. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas. On the other hand, the density of traffic flow is relatively low in new towns or new development areas (NDAs), rendering these areas more suitable for cyclists to commute for short-distance travelling, leisure and recreational purposes. The Government has therefore been striving to foster a "bicycle-friendly" environment in new towns and NDAs. As for NDAs in urban areas, the Government will consider introducing cycle track networks in suitable projects during the planning stage. The lengths of the existing cycle tracks and the cycle tracks under construction and planning in each of the District Council Districts are tabulated as follows:

District Council District	Length of the existing cycle tracks (kilometres (km))	Length of the cycle tracks under construction (km)	Length of the cycle tracks under planning (km)
Central and Western	0	0	0
Wan Chai	0	0	0
Eastern	0	0	2
Southern	0.3	0	0
Kowloon City	0	0	13
Sham Shui Po	0	0	0
Kwun Tong	0	2.6	0
Kwai Tsing	0	0	0
Yau Tsim Mong	1.5	0	0
Wong Tai Sin	0	0	0
Islands	14	0	12
North	27	4	3
Sai Kung	22	1.8	2
Sha Tin	57	0.2	0
Tai Po	36	0	0.9
Tsuen Wan	0	0	11
Tuen Mun	20	0	9
Yuen Long	46	10	33

- (2) The TD engaged a consultant to conduct a study to identify improvements on the cycle tracks and cycling facilities in 9 new towns in the New Territories, and the consultant subsequently drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years. As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department.

The TD keeps monitoring the conditions of cycle tracks and their associated facilities, and collects public views from time to time with a view to formulating appropriate improvement plans, which the TD will then entrust to the Highways Department (HyD) to follow-up with detailed design and construction works. In 2016, the TD issued to the HyD a total of 200 improvement schemes on cycle tracks and their associated facilities.

- (3) The Development Bureau and the Civil Engineering and Development Department (CEDD) are developing in phases the cycle track networks in the New Territories, including a backbone section of about 60 km from Tuen Mun to Ma On Shan (via

Yuen Long, Sheung Shui, Tai Po and Sha Tin), as well as another backbone section of about 22 km from Tsuen Wan to Tuen Mun. Cycling hubs will be provided along the cycle track networks near large public transport facilities while resting stations will be provided at suitable locations en route. The CEDD will erect route maps and signs at cycling hubs, resting stations and suitable locations en route.

Moreover, information on major cycle track routes and the locations of bicycle parking sites is included in the Cycling Information Centre of TD's website. The TD has been keeping in view the needs of the public and will erect additional signs along cycle tracks as appropriate to guide members of the public to their destinations, cycling hubs, resting stations, etc.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)216

(Question Serial No. 1070)

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:

- (1) Has the Transport Department (TD) taken measures to increase the number of parking spaces for coaches over the past 3 years?
- (2) In which popular tourist spots have such coach parking space conversion works been carried out? What is the number of additional coach parking spaces in each of the tourist attractions?
- (3) What is the work plan of the TD for increasing the number of coach parking spaces in 2017-18? What is the amount of financial resources reserved for this?

Asked by: Hon YIU Si-wing (Member Question No. 24)

Reply:

- (1) In the past 3 years, the TD provided 83 additional on-street parking spaces and 7 loading/unloading bays for coaches across Hong Kong.

To increase the number of commercial vehicle parking spaces, the TD launched in 2015-16 a scheme of increasing the number of on-street overnight parking spaces for commercial vehicle. The TD provides additional on-street overnight parking spaces for commercial vehicles (including coaches) at locations with demand for commercial vehicle parking, on the condition that traffic flow, road safety and other road users are not affected. During the two years since the implementation of the scheme, the TD has actively identified 318 on-street overnight commercial vehicle parking spaces and is consulting the local communities in phases. As for the provision of coach parking spaces, of the aforesaid 318 proposed on-street overnight parking spaces, 24 are for parking of buses only, of which 10 are completed and open for public use (as part of the aforesaid 83 on-street parking spaces); 4 will be open for public use within this year; 3 are undergoing local consultation; and the remaining 7 cannot be implemented due to objections from the local communities. Some of the proposals for provision of on-street overnight commercial vehicle parking spaces cannot be smoothly implemented due to noise, security, traffic and safety concerns raised by members of

the public. The TD will continue to address these public concerns with a view to gaining public support so as to increase the supply of parking spaces. The TD will continue to make further efforts to identify suitable sites for the provision of on-street overnight commercial vehicle parking spaces and to consult the local communities on the proposals.

(2) The measures taken by the TD to provide additional parking spaces and loading/unloading bays for coaches in popular tourist spots and attractions are as follows:

- provision of 6 additional coach parking spaces in Shek Pik, Lantau in February 2015;
- provision of 1 temporary coach parking area with a total of 31 on-street metered parking spaces on Hoi Yu Street, North Point in September 2015;
- enlargement of the coach layby on Salisbury Road in Tsim Sha Tsui near the Avenue of Stars in January 2016 so that the number of coaches that can pick up / set down passengers at the same time are increased from 9 to 12;
- setting up short term tenancy car parks at 2 government sites on Wa Shun Street and Peel Street in August 2016 to provide a total of 20 and 50 coach/goods vehicle parking spaces respectively to meet the demand for coach parking spaces in To Kwa Wan and Hung Hom; and
- setting up a short term tenancy car park at a government site next to Ocean Park, Wong Chuk Hang in November 2016 to provide 40 bus parking spaces for parking of non-franchised buses (including coaches) free of charge from 9 a.m. to 8 p.m. daily and for exclusive overnight parking of franchised bus from 8 p.m. to 9 a.m. the next day.

(3) The work plan of the TD for increasing the number of coach parking spaces in 2017-18 is as follows:

- requiring the developer of Ex-North Point Estate development project to provide 30 public parking spaces for coaches through the terms of land grant with a target completion date in end-2017;
- discussing and exploring with relevant government departments increasing the number of on-street metered parking spaces of the existing coach parking area on Cheong Wan Road, Hung Hom (next to the Hong Kong Stadium) from 8 to 20;
- providing 4 additional coach parking spaces on Upper Cheung Sha Beach, Lantau; and
- providing 7 additional coach parking spaces in Tung Chung.

The work involved in the provision of additional coach parking spaces is undertaken by the TD as part of its normal duties. There is no separate breakdown of expenditure.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)217****(Question Serial No. 1074)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of new applications, the numbers of approved applications, the average processing time and the cumulative numbers of each type of hire car permits (HCPs) issued in the past 3 years by completing the following table.

		2014	2015	2016
(a) Hotel Service Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			

		2014	2015	2016
(e) Private Service Hire Car	Number of new applications in the year			
	Number of approved applications in the year			
	Average processing time (months)			
	Cumulative number of HCPs issued			

Asked by: Hon YIU Si-wing (Member Question No. 49)

Reply:

The numbers of new applications (i.e excluding renewal applications) received by the Transport Department and the numbers of approved applications, the average processing time and the cumulative numbers of different types of HCPs issued between 2014 and 2016 are listed below:

		2014 (Calendar year)	2015 (Calendar year)	2016 (Calendar year)
(a) Hotel Service Hire Car	Number of new applications in the year	13	8	3
	Number of approved applications in the year ^{Note 1}	3	11	2
	Average processing time (months)	3.9	3.8	2.7
	Cumulative number of HCPs issued at year-end ^{Note 2}	155	162	162
(b) Tour Service Hire Car	Number of new applications in the year	15	23	14
	Number of approved applications in the year ^{Note 1}	7	3	2
	Average processing time (months)	4.0	4.1	3.8
	Cumulative number of HCPs issued at year-end ^{Note 2}	118	109	109
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	20	25	46
	Number of approved applications in the year ^{Note 1}	2	9	4
	Average processing time (months)	3.6	4.0	4.0
	Cumulative number of HCPs issued at year-end ^{Note 2}	243	254	267
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	0	3	0
	Number of approved applications in the year ^{Note 1}	0	3	0
	Average processing time (months)	Not applicable	2.7	Not applicable
	Cumulative number of HCPs issued at year-end ^{Note 2}	350	365	365

		2014 (Calendar year)	2015 (Calendar year)	2016 (Calendar year)
(e) Private Service Hire Car	Number of new applications in the year	2	0	0
	Number of approved applications in the year ^{Note 1}	0	0	0
	Average processing time (months)	6	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end ^{Note 2}	12	12	12

Note 1: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 2: The number of valid HCPs as at 31 December of the year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)218

(Question Serial No. 3004)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has undertaken to build a super cycle track to link up a number of existing scattered cycle tracks in the New Territories. This year's financial report also mentions that the Transport Department (TD) will conduct a study to identify improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories. In this connection, will the Government advise on:

1. the latest progress of the improvement works of existing cycle tracks and associated facilities in the 9 new towns in the New Territories; and
2. the manpower and resources to be allocated and the associated measures to be introduced in 2017-18 to promote the "bicycle-friendly" policy, together with the details, expenditure and implementation timetable of each of the measures?

Asked by: Hon YUNG Hoi-yan (Member Question No. 43)

Reply:

In 2017-18, the TD will continue to create a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

The TD engaged a consultant to conduct a study to identify improvements on the cycle tracks and cycling facilities in 9 new towns in the New Territories, and the consultant subsequently drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years.

As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the remaining works are yet to be determined.

In 2017-18, the related work, including managing the above consultancy study and following up on its recommendations, will be undertaken by 1 Senior Engineer, 2 Engineers/Assistant Engineers and 1 Technical Officer (Traffic)/Technical Officer Trainee (Traffic). The annual staff cost is about \$3.09 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)219

(Question Serial No. 3005)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Government's initiatives of developing intelligent transport systems, such as the installation of smart devices at pedestrian crossings, collection of real-time traffic information and detection of incidents, what are the details, staff establishment and estimated expenditure involved in the coming year? Also, regarding the ongoing or planned studies on intelligent transport systems conducted by the Government, please provide the details of the studies, including the content, commencement dates (if applicable), estimated duration of the studies as well as the expenditure and manpower involved?

Asked by: Hon YUNG Hoi-yan (Member Question No. 44)

Reply:

The Transport Department (TD) is currently taking forward the development and studies on the following intelligent transport systems. The estimated total expenditure of the related work in 2017-18 is about \$47.2 million with details provided below:

- (a) Study on installation of smart devices at signalised pedestrian crossings for the elderly: The study commenced in September 2016 for anticipated completion in 2018. The estimated expenditure in 2017-18 is \$1.8 million.
- (b) Installation of traffic detectors along some strategic routes:
The consultancy agreement for investigation, design and construction regarding this project commenced in December 2016. The design work is expected to be completed in the third quarter of 2017. The total value of the consultancy agreement is about \$5 million and the estimated value of the consultancy agreement in 2017-18 is about \$2.1 million. Major investigation and design work by the consultant includes review of different vehicle detection technologies, design of civil works and electrical and mechanical works relating to the installation of traffic detectors as well as design of the central computer system and data communication system, etc. Site installation of traffic detectors is expected to commence in 2018 in phases. The first phase of

traffic detectors will be commissioned by the end of 2019 whereas the remaining detectors by the end of 2020.

- (c) Development of the traffic and incident management system:
Design, supply, implementation and maintenance contract has commenced for anticipated completion by the end of 2017. The estimated expenditure in 2017-18 is \$15.7 million.
- (d) Upgrading of the transport information system:
The TD commenced tender exercise for this project in December 2016 and assessment of tenders is now underway. The contract is expected to be awarded in mid-2017 and the project is expected to be completed at the end of 2018. The estimated expenditure in 2017-18 is \$13.3 million.
- (e) Enhancing the HKeTransport service:
The project of enhancing HKeTransport to facilitate the use by the elderly commenced in April 2016 for anticipated completion by mid-2017. The estimated expenditure in 2017-18 is \$1.6 million. At the same time, to facilitate passengers to plan their journeys better and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in HKeTransport for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year.
- (f) Replacement of the area traffic control and closed circuit television systems for Tai Po and North Districts:
The project will commence in the second quarter of 2017 for anticipated completion in early 2019. The estimated expenditure in 2017-18 is \$11 million.
- (g) Replacement of 17 traffic control boxes on Hong Kong Island and in the New Territories and connection to the central computer:
The project commenced in September 2016 for anticipated completion in early 2018. The estimated expenditure is in 2017-18 \$1.7 million.

The TD is taking forward the above initiatives by deploying existing manpower, and will also hire 1 contract System Analyst and 1 contract Analyst/Programmer in 2017-18 to take up the related work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)220

(Question Serial No. 4162)

Head: (28) Civil Aviation Department

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

Programme: (-) Not specified

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the respective estimated full-year expenditure on the salaries of the Director-General of Civil Aviation, Deputy Director-General of Civil Aviation (1), Deputy Director-General of Civil Aviation (2), Assistant Director-General of Civil Aviation (Air Traffic Management) and Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) in 2017-18?

Asked by: Hon CHAN Chi-chuen (Member Question No. 121)

Reply:

For 2017-18, the notional annual salary cost at mid-point of the Director-General of Civil Aviation is \$2,950,200. The notional annual salary cost at mid-point of each of the two Deputy Directors-General of Civil Aviation is \$2,386,800. The notional annual salary cost at mid-point of the Assistant Director-General of Civil Aviation (Air Traffic Management) and that of the Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) are both \$2,056,200.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)221

(Question Serial No. 6687)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Safety incidents caused by the new air traffic control (ATC) system have raised concerns over the reliability of the system. This undoubtedly is partly due to the lack of manpower and training of the staff which is having difficulties with the transition from the old to the new ATC system. Permanent staff should be employed and trained properly in order to ensure that the ATC system operates properly and does not jeopardize the safety of flight passengers in Hong Kong. For that reason, please give a detailed breakdown of the amount of expenses involved in the new ATC system, including but not limited to the number of staff employed to operate the ATC system and their salaries.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 12)

Reply:

The whole new air traffic control (ATC) system is implemented in 2 phases through 8 major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the new ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project. The cumulative cost of the project was about \$967 million as at March 2017 while the total cost of the project will be \$1,452 million according to current estimates.

In 2007, the Civil Aviation Department (CAD) established a dedicated Project Team to support implementation of the CAD Headquarters and new ATC system projects. The team is composed of new time-limited staff, internally re-deployed civil servants of the CAD, and staff employed on non-civil service contract terms. With the above projects entering different phases of development, the Project Team ranged in size from 21 to 49 during the period from 2007-08 to 2015-16. With the completion of the phase 1 of the new ATC system project, the number of Project Team members has been progressively reduced

to six. They are mainly responsible for implementing the phase 2 of the new ATC system project. The manpower expenditure for non-civil service contract terms staff on the phase 1 work was \$3.95 million in 2016-17.

Upon the full commissioning of the new ATC system on 14 November 2016, the operation of the new system by the Air Traffic Control Officers (ATCOs) and the maintenance of the new system by the Electronic Engineers of the CAD are part of their normal duties and no additional manpower expenses will be incurred. The estimated expenses for the contractors to maintain the new ATC system (phase 1) will be about \$67.6 million in 2017-18, including \$15.13 million for maintenance of new ATMS (phase 1) in 2017-18. Currently, the establishment of Programme (3) Air Traffic Management of the CAD includes a total of 277 ATCOs at different ranks.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)222****(Question Serial No. 6688)**

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

Question:

Allegedly, 30 staff have been employed for 6 years as a 'temporary measure' by the government to operate the ATC system. Not only does this show a lack of permanent training by the government to their staff, this is unfair to those staff which have a 'contract-out' staff-like status, falling within the purview of CAD but does not have government staff status. Please give a breakdown of the expenses expended on this group of temporary staff for the past 6 years, and advise whether the CAD will make proper employment arrangements for them, for the benefit of the staff as well as the new ATC system.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 13)

Reply:

The staff mentioned in the question are believed to be the Aerodrome Control Trainees (ADCTs) seconded to the Air Traffic Management Division of the Civil Aviation Department (CAD) from the Airport Authority Hong Kong (AAHK). This arrangement has commenced since 2010, under which the ADCTs are recruited by the AAHK and work under the management of the CAD to assist in the provision of air traffic control services in the Control Tower. It aims to help CAD expedite the filling of vacancies of air traffic control officers (ATCOs) in a more flexible manner in a bid to cope with the continuous rapid growth in flight movements in the Hong Kong International Airport and the Hong Kong Flight Information Region. The ADCTs, who can be promoted to Aerodrome Control Officers (ADCOs) upon acquisition of relevant experience and licence, are staff of the AAHK. Their salaries are paid by the AAHK, and are similar to those of the ATCOs with relevant experience and of comparable rank. They will also receive professional training on tower operations. In-house training programme is conducted by the CAD staff as part of their normal duties. Hence, no additional expenses will be incurred. Regarding the costs of ADCTs' overseas training and related expenses, they will be paid in full by the AAHK and no government expenditure will be incurred.

There is an established mechanism between the CAD and the AAHK in employing qualified ADCOs as ATCOs under the CAD's establishment. A first batch of ADCOs has already been employed by the CAD. Meanwhile, the CAD will recruit more ATCO grade officers, including ATCOs III with relevant experience, according to the mechanism and the

operational needs. All interested ADCOs of the AAHK meeting the recruitment requirement may apply for these posts and join the civil service.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)223

(Question Serial No. 3368)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding outsourcing of service in your department, please inform this Committee of the following in respect of the past 3 years:

- (1) the total number of outsourced service staff employed by your department and the percentage of outsourced service staff against the total number of staff with the same types of duties in your department;
- (2) the total expenditure on staff of your department; the total amount paid to outsourced service providers; and the percentage of amount paid to outsourced service providers against the total expenditure on staff of your department; and
- (3) the nature of your department's outsourced services and the duration of the relevant contracts.

In addition, according to the Government's guidelines for tendering of outsourced services revised last year, if the procured service relies heavily on the deployment of non-skilled workers, and a marking scheme for assessing the tenders is adopted, the procuring department, when assessing the tenders, should include in the assessment criteria the evaluation of tenderers' proposed wage rates and working hours for non-skilled workers. In this regard, please inform this Committee of the following:

- (4) the current number of outsourced service contracts involving a large number of non-skilled workers awarded by your department since implementation of the guidelines;
- (5) the departments which have adjusted their assessment criteria in respect of wage rates and working hours for the outsourced service contracts involving a large number of non-skilled workers in the light of the new guidelines since their implementation; how your department has made adjustment; and if no relevant information is available, the reasons for it;
- (6) whether there have been any rises in the average wage rates for workers in the contracts of outsourced services that rely heavily on deployment of non-skilled workers since the implementation of the guidelines; if yes, the number of contracts with rises in wage rates; if no relevant information is available, the reasons for it;

- (7) your department's measures to evaluate the effectiveness of the new tendering guidelines;
- (8) whether your department is required to adopt the existing mechanism of two-envelope assessment of the technical and price aspects when evaluating tenders for contracts of outsourced service; if no, the number of contracts awarded without adopting the existing mechanism of two-envelope assessment of the technical and price aspects in the past 3 years;
- (9) the annual numbers of cases of government service providers breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance as revealed by the inspections conducted by your department, and the annual numbers of complaints lodged by the outsourced service staff;
- (10) the details of follow-up actions on the aforementioned non-compliance and complaint cases; and
- (11) the number and details of cases involving providers being punished for non-compliance or sustained complaints.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 140)

Reply:

(1) In the past 3 years (i.e. 2014-15, 2015-16 and 2016-17), the Civil Aviation Department (CAD) had engaged service providers to provide property management related services (including security and cleansing services), and the total numbers of outsourced service staff employed were 89, 89 and 101 respectively. These figures cannot be compared directly with those of CAD staff as no in-house staff were involved in the same type of duties as the outsourced service staff.

(2) In the past 3 years (i.e. 2014-15, 2015-16 and 2016-17), the total expenditures on CAD staff were \$482 million, \$506 million and \$534 million (estimate) respectively while the expenditures on service providers' contracts for property management related services were \$14.64 million, \$18.04 million and \$20.92 million (estimate) respectively. As the amount paid by the CAD to service providers included non-staff costs, the figure cannot be compared directly with the total expenditure on CAD staff.

(3) In the past 3 years (i.e. 2014-15, 2015-16 and 2016-17), the CAD engaged service providers to provide property management related services, including general building management, security and cleansing services. The duration of contracts for outsourced service provider ranged from 1 to 3 years.

(4) to (8) The CAD has only awarded 1 outsourced service contract which involved 12 staff since the implementation of the revised guidelines. No outsourced service contract involving a large number of non-skilled workers has been awarded so far. In outsourcing services, the CAD has all along adopted an appropriate assessment mechanism in accordance with the Stores and Procurement Regulations and relevant government guidelines.

(9) to (11) In the past 3 years (i.e. 2014-15, 2015-16 and 2016-17), the CAD had not identified any cases of government service providers breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance. Neither had the CAD received any complaints lodged by the outsourced service staff on such matters. Upon receipt of any complaints, we will handle the cases in a timely manner according to the relevant guidelines.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)224

(Question Serial No. 4889)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Did the Civil Aviation Department (CAD) conduct any Search and Rescue Exercise (SAREX) in the previous financial year? If yes, what were the details? If no, what were the reasons? When will the exercise be conducted again to strengthen the CAD's co-operation and co-ordination with other government departments as well as the relevant Mainland and overseas agencies?

Asked by: Hon MA Fung-kwok (Member Question No. 88)

Reply:

In accordance with the Standards and Recommended Practices (SARP) published by the International Civil Aviation Organization, the CAD conducts the SAREX from time to time with a view to strengthening co-operation and co-ordination in search and rescue operations between the CAD and other search and rescue organisations. The exercise also provides qualified air traffic control officers, aircrew and other search and rescue units likely to be involved in such operations with continued training and familiarisation with search and rescue techniques.

The CAD has participated in the State's maritime SAREX which was organised by the Guangdong Provincial Maritime Search and Rescue Centre and held at the Pearl River estuary from 17 to 19 May 2016. The participating units include Guangdong Maritime Rescue Coordination Centre, Guangzhou Salvage Bureau, Nanhai Rescue Bureau, the Marine and Water Bureau of Macao, Hong Kong Government Flying Service and Hong Kong Maritime Rescue Coordination Centre. The exercise simulated a collision between a high speed passenger vessel and a chemical carrier in the waters between Lantau Island and Macao, resulting in numerous injuries and spillage of chemical. The CAD was responsible for providing air traffic control services to participating air search and rescue units.

The CAD will keep in view the schedule of the next SAREX, taking into account the training needs of the department and other relevant organisations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)225

(Question Serial No. 7126)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) Please provide the annual number and details of the measures to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region from 2009 to 2017.

(2) Please provide the annual number and details of the reviews and evaluations of air traffic control and flight procedures for airports in the PRD region from 2009 to 2017.

(3) Please provide details of arrival flights on missed approaches in recent years, including the number of flights, flight number, aircraft type, time and date of occurrence, Standard Instrument Arrival (STAR) procedures or other arrival procedures, missed approach procedures and reasons.

(4) Please provide details of the flights using Route M503 since the commissioning of it, including the number of flights, flight number, aircraft type and date.

Asked by: Hon WU Chi-wai (Member Question No. 69)

Reply:

(1) and (2)

The Civil Aviation Administration of China (CAAC), the CAD and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the three-runway system (3RS) as well as expansion plans of neighbouring airports in the PRD. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

Over the past 5 years, the three sides held a total of 23 meetings at different levels, of which 10 were meetings at administrative level. A breakdown by year is as follows:

2012-13: 5 meetings
 2013-14: 3 meetings
 2014-15: 2 meetings
 2015-16: 9 meetings
 2016-17: 4 meetings (as at 28 February 2017)

The Air Traffic Management Bureau of the CAAC, the CAD and the CAAM signed an agreement on a strengthened liaison mechanism to enhance co-operation and exchange in May 2016, thereby establishing a mechanism for the top management of the three sides to meet on a regular basis. Thereafter, the three sides will host administrative-level meetings in the Mainland, Hong Kong and Macao on a rotational basis twice a year to further strengthen co-operation among the three sides.

The Mainland, Hong Kong and Macao will continue to promote synergy and foster tripartite co-operation through this co-ordination mechanism, in the aim of pushing forward the implementation of all airspace enhancement measures and implementing the Plan progressively in a gradual and orderly manner. This will bring about healthy and orderly development of the airports in the PRD region, and will also enable the 3RS of the Hong Kong International Airport to maximise its potential in achieving the target runway capacity of 102 air traffic movements per hour in the long run.

The three governments have announced from time to time the progress made in the successful phased implementation of short to medium term initiatives set out in the Plan. Press releases issued by the CAD in respect of the discussions and progress of the administrative-level meetings have been uploaded to the CAD website (<http://www.cad.gov.hk/english/home.html>). In April 2016, the Government also briefed the Subcommittee to Follow Up Issues Relating to the Three-runway System at the Hong Kong International Airport of the Legislative Council on this issue and a paper was submitted (http://www.legco.gov.hk/yr14-15/english/hc/sub_com/hs101/papers/hs10120160412cb4-832-1-e.pdf).

(3)

The statistics of missed approaches for the past 5 years are tabulated below:

Year	Due to weather reasons (Note 1)	Due to operational reasons (Note 2)	Total
2012	145	92	237
2013	238	114	352
2014	233	102	335
2015	235	121	356
2016	218	127	345

Note 1: Weather reasons include unfavourable wind conditions, heavy rain, low visibility, significant windshear, etc.

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

The CAD does not have a breakdown of missed approaches in respect of flight number, type of aircraft, occurrence time or type of approach. Typically, standard missed approaches could take place on all four runways, i.e. 07L, 07R, 25L and 25R, irrespective of types of approach and aircraft types.

(4)

Flights are operating on air route M503 on a daily basis since its implementation on 7 January 2016. As at 31 December 2016, a daily average of 34 flights had operated on this route. Aircraft types include A320, A330, A340, B737, B747, B777 and business aircraft. The CAD does not maintain information on the flight number of aircraft operated on this route.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)226****(Question Serial No. 6563)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)Director of Bureau: Secretary for Transport and HousingQuestion:

It is understood that the Government will commence the feasibility study on proposed multi-storey buildings for port back-up and modern logistics facilities in Kwai Chung and in the coming year continue the feasibility study on proposed multi-storey complex for container storage and cargo handling in Tsing Yi. In this connection, would the Government advise this Committee of the following:

1. When will such studies be conducted? When is the anticipated completion date? Will the results of such studies be made public?
2. As regards the multi-storey buildings under preliminary design in Kwai Chung and Tsing Yi, what are their areas? How many storeys are there? What are the plot ratios?
3. As regards the multi-storey buildings under preliminary design in Kwai Chung and Tsing Yi, where are they located?

Asked by: Hon YIU Chung-yim (Member Question No. 314)Reply:

1.

Study Title	Study Progress	Target Completion Date
(1) Study on Multi-storey Complex for Container Storage and Cargo Handling in Tsing Yi – Feasibility Study	Commenced in December 2016	2018
(2) Study on Multi-storey Heavy Goods Vehicle Car Park cum Modern Logistics Building in Kwai Chung – Feasibility Study	Tentatively to commence in the 4 th quarter of 2017	2019

After the completion of the studies, the Government will make the study results accessible to public when appropriate.

2. As the studies are yet to be completed, the development parameters (including floor area, building height and plot ratio etc.) of these multi-storey buildings are still to be confirmed.
3. The site for the proposed multi-storey complex for container storage and cargo handling in Tsing Yi is bounded by Tsing Yi Road, Tsing Yi Hong Wan Road and Tsing Sha Highway; the site for the proposed multi-storey heavy goods vehicle car park cum modern logistics building in Kwai Chung is bounded by Mei Ching Road, Container Port Road South, Lai Po Road and Lin Cheung Road.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)227

(Question Serial No. 3522)

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government undertaken route protection for the Northern Link (NOL)? If so, why is the construction programme still unavailable?

Asked by: Hon CHAN Hak-kan (Member Question No. 59)

Reply:

In accordance with the indicative implementation window recommended in the Railway Development Strategy 2014, the Transport and Housing Bureau has invited the MTR Corporation Limited (MTRCL) to submit proposals for NOL (and Kwu Tung Station). The MTRCL will submit the proposals for the NOL (and Kwu Tung Station) later this year for our subsequent assessment.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)228

(Question Serial No. 4115)

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In view of the delay and cost overruns in some railway infrastructure projects in the past year, will the Government allocate more resources to strengthen monitoring of the progress of these projects, as well as the communication with the public in relation to the progress?

Asked by: Hon CHAN Han-pan (Member Question No. 51)

Reply:

Railway projects currently underway include the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL Hong Kong section) and the Shatin to Central Link (SCL), both of which are implemented by adopting the concession approach. The Highways Department (HyD) deploys in-house staff resources, with the assistance of its monitoring and verification (M&V) consultant, to monitor the implementation of the XRL Hong Kong section and SCL projects.

In the light of the delay of the construction of the XRL Hong Kong section, the Chief Executive appointed in May 2014 an Independent Expert Panel (IEP) chaired by Mr Justice Hartmann to review the implementation of the XRL project. The report of the IEP, which was released in January 2015 by the Government, put forward recommendations to improve the monitoring work by the HyD on the XRL Hong Kong section project. Under the framework of the three-tiered monitoring mechanism (i.e. the Project Supervision Committee (PSC) chaired by the Director of Highways, the Project Co-ordination Meetings held by 1 officer at Assistant Director level of the HyD with the General Managers and Project Managers of the MTR Corporation Limited (MTRCL), and the Contract Review Meetings held by 1 officer at Chief Engineer level of the HyD with site supervision staff of the MTRCL) and risk-based approach, the dedicated division of the Railway Development Office (RDO) of the HyD has implemented the following measures to enhance the monitoring of the progress and financial status of the XRL Hong Kong section project since mid-2014 -

- (i) an increase in the number of staff in the dedicated division for the XRL Hong Kong

- section project under the RDO of the HyD from 13 to 18 (as at December 2016);
- (ii) submission of monthly progress reports to the Transport and Housing Bureau (THB) for the XRL Hong Kong section project with the adoption of “traffic light” system to facilitate THB’s understanding of current project status;
 - (iii) requesting the MTRCL to submit detailed reports on critical construction activities including the production rates of critical contracts;
 - (iv) monitoring of the achievement of milestones established by the MTRCL’s Independent Board Committee through the monthly progress reports and the PSC meetings chaired by the Director of Highways;
 - (v) liaising more closely with the MTRCL’s project team and requesting the MTRCL to provide more detailed information;
 - (vi) arranging the M&V consultant to attend the PSC meetings;
 - (vii) establishment of a working group amongst the HyD, the M&V consultant and the MTRCL with members from the respective specialised teams to review the programme and progress of the XRL Hong Kong section project in detail on a regular basis; and
 - (viii) arranging the M&V consultant to conduct more frequent audits on critical contracts and focused audits on individual important issues.

After the above measures being put in place, the MTRCL has taken forward the XRL project in accordance with the revised programme with the target commissioning date in the third quarter of 2018.

Apart from the three-tiered monitoring mechanism, the HyD has also adopted the above measures which are applicable to the SCL project since mid-2014. Since mid-2014, the number of staff in the dedicated division for the SCL project of the HyD has increased from 15 to 19 (as at December 2016) to strengthen monitoring of the project.

From the fourth quarter of 2014 onwards, the THB and the HyD also submit a quarterly report to the Subcommittee on Matters Relating to Railways of the Legislative Council on the construction progress and financial status of the XRL Hong Kong section and SCL projects.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)229

(Question Serial No. 3687)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. What are the works progress, expenditure and manpower involved and the date of completion of the reclamation works for the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB)? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the entire HZMB project?
2. What are the works progress, expenditure and manpower involved, and the date of completion of the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) southern landfall? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the whole TM-CLKL project?
3. What are the works progress, expenditure and manpower involved, and the dates of completion regarding the works for the Tuen Mun Western Bypass (TMWB)? In 2017-18, 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?
4. How effective are the bus-bus interchanges (BBIs) on Tuen Mun Road since their commissioning? What are the expenditure and manpower involved in the BBIs on Tuen Mun Road in 2017-18? Does the Government have any plan to construct BBIs on other roads, and what are the details and expenditure involved?
5. Please provide details of the investigation for the widening of Castle Peak Road - Castle Peak Bay. What is the anticipated commencement date of the construction works? Over the past 5 years, did the Government carry out public consultations in the areas affected? What were the details and expenditure involved? In 2017-18, will the Government continue to carry out public consultations in the areas affected? What are the details and estimated expenditure?
6. What is the works progress for the reconstruction and improvement of Tuen Mun Road? In 2017-18, what are the expenditure and number of staff involved, and the anticipated date

of completion for the aforesaid project?

7. Over the past 5 years, what were the details of the items completed, the actual expenditures incurred and the number of staff involved in the provision of barrier-free access (BFA) facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme? In 2017-2018, what are the details of the items to be commenced under the UA Programme? What are the actual project expenditures and the number of staff involved?

Asked by: Hon CHAN Tanya (Member Question No. 516)

Reply:

1 - 3. The construction of the tunnel and artificial islands of the HZMB Main Bridge within the Mainland waters is still in progress. Its critical process involves the placement of 33 sub-sea tunnel segments and the final connection. As of 7 March 2017, all 33 sub-sea tunnel segments were placed. Given that the works site is in a complex sea environment, the project faces huge technical difficulties arising from the need to cater for wind speed and under-water current conditions. Its challenges include overcoming the inclement weather and sedimentation of the tunnel bedding conditions. The bridge section of the HZMB Main Bridge was connected in end-September 2016 and bridge deck surfacing works are underway. Given the immense scale of the surfacing works and the high technical requirements, the progress of works may also be affected by inclement weather. In addition, remaining works for the HZMB Main Bridge include the installation of public utilities and testing for commissioning.

As for the Hong Kong projects, reclamation for the HKBCF was largely completed in late 2016 while the remaining works of installing armour rocks and the removal of preloading materials are in progress. The 9 works contracts for the superstructures of the HKBCF are now in full swing: the construction of superstructures and installation of prefabricated roof segments are being carried out for the passenger clearance building; installation of precast bridge deck segments are being carried out for the land infrastructure works; construction of the vehicle clearance plaza, ancillary buildings and associated facilities are also in progress. As regards the Hong Kong Link Road (HKLR), bored piles, pile caps, piers and precast bridge deck segments for the marine and land viaducts have all been completed. The bridge decks of land viaduct have all been erected and stressing of their post-tensioning tendons is being carried out. The erection of bridge decks of the marine viaducts, construction of the tunnel section and at grade road works are also in progress. According to the latest works progress, the HyD assesses that the Hong Kong projects will be completed and ready for commissioning by end 2017.

In summary, the works for the HZMB Main Bridge as well as the projects of the three sides have encountered various difficulties and challenges, including risks in respect of technical challenges, extreme weather, works safety, works interface, etc. At this stage, to commission the project by end 2017, there are still certain problems that will have to be resolved. Without compromising the quality and safety of works, the HZMB Authority and the three sides are adopting every possible measure to overcome the difficulties encountered so as to proceed with their relevant projects. With the

further consolidated assessment by the Joint Works Committee of the Three Governments, the three sides strive to complete the HZMB project by end-2017 for early simultaneous commissioning, subject to factors such as the implementation of cross-boundary transport arrangements.

Based on the latest progress report submitted by the contractor of the TM-CLKL Southern Connection, the HyD anticipates that if no other unforeseen conditions arise in the future, all the works for the TM-CLKL Southern Connection can be completed in the first half of 2019 at the earliest. As for the Northern Connection, based on a preliminary assessment, if the contractor is fully co-operative and can complete a reasonable design amendment in a timely manner and expeditiously catch up with the work progress, the HyD and the consultants believe they can strive to complete the tunnel works contract in the end of 2019 at the earliest and all construction works of the TM-CLKL Northern Connection in 2020.

The approved project estimates for the construction of the HZMB Main Bridge, the Hong Kong section projects (i.e. HKBCF & HKLR projects) and the TM-CLKL are as follows:

Project	Approved project estimate (\$ billion)
HZMB Main Bridge (within Mainland waters)	9.28 (Hong Kong side's contribution)
HZMB HKBCF	35.895
HZMB HKLR	25.047
TM-CLKL ^{Note}	46.708

Note: This comprises the Public Works Programme (PWP) Item 6846TH TM-CLKL – detailed design, site investigation and advance works, and the PWP Item 6857TH TM-CLKL – construction works.

Regarding the TMWB, the HyD has consulted stakeholders many times on its alignment, portal and design in the past few years. Having considered the comments of various parties and upon further planning, the HyD briefed the relevant District Councils (DCs) and Rural Committee in the latter half of 2016 on the latest proposed alignment and is making preparation for the commencement of the investigation study and the preliminary design in the third quarter of this year.

The HyD deploys existing in-house staff resources to oversee the implementation of the HZMB Main Bridge, the Hong Kong section (i.e. HKBCF & HKLR projects) and the TM-CLKL projects, as well as carry out the investigation study and the preliminary design for the TMWB project.

4. The BBIs on Tuen Mun Road were fully commissioned in July 2013. They currently serve 29 regular franchised bus routes. On average, about 39 000 passengers make use of the BBIs daily, with about 23 000 passengers using the Tuen Mun bound BBI

and about 16 000 passengers using the Kowloon bound BBI. The BBIs are operating smoothly and are welcomed by the users. In 2017-18, the estimated expenditure for the Tuen Mun Road BBIs project is about \$3 million, mainly for the cost of the permanent toilet facilities whose construction is carried out by the Architectural Services Department. The toilet facilities (Tuen Mun bound) have been completed and opened for use by passengers whereas the toilet facilities (Kowloon bound) are estimated to be opened for use by passengers in the coming few months.

To encourage and facilitate passengers to interchange between different bus routes to enhance the efficiency of bus services, the Government is currently undertaking construction works for BBIs at the following 2 locations –

(a) BBI on Fanling Highway: The HyD is constructing a BBI on Fanling Highway Kowloon Bound near Ho Ka Yuen in tandem with the work for the widening of Fanling Highway. The works of the BBI have commenced in February 2017 and are expected to be completed in 2019. The estimated expenditure for the BBI in 2017-18 is about \$11.3 million.

(b) BBI at Tseung Kwan O - Lam Tin Tunnel (TKO-LT Tunnel): Under the TKO-LT Tunnel project, the Civil Engineering and Development Department will construct at the tunnel portal in Lam Tin a BBI and associated ancillary facilities next to the Administration Building of the Eastern Harbour Crossing. The BBI and ancillary facilities are anticipated to be completed and opened in 2021 together with the TKO-LT Tunnel. The TKO-LT Tunnel is currently undergoing land formation and thus the estimated expenditure of the entire TKO-LT Tunnel project in 2017-18 does not involve the cost for the BBI works.

The Government will continue to explore the provision of enhanced interchange facilities at other suitable locations with different stakeholders.

5. In support of the development of Tuen Mun, the Government originally scheduled the widening of Castle Peak Road - Castle Peak Bay project to start in 2016 for completion in 2019-20. However, as a Tuen Mun resident lodged a judicial review of the project in September 2015 and the relevant proceedings are still in progress, the implementation schedule need to be reviewed by the Government subject to the outcome of the judicial review.

The HyD conducted public consultations at the investigation stage from February to December 2013, and at the detailed design stage from January 2014 to August 2015. Various stakeholders including the Tuen Mun DC and residents of the estates along the road section were consulted. Subject to the outcome of the judicial review, the HyD will review the implementation of the project as well as arrangements about further consultation with the DC concerned.

6. The “Reconstruction and Improvement of Tuen Mun Road” project was substantially completed in December 2014. The estimated expenditure of the project in 2017-18 is about \$95 million, mainly for the expenditure on finalisation of the accounts with works completed and carrying out the small amount of remaining works. The design and supervision of works are carried out by consultants engaged by the HyD. The

HyD deploys existing staff resources to manage and oversee the implementation of the project.

7. The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), where technically feasible, for years (now known as the “Original Programme” under the UA Programme) in response to the recommendation of the Equal Opportunities Commission. Apart from continuing to implement the projects under the “Original Programme”, the Government invited the 18 DCs in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme which was introduced in August 2012. Under the “Expanded Programme”, each DC selected 3 public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 205 items under the UA Programme. As at 28 February 2017, 49 items were completed, 133 items were under construction, and 11 items were anticipated to commence in 2017-18. The remaining items will commence as soon as possible upon completion of detailed design and other related work.

Currently, the HyD is inviting the DCs to further nominate not more than 3 existing walkways in each district to be included in the next batch of items for implementation under the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met.

The expenditure on the UA Programme in 2012-13, 2013-14, 2014-15, 2015-16 and 2016-17 was \$28.5 million, \$232.2 million, \$554.3 million, \$779 million and \$806.3 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2017-18 is \$863.7 million. The design and supervision of the works are carried out by consultants engaged by the HyD while the HyD deploys existing staff resources to manage and oversee the implementation of the project.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)230

(Question Serial No. 3688)

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) What are the implementation timetable, details, expenditure and manpower involved regarding the Railway Development Strategy 2014 (RDS-2014) after the Strategy was published by the Government?
- (2) What are the construction progress and respective completion dates of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Shatin to Central Link (SCL) projects? What are the updated cost estimates for these projects?

Asked by: Hon CHAN Tanya (Member Question No. 517)

Reply:

(1)

In accordance with the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) has invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway schemes viz the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension. The MTRCL has submitted the proposals for the Tuen Mun South Extension in end December 2016, and will submit the proposals for the Northern Link (and Kwu Tung Station) and the East Kowloon Line later this year. The THB, the Highways Department (HyD) and other departments concerned are currently assessing the contents of the proposal for the Tuen Mun South Extension. The MTRCL is required to provide further details and give supplementary information in respect of the proposal to ensure that the proposal is feasible and most beneficial to the community.

The THB has also invited the MTRCL to submit proposals for the implementation of the Tung Chung West Extension (and Tung Chung East Station) in early January 2017.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the scheme.

As at March 2017, there are 1 Chief Engineer, 5 Senior Engineers and 7 Engineers in the

HyD tasked with assisting the THB in the implementation of the new railway projects recommended in the RDS-2014, with a total estimated staff cost of \$13.68 million in 2017-18. A number of staff also provide support to these professionals.

(2)

According to the MTRCL, the progress of construction works, the target commissioning dates and the updated cost estimates of the XRL and SCL projects as at the end of 2016 are tabulated below -

Projects	Actual Progress of Construction Works* (% completed)	Target Commissioning Date	Updated Cost Estimate (\$ billion) (in money-of-the-day prices)
XRL	87	Third quarter of 2018	86.4
SCL	68	Tai Wai to Hung Hom section: mid-2019	79.8 (under review)
		Hung Hom to Admiralty section: 2021	

Note:* The progress of the above railway projects is expressed in terms of percentage of work done.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)231

(Question Serial No. 6828)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) What is the progress of the Pound Lane escalator project? Please provide the breakdown of the expenses on this project until now.

(2) Does the Department plan to launch a public consultation exercise in respect of the enhanced scheme? If yes, what are the detailed work plan and estimated expenses? If no, what are the reasons?

(3) According to the estimation of the Government, when can a formal decision be made on whether to implement the above project, and to submit the project cost, estimated future maintenance and repair cost and schedule of works; and a decision on whether to submit an application to the Legislative Council Finance Committee for the allocation required in respect of the project cost?

Asked by: Hon CHAN Tanya (Member Question No. 27)

Reply:

(1) In respect of the Pound Lane escalator project, the Highways Department (HyD) has engaged a works consultant for the investigation and preliminary design. As at February 2017, the total expenditure of the project is about \$1.85 million.

(2) The HyD launched a public consultation exercise for the preliminary design scheme in 2013. After analysing the public views, the HyD developed a preliminary refined scheme to address the public concerns. In 2015, the Central and Western District Council (C&WDC) was consulted and a public forum was held. Currently the HyD and the works consultant are collating and analysing the comments received with a view to briefing the C&WDC on the project progress and listening to their views in the second quarter of 2017.

(3) Before deciding on the next step forward, the Government will consider all the relevant views and listen to further comments from the C&WDC.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)232

(Question Serial No. 4660)

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the East Kowloon Line (EKL), please provide a breakdown of the expenditures for the study and the anticipated total project expenditure.

Asked by: Hon KWOK Ka-ki (Member Question No. 164)

Reply:

Having regard to transport demand, cost-effectiveness and the development needs of New Development Areas, the Railway Development Strategy 2014 (RDS-2014) recommends that 7 new railway projects, including the EKL, be taken forward. While the approved cost for the entire RDS-2014 consultancy study is \$43 million, there is no separate breakdown of cost for individual railway projects (including the EKL).

In respect of the implementation of the EKL project, the Government has invited the MTR Corporation Limited (MTRCL) to submit proposals for the project. The MTRCL will submit the proposals later this year for our subsequent assessment. The taking forward of the EKL project is subject to the outcome of the detailed engineering, environmental and financial studies of the project, as well as the updated assessment of passenger transport demand and availability of resources. In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)233****(Question Serial No. 4789)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding outsourcing of services in the Highways Department (HyD), please provide the following information:

	16-17	increase over last year
number of outsourced service contracts		
number of outsourced service staff employed by outsourced service providers		
types of outsourced services (including but not limited to engineering and construction, property and facility management, plant and equipment maintenance, information management and information system, environmental hygiene, security, etc.)		
average monthly salary of outsourced staff \$30,001 or above \$15,001 to \$30,000 \$10,001 to \$15,000 \$8,001 to \$10,000 \$6,760 to \$8,000 under \$6,760		
average length of service of outsourced staff		
percentage of outsourced staff against total number of staff in the department		
number of outsourced staff working – 5 days per week 6 days per week		
weekly working hours for outsourced staff – longest working hours per week average working hours per week		
number of staff with severance payment, long service payment offset by and contract gratuity calculated from		

	16-17	increase over last year
the accrued benefits attributable to employer's contributions to Mandatory Provident Fund / the amount involved		

Asked by: Hon KWOK Ka-ki (Member Question No. 319)

Reply:

The information on the employment of outsourced staff in 2016-17 is as follows:

	2016-17	increase over last year
number of outsourced service contracts (note 1)	160 [works-related: 126; non-works related: 34]	+11 [works-related: +5; non-works related: +6]
number of outsourced service staff employed by outsourced service providers (note 2)	53	+5
types of outsourced services (including but not limited to engineering and construction, property and facility management, plant and equipment maintenance, information management and information system, environmental hygiene, security, etc.) (note 1)	engineering and construction, cleansing, security, information technology support and horticultural services	
average monthly salary of outsourced staff (note 2)		
\$30,001 or above	23	+9
\$15,001 to \$30,000	4	-3
\$10,001 to \$15,000	4	-4
\$8,001 to \$10,000	14	+7
\$6,760 to \$8,000	1	-4
under \$6,760	7	0
average length of service of outsourced staff (note 2)	7 to 36 months	roughly the same
percentage of outsourced staff against total number of staff in the department (note 2)	2.4%	+0.2%
number of outsourced staff working – (note 2)		
2 days per week	6	+5
5 days per week	30	+4
6 days per week	17	-4

	2016-17	increase over last year
weekly working hours for outsourced staff – (note 2)		
longest working hours per week	50	-1
average working hours per week	38.3	-3.1
number of staff with severance payment, long service payment offset by and contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund / the amount involved (note 2)	information not available	information not available

Notes:

(1) Works-related and non-works related outsourced service contracts are included.

(2) Only information on non-works related outsourced service contracts is included. For works-related outsourced service contracts, the number of staff engaged by those contractors and consultants under their respective contracts and consultancies varied from time to time depending on the actual volume of works and services delivered at a particular time. Thus the HyD cannot provide information on the number of staff employed by them, the average monthly salary, average length of service, proportion to the total number of staff in the department, weekly working days, weekly working hours, etc. in the year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)234

(Question Serial No. 6803)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Estimates that the construction of the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) project will be taken forward by the Government in 2017-18. In this regard, would the Government inform this Committee of -

- (i) The total expenditure and average expenditure per kilometre (km) for the project; and
- (ii) The expenditure and average expenditure per km for the project in the past 3 years?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 103)

Reply:

The CWB is a 4.5 km long dual three-lane trunk road consisting of a length of 3.7 km tunnel.

The approved estimated cost for the project is \$36.0389 billion. Currently, the project is progressing in full swing. In terms of each lane, the average estimated construction cost per km is about \$1.33 billion which mainly covers the cost for the following works:

- (1) tunnel construction and electrical and mechanical works;
- (2) approach roads to the road tunnel portal and slip roads;
- (3) reprovisioning of the affected facilities;
- (4) construction works for associated buildings and ventilation structures;
- (5) installation of a traffic control and surveillance system;
- (6) installation of noise mitigation facilities and implementation of an environmental monitoring and audit programme for the works mentioned above; and
- (7) consultants' fees and remuneration of resident site staff responsible for supervising the construction works, etc.

The CWB project is a large-scale and complex project with 13 major works contracts involved progressively awarded. For the past 3 years (i.e. 2014-15, 2015-16 and 2016-17), the annual expenditures of the project are around \$3.89 billion, \$5.01 billion and \$3.26 billion (estimate) respectively. The construction of the CWB takes many years to complete, with a variety of trades and processes mentioned above being carried out under

various works contracts every year. As such, it is difficult to provide the average expenditure per km for the CWB project in the past 3 years.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)235

(Question Serial No. 6804)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the construction works for major highway projects, would the Government advise this Committee on the average expenditures per kilometre over the past 3 years, as well as the estimated average expenditure per kilometre for 2017-18?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 104)

Reply:

The total expenditures for the construction of the key highway projects of the Highways Department in the financial years of 2014-15 and 2015-16 are \$21.175 billion and \$20.141 billion respectively, whereas the estimated total expenditures for the financial years of 2016-17 and 2017-18 are \$26.526 billion and \$25.878 billion respectively.

Major highway infrastructure projects involve different types of work, including road, bridge, tunnel, traffic noise mitigation measure, building and reclamation works, etc. Given different types of work incur different construction costs, and that widths of roads are varied, it is hard to provide the average expenditure per kilometre.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)236

(Question Serial No. 6332)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Department's duty of cleansing all footbridges and subways, there has been newspaper coverage of workers sent by the Government spraying footbridges and subways where many street-sleepers reside with bleaching powder when they were carrying out cleansing tasks and that the properties of street-sleepers were removed without prior notice. Would the Government advise this Committee on the following -

- (1) Does the Department have any administrative guidelines concerning the cleansing of footbridges and subways in the territory? If so, what are the details? If not, what are the reasons?
- (2) What are the reasons for the Department to apply bleaching powder when cleansing the district facilities?
- (3) What was the annual expenditure on cleansing various types of district facilities over the past 5 years? Please provide a breakdown by type of district facilities.
- (4) What is the staff establishment for those tasked to cleanse various types of district facilities?

Asked by: Hon LAU Siu-lai (Member Question No. 3164)

Reply:

- (1) The Highways Department (HyD) is responsible for the structural maintenance of the footbridges and subways under their ambit. To ensure the structures of these facilities are in good condition, the HyD will deploy staff to conduct regular inspection on footbridges and subways for timely cleansing arrangements. According to the HyD's performance pledge and the requirements stipulated in the maintenance contract between the department and the contractor, thorough cleansing of footbridges and subways will be conducted at least once per quarter whereas the floor of footbridges and subways of high usage will be cleansed at least once per month. Depending on the actual need, the HyD will also conduct more inspections and cleansing to ensure their structures remain in good condition.
- (2) The HyD does not use bleaching powder when cleansing footbridges and subways.

(3) Routine maintenance tasks for footbridges and subways are carried out by the contractors engaged by the HyD. Cleansing of footbridges and subways is one of the duties of the contractors. In the past 5 years (2012-2016), the average yearly expenditure of the HyD on cleansing of road structures (including footbridges, flyovers and subways as well as noise barriers, etc. maintained by the HyD) is \$44.7 million. As cleansing of footbridges and subways is only part of the maintenance works, the HyD has not kept a separate breakdown on the expenditure for such work.

(4) As cleansing of footbridges and subways is only part of the HyD's district and maintenance works, the Government has not kept a separate breakdown of the staff establishment for cleansing work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)237

(Question Serial No. 3380)

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding outsourcing of service in your department, please inform this Committee of the followings in respect of the past 3 years:

1. the total number of outsourced service staff employed by your department and the percentage of outsourced service staff against the total number of staff with the same types of duties in your department;
2. the total expenditure on staff of your department; the total amount paid to outsourced service providers; and the percentage of amount paid to outsourced service providers against the total expenditure on staff of your department; and
3. the nature of your department's outsourced services and the duration of the relevant contracts.

In addition, according to the Government's guidelines for tendering of outsourced services revised last year, if the procured service relies heavily on the deployment of non-skilled workers, and a marking scheme for assessing the tenders is adopted, the procuring department, when assessing the tenders, should include in the assessment criteria the evaluation of tenderers' proposed wage rates and working hours for non-skilled workers. In this regard, please inform this Committee of the followings:

4. the current number of outsourced service contracts involving a large number of non-skilled workers awarded by your department since implementation of the guidelines;
5. the departments which have adjusted their assessment criteria in respect of wage rates and working hours for the outsourced service contracts involving a large number of non-skilled workers in the light of the new guidelines since their implementation; how your department has made adjustment; and if no relevant information is available, the reasons for it;
6. whether there have been any rises in the average wage rates for workers in the contracts of outsourced services that rely heavily on deployment of non-skilled workers since the

implementation of the guidelines; if yes, the number of contracts with rises in wage rates; if no relevant information is available, the reasons for it;

7. your department's measures to evaluate the effectiveness of the new tendering guidelines;
8. whether your department is required to adopt the existing mechanism of two-envelope assessment of the technical and price aspects when evaluating tenders for contracts of outsourced service; if no, the number of contracts awarded without adopting the existing mechanism of two-envelope assessment of the technical and price aspects in the past 3 years;
9. the annual numbers of cases of government service contractors breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance as revealed by the inspections conducted by your department, and the annual numbers of complaints lodged by the outsourced service staff;
10. the details of follow-up actions on the aforementioned non-compliance and complaint cases; and
11. the number and details of cases involving contractors being punished for non-compliance or sustained complaints.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 160)

Reply:

Regarding outsourcing of service in the Highways Department (HyD), the following reply merely includes information on outsourced service contract which are non-works related. For works-related outsourced service contracts, the number of staff engaged by those contractors and consultants under their respective contracts and consultancies varied from time to time depending on the actual volume of works and services delivered at a particular time. Thus the HyD cannot provide information on the number of staff employed by them, the average monthly salary, average length of service, proportion to the total number of staff in the department, weekly working days, weekly working hours, etc. in the year.

The HyD's reply to the questions numbered 1 to 11 is as follows:

1. In the past 3 years (i.e. 2014-15, 2015-16 and 2016-17), the respective total numbers of outsourced staff under non-works related service contracts of the HyD were 18, 48 and 53, accounting for 0.8%, 2.2% and 2.4% of the Department's total number of staff. For the majority of the types of outsourced service, the HyD does not have staff with the same type of duties.
2. In the past 3 years, the respective total expenditures on staff of the HyD were \$1.1 billion, \$1.19 billion and \$1.23 billion (estimate) while the respective expenditures on non-works related outsourced service contracts were \$4.65 million, \$10.59 million and \$12.22 million (estimate). The amount paid by the HyD to the outsourced service providers accounted for about 1% or below of the Department's total staff expenditure.

3. In the past 3 years, the non-works related outsourced service contracts of the HyD involve services of cleansing, security, information technology support and horticulture for terms of 3 years or below.

4-8. After the relevant guidelines have come into effect, only 2 non-works related outsourced service contracts involving non-skilled workers are awarded by the HyD. For all the contracts, only 1 non-skilled worker is being engaged to provide service at the same time and in the same place. Hence, the HyD does not have non-works related outsourced service contracts involving a large number of non-skilled workers.

9-11. The HyD has neither detected any of its non-works related outsourced service providers having breached the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance, nor received any complaints from outsourced staff. Hence, the HyD does not have any cases involving non-compliance or complaints for follow-up action, nor any substantiated cases involving non-compliance or complaints with the number of cases and details.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)238****(Question Serial No. 6282)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Department states that it will continue to oversee the progress of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL Hong Kong section), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL) to ensure their timely completion. In this regard, please advise -

- (a) what is the current progress for these projects?
- (b) what are the current anticipated dates of completion for these projects?
- (c) has the Government received any claims for compensation concerning these projects so far? Please provide information regarding the details, amount involved and vetting of these cases; and
- (d) what is the estimated patronage after the commissioning of these projects and when was this projection made?

Asked by: Hon MO Claudia (Member Question No. 54)Reply:

(a) & (b)

According to the MTR Corporation Limited (MTRCL), the actual progress of construction works and the target commissioning dates of the railway projects as at the end of 2016 are tabulated below:

Project	Actual progress of construction works* (% completed)	Target commissioning date
XRL Hong Kong section	87%	Third quarter of 2018
KTE	100%	Commissioned on 23 October 2016
SCL	68%	Tai Wai to Hung Hom section: mid-2019
		Hung Hom to Admiralty section: 2021

* The progress of the railway projects is expressed in terms of percentage of work done.

(c)

The information on contractors' claims and the amount paid for settled claims for the railway projects as at end December 2016 is tabulated below –

Project	No. of settled claims	No. of unsettled claims	Amount paid for settled claims (\$ million)	Amount involved in unsettled claims (\$ million)
XRL Hong Kong section	246	745	5,579	15,395
SCL	62	492	466.5	2,216.1

For the XRL Hong Kong section, the progress of works was delayed due to the unfavourable ground conditions encountered, changes in design to suit actual site conditions and various unforeseen circumstances, etc. The foundation works at the West Kowloon Terminus was hindered by the presence of large boulders and uncharted utilities, resulting in a knock-on effect on the progress of the subsequent and adjacent works implemented under tightly interfaced contracts. Under the contract terms, if the contractors submit claims in respect of additional expenditure, sufficient justifications and information have to be provided to support their claims. The MTRCL will process and assess each claim in a prudent manner.

For the SCL, there were also unforeseeable situations in the course of works. For instance, the foundation or excavation works came across a larger amount of or more complicated obstructions than expected, which added difficulties to the works. The contractors had to use more machines or switch to other machines that were more suitable, and employ more staff to cope with the situations. Under the contract terms, if the contractors submit claims in respect of additional expenditure, sufficient justifications and information have to be provided to support their claims. The MTRCL will process and assess each claim in a prudent manner.

As the KTE is an ownership project, the MTRCL has to bear the additional costs arising from the delay and variation of the railway works. The Government does not have information on claims from contractors on related contracts.

(d)

The forecast daily patronage in the commissioning year of the railway projects is tabulated below –

Project	Forecast daily patronage in the commissioning year	Year of forecast
XRL Hong Kong section	99 000 in 2016 (original) 109 200 in 2018 (revised)	Original forecast made in 2008 and updated in 2015
KTE	180 000 in 2016	2007
SCL	1.1 million in 2021	2010

- End -

CONTROLLING OFFICER'S REPLY

THB(T)239

(Question Serial No. 6286)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Department states that it will continue to provide barrier-free access (BFA) facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme. Please provide information on the locations, current progress, expenditures and anticipated completion dates of these items.

Asked by: Hon MO Claudia (Member Question No. 58)

Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, for years (now known as the "Original Programme" under the UA Programme) in response to the recommendation of the Equal Opportunities Commission. Apart from continuing to implement the projects under the "Original Programme", the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the "Expanded Programme" of the UA Programme which was introduced in August 2012. Under the "Expanded Programme", each DC selected 3 public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 205 items under the UA Programme. As at 28 February 2017, 49 items were completed, 133 items were under construction, and 11 items were anticipated to commence in 2017-18. The remaining items will commence as soon as possible upon completion of detailed design and other related work.

Currently, the HyD is inviting the DCs to further nominate not more than 3 existing walkways in each district to be included in the next batch of items for implementation under the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met.

The expenditure on the UA Programme in 2012-13, 2013-14, 2014-15, 2015-16 and 2016-17 was \$28.5 million, \$232.2 million, \$554.3 million, \$779 million and \$806.3 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The

estimated expenditure in 2017-18 is \$863.7 million.

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

Original Programme:

Highways Department Structure No.	Location	Present Status
Central & Western District		
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Completed
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
Wan Chai District		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun	Completed

Highways Department Structure No.	Location	Present Status
	Hung Kai Centre	
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
Sham Shui Po District		
KS47	Across Tai Po Road near Pei Ho Street	Completed

Highways Department Structure No.	Location	Present Status
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
Wong Tai Sin District		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
Yau Tsim Mong District		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai	Under construction

Highways Department Structure No.	Location	Present Status
	Tsing Interchange	
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
North District		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
Tai Po District		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed

Highways Department Structure No.	Location	Present Status
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed

Highways Department Structure No.	Location	Present Status
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

Highways Department Structure No.	Location	Present Status
Central & Western District		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
Eastern District		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
Kowloon City District		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
Kwun Tong District		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction

Highways Department Structure No.	Location	Present Status
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
Islands District		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung, Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
Sai Kung District		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
Tai Po District		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk	Under construction

Highways Department Structure No.	Location	Present Status
	Estate	
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
Tuen Mun District		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
Tsuen Wan District		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
Yuen Long District		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- End -

CONTROLLING OFFICER'S REPLY

THB(T)240

(Question Serial No. 6301)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Department states that it will continue to take forward the pedestrian footbridge system in Mong Kok for its early implementation. In this regard, please advise this Committee on the following -

- (a) What is the estimate for this project and when will the works commence? What are the details of the expenditures?
- (b) Will district consultation exercise be conducted in the future? What are the relevant estimated costs and plans?
- (c) Will the underground strata of the buildings along the alignment be resumed? What are the details? Please provide in a list the names and addresses of the buildings affected, and the related impact; and
- (d) What is the estimated utilisation rate after the commissioning of the project and when was this projection made?

Asked by: Hon MO Claudia (Member Question No. 74)

Reply:

(a) The project is still at the planning stage while the Highways Department (HyD) is currently launching a public consultation exercise for the preliminary scheme of the proposed pedestrian footbridge system. After the consultation exercise, we will refine the proposed scheme based on the comments received to continue with the preliminary design. Hence, the estimated construction cost of the pedestrian footbridge may be revised subject to factors such as subsequent changes and detailed refinements of the design, construction price fluctuation, etc. The estimated construction cost for the project can only be ascertained after the detailed design has completed.

Subject to the views of the public, the HyD will arrange for the gazetting of the project scheme according to the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and start the work on detailed design as well as formulate the project's implementation schedule for early commencement of the construction works.

(b) As for the public consultation exercise, the HyD has consulted the Traffic, Transport and Housing Committee of the Yau Tsim Mong District Council in respect of the preliminary scheme for the proposed pedestrian footbridge system on 5 January 2017. We plan to launch a district consultation exercise and organise roving exhibitions in the district later this year to collect further views for the refinement of the scheme. We also plan to hold focus group meetings with different stakeholders as well as organise community consultation forum to collect views from the wider public. The estimated expenditure on the consultation exercise is about \$800,000. The consultation arrangements and timetable will be adjusted subject to public views.

(c) The alignment of the pedestrian footbridge under the preliminary design will be on government land and no acquisition of private land is involved.

(d) As assessed by the consultant in 2016, upon completion of the pedestrian footbridge, the pedestrian flow of the main deck at different sections during peak hours is estimated to be about 800 to 3 300 pedestrians per hour depending on the final locations of the footbridge landings. The pedestrian flow of the main deck at different sections of the pedestrian footbridge along Argyle Street is estimated to be about 1 600 to 3 300 pedestrians per hour during peak hours while the pedestrian flow of the main deck along Tong Mi Road is estimated to be about 800 pedestrians per hour during peak hours.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)241

(Question Serial No. 6303)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Department states that it will continue with the investigation and detailed design for the proposals on the provision of hillside escalator links and elevator systems. In this regard, please provide information on the locations, current progress, expenditures and anticipated completion dates of these items.

Asked by: Hon MO Claudia (Member Question No. 76)

Reply:

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereinafter “hillside escalator links”) to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. In this regard, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the assessment results were reported to the Panel on Transport in February 2010. 2 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 10 in the assessment would be firstly conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals.

Subsequently, following a review on its manpower resources, the Highways Department (HyD) also completed the preliminary technical feasibility studies for the proposals ranked 11 and 12. The current progress of the 18 hillside escalator links proposals is summarised at the Annex.

Of the 18 proposals, 2 are completed and opened for public use (ranked 13¹ and 14²), 1 is partly completed and opened for public use (ranked 1), 2 proposals are under construction (ranked 3 and 9), 1 is inviting tenders (ranked 5). The construction cost estimates for these proposals are as follows:

Rank	Proposal	Construction Cost Estimate (\$ million)
1	Pedestrian Link at Tsz Wan Shan	608
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	222.7
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
13 ¹	Yuet Wah Street Pedestrian Linkage	78
14 ²	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

7 proposals (ranked 2, 4, 6, 7, 8, 11 and 12) are at different stages of study and design. As at February 2017, the total expenditure for the design and study of these proposals are about \$13 million, with construction cost estimates pending review. As regards the 5 remaining proposals (ranked 10, 14³, 16, 17 and 18), please refer to the **Annex** for their current status.

¹ To support the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department (CEDD) commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.

² There are two proposals with the same ranking of 14. This one, “Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital” which was implemented and completed by the Hospital Authority (HA), mainly involved the construction of 1 lift.

³ There are two proposals with the same ranking of 14. The other one is “Escalator Link System between Hong Sing Garden and Po Hong Road”. Hence, there is no proposal ranked 15.

Current progress of the proposals of the hillside escalator links

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project. The construction work commenced in July 2012. As at end of February 2017, 12 out of the 15 facilities under this pedestrian link have already been completed and opened for public use, while 1 facility is expected to be completed in the second quarter of 2017. Regarding the 2 remaining facilities, the target completion date is the third quarter of 2017.
2	Braemar Hill Pedestrian Link	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Planning, Works and Housing Committee of the Eastern District Council on the design scheme in September 2016. The HyD is currently making preparation for the gazetting of the works.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government has obtained funding approval from the LegCo in May 2016. The construction work has commenced since February 2017 and is expected to be completed in mid-2019.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>In 2015, the HyD consulted the Central and Western District Council (C&WDC) on the refined proposal and held a public forum. The department is currently collating and analysing the comments received with a view to briefing the C&WDC on the proposal's progress in the first half of 2017.</p>
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The Government has obtained funding approval from the LegCo in May 2016. The invitation to tender for this proposal ended in February 2017. The HyD is assessing the relevant tenders with a view to commencing the construction works in the second quarter of 2017 for completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the design scheme in April 2016. The department is currently making preparation for the</p>

Rank	Proposal	Progress of Project
		gazetting of the works.
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Wong Tai Sin District Council on the preliminary design in July 2016. The department is making preparation for the gazetting of the works.</p>
9	Lift and Pedestrian Walkway System at Waterloo Hill	The Government has obtained funding approval from the LegCo in May 2016. Construction work has commenced since December 2016 and is expected to be completed in mid-2019.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit this proposal after the parties concerned have completed repairing the dangerous slopes.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the preliminary design in September 2016.</p> <p>The Government gazetted the proposed project in pursuance of the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in February 2017.</p> <p>The Government plans to seek funding approval from the LegCo within this legislative session to take forward the construction work for the proposal.</p>
12	Lift and Pedestrian Walkway at Luen On Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design for this project.</p> <p>The consultancy is studying the alignment and preliminary design scheme for reduction in land acquisition and impacts on the environment.</p>
13	Yuet Wah Street	To support the Kwun Tong Town Centre Redevelopment, the CEDD commenced construction for

Rank	Proposal	Progress of Project
	Pedestrian Linkage	this project in April 2013. The Linkage has been completed and opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The HA commenced the works for this proposal in November 2015. The works has been completed and the facility opened for public use since January 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)242****(Question Serial No. 3312)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) stated that the number of non-directorate posts will be increased by 45 to 2 226 posts as at 31 March 2018. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 14)Reply:

4 time-limited non-directorate posts in the HyD will lapse in 2017-18, including 1 Senior Architect, 1 Architect/Assistant Architect, 1 Senior Geotechnical Engineer and 1 Engineer/Assistant Engineer, with annual salary cost of \$4,193,100 for the 4 posts (in terms of notional mid-point salary). Due to the creation of 49 new non-directorate posts in the HyD in the same year, there is a net increase of 45 posts in the staff establishment in 2017-18. The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 49 new posts are summarised below:

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Senior Engineer	1	1,363,920	To implement noise mitigation projects
Engineer / Assistant Engineer	1	732,630	To provide technical support to the studies of environmentally friendly transport system for New Development Areas
Engineer / Assistant Engineer	1	732,630	Provision of covers on public walkways connecting to major public transport interchanges or railway stations
Senior Engineer	1	1,363,920	To implement Hillside Escalator Links and Elevator Systems Projects
Engineer / Assistant Engineer	2	1,465,260	

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Engineer / Assistant Engineer	2	1,465,260	To manage the impact of infrastructure works on traffic and transport and the replacement process of transport infrastructure and facilities
Engineer / Assistant Engineer	1	732,630	To provide technical support to the Energising Kowloon East initiative
Works Supervisor I (Civil)	1	336,480	
Senior Engineer	1	1,363,920	To take over and maintain the highway infrastructures and related facilities of the Hong Kong-Zhuhai-Macao Bridge local projects (i.e. the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities)
Engineer / Assistant Engineer	2	1,465,260	
Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer	1	732,630	
Senior Technical Officer (Civil)	1	566,880	
Technical Officer / Technical Officer Trainee (Civil)	2	521,820	
Inspector of Works	1	650,760	
Assistant Inspector of Works	2	818,040	
Works Supervisor I (Civil)	2	672,960	
Works Supervisor II (Civil)	2	541,440	
Electrical Inspector	1	650,760	
Assistant Electrical Inspector	1	409,020	
Clerical Officer	1	409,020	
Assistant Clerical Officer	1	255,060	
Clerical Assistant	1	199,080	
Workman II	1	158,280	

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Engineer / Assistant Engineer	1	732,630	Taking over and maintenance of Tate's Cairn Tunnel
Engineer / Assistant Engineer	1	732,630	To implement energy saving measures on road lighting
Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer	2	1,465,260	
Inspector of Works	1	650,760	
Assistant Electrical Inspector	3	1,227,060	
Assistant Inspector of Works	1	409,020	To step up the work of village lighting installation
Works Supervisor II (Civil)	2	541,440	
Assistant Electrical Inspector	1	409,020	To take over public road lighting facilities completed under new road works projects and new development projects
Senior Landscape Architect	1	1,363,920	To establish a vegetation maintenance team for the management of trees maintained by the HyD
Field Officer I	1	541,440	
Survey Officer / Survey Officer Trainee (Engineering)	1	260,910	
Engineer / Assistant Engineer	1	732,630	To support the work of the Department in promoting construction safety
Senior Inspector of Works	1	847,020	
Senior Clerical Officer	1	541,440	To strengthen clerical support in the Administration Division
Assistant Clerical Officer	1	255,060	
Total:	49	28,317,900	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)243

(Question Serial No. 6514)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the works progress of the Central-Wan Chai Bypass, it was stated in the reply given by the Government in examining the estimates of expenditure last year that “the section concerned of the Central-Wan Chai Bypass tunnel could only be completed for handing over to the Highways Department’s (HyD) contractor for carrying out the subsequent works in mid-2017”. Would the Government advise this Committee -

- What is the actual schedule for the above project if it could be completed on time? If otherwise, what are the reasons for the delay? What are the latest progress and schedule?
- What is the detailed schedule as anticipated by the HyD for the related subsequent works, including the installation of various electrical and mechanical facilities (e.g. a traffic control and surveillance system, a tunnel ventilation system, a lighting system and a fire services system, etc.), laying road pavement and carrying out system testing?
- What is the overall completion schedule as anticipated by the HyD?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 260)

Reply:

The Central-Wan Chai Bypass and Island Eastern Corridor (CWB) project, a large-scale and complex road infrastructure project, has encountered various unforeseeable difficulties and risks since the commencement of construction in end 2009. These include the complex bridge reconstruction and improvement works being carried out at the North Point section of Island Eastern Corridor while maintaining its normal operation simultaneously, the need of removal of a large metal object found at the seabed of the works area in Wan Chai North, more-than-expected inclement weather conditions, worse-than-expected underground conditions, etc. As the works progress had been constrained by the aforementioned difficulties and risks, the CWB could not be commissioned in 2017 as originally scheduled.

However, there remain very complicated and challenging tasks in the construction works, including installation, testing and integration of various electrical and mechanical systems in the CWB tunnel. These works still face different potential risks which may affect the

works progress and thus the commissioning of the project. The HyD together with the consulting engineer will closely monitor the works progress, assess the implications of the potential risks, and urge the contractors to adjust the schedule of works and take measures correspondingly, with the target of achieving full commissioning of the CWB in end 2018 or the first quarter of 2019.

The contractor has to carry out subsequent works, including installing various electrical and mechanical facilities (including a traffic control and surveillance system, a tunnel ventilation system, a lighting system and a fire services system), laying road pavement and carrying out system testing and commissioning. At the same time, the contractor also has to carry out works of installing tunnel cladding and laying road pavement, etc. inside the tunnel. Since 2015 part of the subsequent works has commenced in phases inside the finished tunnel. The subsequent works concerned will be completed before the commissioning of the CWB.

As at March 2017, around 80% of the overall works for the CWB project has been completed.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)244****(Question Serial No. 6515)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

It is stated in Programme (1) that construction works of road improvement works for West Kowloon Reclamation Development - Phase 1 as well as Central-Wan Chai Bypass and Island Eastern Corridor Link are in progress. With respect to the two projects, please inform this Committee of the respective total expenditures on the design contracts, the numbers of contracts awarded and expenditures, the completion rates of works in 2016-17 and the target completion rates of works for 2017-18.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 302)Reply:

Project Title	Estimated Total Project Cost (\$ million)	Number of Works Contracts Awarded	Total Estimated Cost of Awarded Works Contracts (\$ million)	For all Contracts	
				Estimated % of completion (up to 2016-17) Note 1	Estimated % of completion (up to 2017-18) Note 2
Road improvement works for West Kowloon Reclamation Development - Phase 1	845.8	1	647.5	25%	50%
Central-Wan Chai Bypass and Island Eastern Corridor Link	36,038.9	13	26,758.4	80%	88%

Note 1: Estimated expenditures of all contracts up to March 2017 / total estimated cost for all contracts.

Note 2: Estimated expenditures of all contracts up to March 2018 / total estimated cost for all contracts.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)245

(Question Serial No. 6516)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in Programme (1) that 2 out of 4 works contracts (50%) were not commenced according to the agreed programme in 2016. What are the projects related to those works contracts, the reasons concerned and their respective costs of works? Will the estimated expenditures and completion dates be affected?

Apart from that, 6 among 57 capital projects that were scheduled to incur expenditure in the year had been slightly adjusted in light of the latest progress. What are the projects involved, the reasons concerned and their respective costs of works? Will the estimated expenditures and completion dates be affected?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 303)

Reply:

Subsequent to the failure of the Northern Connection of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) to complete according to agreed programmes, the award dates of 2 contracts under this project have been rescheduled accordingly. These 2 works contracts are TM-CLKL – Northern Connection Tunnel Buildings, Electrical and Mechanical Works and TM-CLKL – Northern Connection Traffic Control and Surveillance System. Tenders for the former are currently being analysed with the tendered sums under examination, while preparation for the invitation to tender for the latter is currently in progress with the estimated cost still in the process of assessment.

Based on the latest progress report submitted by the contractor of the TM-CLKL Southern Connection, the Highways Department (HyD) anticipates that if no other unforeseen conditions arise in the future, all the works for the TM-CLKL Southern Connection can be completed in the first half of 2019 at the earliest. As for the Northern Connection, based on a preliminary assessment, if the contractor is fully co-operative and can complete a reasonable design amendment in a timely manner and expeditiously catch up with the work progress, the HyD and the consultants believe they can strive to complete the tunnel works

contract in the end of 2019 at the earliest and all construction works of the TM-CLKL Northern Connection in 2020.

Among the 57 capital projects, 6 had been slightly adjusted in light of the latest progress and were unable to incur expenditure in 2016 as shown in the table below -

Project Title	Project Estimate (\$ million)	Reason for Non-incurrence of Expenditure in 2016	Impact on Estimated Expenditure and Completion Date
Footbridge Improvement Works at Siu Hong Road, Tuen Mun	129.50	The commencement date of the construction works was slightly delayed due to the time required for evaluation of tenders was longer than expected. With the construction works already commenced in November 2016, relevant expenses will begin to be incurred in early 2017.	As the delay is relatively slight, the overall estimated expenditure and the completion date of the project will not be affected.
Elevated Walkway between Tong Ming Street and Tong Tak Street in Tseung Kwan O	221.60	With the project commenced in December 2016, construction expenses will begin to be incurred in the first quarter of 2017.	As the delay is relatively slight, the overall estimated expenditure and the completion date of the project will not be affected.
Footbridge connecting Tsuen Wan Plaza, Skyline Plaza and adjacent landscaping area	146.20	To ensure that the main works of the project would not be affected by existing underground utilities, the advance works (mainly comprising relocation of existing high voltage underground cables by CLP Power Hong Kong Limited) commenced in September 2016. We anticipate that expenses will begin to be incurred with the commencement of the main works in mid-2017.	As the delay is relatively slight, the overall estimated expenditure and the completion date of the project will not be affected.
Lift and Pedestrian Walkway System at Waterloo Hill	116.70	With the project commenced in December 2016, construction expenses will begin to be incurred in the first quarter of 2017.	As the delay is relatively slight, the overall estimated expenditure and the completion date of the project will not be affected.
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	222.70	This is the second works contract tendered in the format of "New Engineering Contract" and implemented by the HyD through deployment of in-house resources. Hence, the HyD needed more time to prepare the tender documents, resulting in a slight delay in	As the delay is relatively slight, the overall estimated expenditure and the completion date of the project will not be affected.

Project Title	Project Estimate (\$ million)	Reason for Non-incurrence of Expenditure in 2016	Impact on Estimated Expenditure and Completion Date
		tendering. The commencement date of the works was also shortly delayed from end 2016 to February 2017 and the construction expenses will begin to be incurred in the first quarter of 2017.	
Central Kowloon Route - Main Works	42,363.96	Due to more time required for the advance works.	If funding is obtained within this legislative session, the construction works are expected to be completed around 2025.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)246

(Question Serial No. 6517)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In this Programme, the funding for 2017-18 is higher than the revised estimate of 2016-17 by \$277.3 million (19.3%). Expenditure for highways maintenance increases from \$956 million of 2016 to \$1,046 million of 2017, with a net increase of \$90 million. 25 posts will also be created in 2017-18. In this regard, would the Government advise this Committee on the following –

- (a) what are the details of the operational expenses concerning workshop services which the increase in the estimate is involved?
- (b) what are the reasons for the significant increase in the expenses for highways maintenance?
- (c) what are the titles, duties and full year estimated expenditure of the 25 posts created?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 304)

Reply:

(a) The expenditure on workshop services in 2017-18 is \$149.4 million. It is mainly used for the following costs associated with the Service Level Agreement made with the Electrical and Mechanical Services Trading Fund –

- (i) Electrical, mechanical and air-conditioning services for, among others, footbridges and subways, Siu Ho Wan Government Maintenance Depot and Shenzhen Bay Bridge;
- (ii) Provision of comprehensive maintenance services (including preventive maintenance, corrective maintenance, defect rectification and handling of public complaints) for special lighting facilities including footbridge and subway lighting, underpass lighting, high mast lighting and high bay lighting at public transport interchanges;

- (iii) Provision of consultancy, technical support and monitoring services for the electrical and mechanical equipments at bridges and roads in Tsing Sha Control Area;
 - (iv) Provision of maintenance services for the vehicles of the Highways Department (HyD) to keep them in good and safe conditions to meet operational needs.
- (b) The increase in the estimated expenditure on highways maintenance in 2017 is due to:
- (i) cost escalation, especially for works-related costs (e.g. workers' wages for civil works contracts); and
 - (ii) the commissioning and handing over to the HyD of new highway and associated facilities for maintenance, including the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities for the Hong Kong-Zhuhai-Macao Bridge, improvement works on pedestrian link facilities in Tsz Wan Shan, Kai Tak development - Stage 3A & Stage 4 infrastructure works at north apron area of Kai Tak Airport, development at Anderson Road as well as the lifts and associated facilities under the Universal Accessibility Programme.
- (c) Under Programme (2) District and Maintenance Works, 25 non-directorate posts will be created in the HyD in 2017-18. The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 25 new posts are summarised below -

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Engineer/Assistant Engineer	1	732,630	To provide technical support to the Energising Kowloon East initiative
Works Supervisor I (Civil)	1	336,480	
Senior Engineer	1	1,363,920	To take over and maintain the highway infrastructures and related facilities of the Hong Kong-Zhuhai-Macao Bridge local projects (i.e. the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities)
Engineer/Assistant Engineer	2	1,465,260	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	732,630	
Senior Technical Officer (Civil)	1	566,880	
Technical Officer (Civil)/Technical Officer Trainee (Civil)	2	521,820	
Inspector of Works	1	650,760	
Assistant Inspector of Works	2	818,040	
Works Supervisor I (Civil)	2	672,960	
Works Supervisor II (Civil)	2	541,440	
Electrical Inspector	1	650,760	

Rank	Number of Posts	Annual Staff Cost (\$)	Duties
Assistant Electrical Inspector	1	409,020	
Clerical Officer	1	409,020	
Assistant Clerical Officer	1	255,060	
Clerical Assistant	1	199,080	
Workman II	1	158,280	
Engineer/Assistant Engineer	1	732,630	Taking over and maintenance of Tate's Cairn Tunnel
Senior Clerical Officer	1	541,440	To strengthen clerical support in the Administration Division
Assistant Clerical Officer	1	255,060	
Total:	25	12,013,170	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)247

(Question Serial No. 6518)

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The funding of \$5.51 million for new plant, vehicles and equipment under Capital Account for 2017-18 involves subheads 801 and 802. Apart from the aforesaid items, please give the details of other expenses, the projects and staff establishment involved.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 306)

Reply:

The provision of \$5.512 million for Subhead 603 Plant, vehicles and equipment in 2017-18 is for Item 801 – Procurement of 1 Bridge Inspection Vehicle for Tsing Ma Control Area and Item 802 – Procurement of 1 Bridge Inspection Vehicle for Tsing Sha Control Area. The procurement of these items does not involve additional manpower.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)248****(Question Serial No. 6525)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the expenditure on road maintenance in 2016-17, would the Government inform this Committee of the following -

- The details on the maintenance works using the table below as an example:

Counting Station No. in Annual Traffic Census	Road Name	Road Type	From	To	Annual Maintenance Expenditure	Type of Maintenance Works	Frequency
5409	Castle Peak Road - Tsuen Wan	Primary Distributor (PD)	Tai Ho Road	Tai Chung Road	\$3 million	Type A Works	10
						Type B Works	5

- What were the respective numbers of complaints associated with road maintenance received by the Department in 2015 and 2016? Please provide a breakdown using the table below as an example:

	District Council district	Road Section Name	Reason of Complaint
1.	Tsuen Wan	Castle Peak Road - Tsuen Wan	Maintenance period excessively long

- Regarding the above complaints, what was the average manpower cost for each case of complaint?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 400)Reply:

Under Programme (2) District and Maintenance Works, about 2 000, 2 400 and 4 800 maintenance works orders were issued to contractors by the Offices of the Highways Department (HyD)'s Urban Region (Hong Kong), Urban Region (Kowloon) and the New Territories Region respectively in 2016-17 with a total expenditure of about \$743.2 million. Such maintenance involved a wide variety of tasks covering public roads, structures, slopes and associated facilities maintained by the HyD while items of works include regular inspection, cleansing of structures, vegetation maintenance, emergency repairs and planned maintenance to keep road networks in good and safe conditions to safeguard the safety of road users.

In 2015 and 2016, the HyD received 10 120 and 13 150 cases of complaints associated with road maintenance respectively. The complaints received involved various maintenance issues about different highway facilities, e.g. uneven road surfaces, occurrence of potholes, damaged railings, road drainage problems, damaged road signs and wear and tear of highway facilities, etc. The HyD has not kept a separate breakdown on the geographical distribution for various kinds of maintenance issues.

The HyD has taken appropriate follow-up actions on the complaints associated with road maintenance and responses were made. The breakdown by locations involved in the complaints is tabulated below -

	District	2015	2016
1.	General road maintenance		
	Central and Western	571	620
	Eastern	584	756
	Southern	295	304
	Wan Chai	789	719
	Kowloon City	715	700
	Kwun Tong	542	344
	Sham Shui Po	650	512
	Yau Tsim Mong	1 469	2 134
	Wong Tai Sin	273	324
	Tsuen Wan	397	691
	Kwai Tsing	380	602
	Sai Kung	139	406
	Sha Tin	373	760
	Tai Po	215	222
	North	476	680
	Tuen Mun	389	407
	Yuen Long	1 069	1 409
	Islands	3	31
2.	Others (including maintenance for expressways, structures and slopes, etc.)	791	1 529
	Total:	10 120	13 150

Regarding the resources for district and maintenance works in 2015 and 2016, the average manpower strength is about 990 persons whose duties include handling complaints. The financial provision involved is tabulated below -

	2015-16 (\$ million)	2016-17 (\$ million)
Financial provision	1,362.2 (actual)	1,433.4 (estimate)

- End -

CONTROLLING OFFICER'S REPLY

THB(T)249

(Question Serial No. 3933)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information according to (i) the project name, (ii) the total costs for works contracts, (iii) the costs of works contracts awarded, (iv) the completion rate of works for 2016-17, and (v) the estimated completion rate of works for 2017-18 for the following projects:

(1) road improvement works for West Kowloon Reclamation Development - Phase 1;

(2) widening of Tolo Highway between Island House Interchange and Fanling;

(3) widening of Fanling Highway - Stage 2;

(4) Central-Wan Chai Bypass and Island Eastern Corridor Link;

(5) improvement to Pok Oi Interchange;

(6) Tuen Mun-Chek Lap Kok Link; and

(7) provision of barrier-free access facilities at public footbridges, elevated walkways and subways - phases 1 to 3 under the Universal Accessibility (UA) Programme.

Asked by: Hon WU Chi-wai (Member Question No. 100)

Reply:

Project Title (a)	Estimated Total Project Cost (\$ million) (b)	Total Estimated Cost of Awarded Contracts (\$ million) (c)	For all contracts	
			Estimated % of completion (up to 2016-17) (d) ^{Note 1}	Estimated % of completion (up to 2017-18) (e) ^{Note 2}
(1) Road improvement works for West Kowloon Reclamation Development - Phase 1	845.8	647.5	25%	50%
(2) Widening of Tolo Highway between Island House Interchange and Fanling	4,486.9	4,187.0	100%	-
(3) Widening of Fanling Highway - Stage 2	4,320.0	3,100.7	46%	63%
(4) Central-Wan Chai Bypass and Island Eastern Corridor Link	36,038.9	26,758.4	80%	88%
(5) Improvement to Pok Oi Interchange	264.8	250.0	100%	-
(6) Tuen Mun-Chek Lap Kok Link	46,708.0	31,569.9	48%	69%
(7) Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - phases 1 to 3 under the UA Programme	4,862.0	2,982.5	55%	68%

Note 1: Estimated expenditures of all contracts awarded up to March 2017 / total estimated cost of all contracts (including contracts awarded and to be awarded).

Note 2: Estimated expenditures of all contracts awarded up to March 2018 / total estimated cost of all contracts (including contracts awarded and to be awarded).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)250

(Question Serial No. 3934)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of hillside escalator links and elevator systems, please inform this Committee of -

- (1) The respective progress of the 18 identified works items as at 31 December 2016;
- (2) The details and estimated costs of the items with construction works expected to commence within the next 24 months.

Asked by: Hon WU Chi-wai (Member Question No. 101)

Reply:

Of the 18 ranked proposals of the hillside escalator links and elevator systems ("hillside escalator links") in the assessment, 2 are completed and opened for public use (ranked 13¹ and 14²), 1 is partly completed and opened for public use (ranked 1), 2 proposals are under construction (ranked 3 and 9), 1 is inviting tenders (ranked 5). 7 proposals (ranked 2, 4, 6, 7, 8, 11 and 12) are at different stages of study and design. As regards the 5 remaining proposals (ranked 10, 14³, 16, 17 and 18), please refer to the **Annex** for their current status.

¹ To support the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department (CEDD) commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.

² There are two proposals with the same ranking of 14. This one, "Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital", which was implemented and completed by the Hospital Authority (HA), mainly involved the construction of 1 lift.

³ There are two proposals with the same ranking of 14. The other one is "Escalator Link System between Hong Sing Garden and Po Hong Road". Hence, there is no proposal ranked 15.

The proposal which ranked 5, “Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road”, is expected to commence construction in the coming 24 months with construction cost estimate of about \$239 million. The Government also plans to seek funding approval from the Legislative Council within this legislative session to take forward the construction work for the proposal which ranked 11, “Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street”, with relevant construction cost estimate of about \$249 million. If funding approval is obtained, the advance construction works of the proposal are expected to commence in the first quarter of 2018 whereas the main construction works will commence in the second quarter of 2018.

Current progress of the proposals of the hillside escalator links

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project. The construction work commenced in July 2012. As at end of February 2017, 12 out of the 15 facilities under this pedestrian link have already been completed and opened for public use, while 1 facility is expected to be completed in the second quarter of 2017. Regarding the 2 remaining facilities, the target completion date is the third quarter of 2017.
2	Braemar Hill Pedestrian Link	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Planning, Works and Housing Committee of the Eastern District Council on the design scheme in September 2016. The HyD is currently making preparation for the gazetting of the works.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government has obtained funding approval from the LegCo in May 2016. The construction work has commenced since February 2017 and is expected to be completed in mid-2019.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>In 2015, the HyD consulted the Central and Western District Council (C&WDC) on the refined proposal and held a public forum. The department is currently collating and analysing the comments received with a view to briefing the C&WDC on the proposal's progress in the first half of 2017.</p>
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The Government has obtained funding approval from the LegCo in May 2016. The invitation to tender for this proposal ended in February 2017. The HyD is assessing the relevant tenders with a view to commencing the construction works in the second quarter of 2017 for completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the design scheme in April 2016. The department is currently making preparation for the gazetting of the works.</p>

Rank	Proposal	Progress of Project
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Wong Tai Sin District Council on the preliminary design in July 2016. The department is making preparation for the gazetting of the works.</p>
9	Lift and Pedestrian Walkway System at Waterloo Hill	The Government has obtained funding approval from the LegCo in May 2016. Construction work has commenced since December 2016 and is expected to be completed in mid-2019.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit this proposal after the parties concerned have completed repairing the dangerous slopes.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the preliminary design in September 2016.</p> <p>The Government gazetted the proposed project in pursuance of the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in February 2017.</p> <p>The Government plans to seek funding approval from the LegCo within this legislative session to take forward the construction work for the proposal.</p>
12	Lift and Pedestrian Walkway at Luen On Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged works consultants to carry out the investigation and preliminary design for this project.</p> <p>The consultancy is studying the alignment and preliminary design scheme for reduction in land acquisition and impacts on the environment.</p>
13	Yuet Wah Street Pedestrian Linkage	To support the Kwun Tong Town Centre Redevelopment, the CEDD commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.

Rank	Proposal	Progress of Project
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The HA commenced the works for this proposal in November 2015. The works has been completed and the facility opened for public use since January 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)251

(Question Serial No. 7174)

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

Question:

In respect of railway projects completed and under construction, how many residents have been affected and how many claims have been made in the past five years? What are the expenditure and manpower involved in 2017-18 for the Lands Department to undertake work on land resumption and clearance, creation of easements and rights of temporary occupation, granting and administration of short-term tenancies and land allocations required for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link?

Asked by: Hon CHAN Tanya (Member Question No. 518)

Reply:

The number of residents affected by various railway projects is not available. The total number of claims received under the Railways Ordinance (Cap. 519) for various railway projects in the past five financial years (i.e. 2012-13 to 2016-17) is 150. For 2017-18, the estimated staff cost and the number of staff in the Lands Department for handling the land matters relating to the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link are about \$24 million and 38 respectively.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)252****(Question Serial No. 3678)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (5) Government FleetControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Please provide the figures for the tonnages of ships registered in Hong Kong in the past 5 years.
2. 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 5 years.
3. Please list the details of and the estimated expenditure for the implementation of the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (Cap 548) in 2017-18.

Asked by: Hon CHAN Tanya (Member Question No. 507)Reply:

1. The figures for the total tonnage of Hong Kong-registered ships in the past 5 years are set out below:

Year	As at 31.3.2013	As at 31.3.2014	As at 31.3.2015	As at 31.3.2016	As at 28.2.2017
Total Gross Tonnage (million)	81.2	87.2	95.7	103.7	109.1

2. The expenditures incurred by the MD for the management of the government fleet and the manpower involved in each of the past 5 years are as follows:

Year	Actual Expenditure (\$ million)	Number of staff
2012-13	417.7	499
2013-14	438.9	498
2014-15	506.7	504
2015-16	495.8	502
2016-17	559.6 (estimated)	505

3. The Merchant Shipping (Local vessels) Ordinance (the Ordinance) governs the construction and operation of local vessels. The MD will carry out initial and periodic surveys of ships and issue certificates to local vessels in accordance with the Ordinance. In respect of the regulatory regime on safety of shipboard works, the MD will conduct regular safety inspections to ensure that vessel-related repairs, demolitions, cargo handling and marine construction works comply with the relevant safety requirements. In the event of non-compliance, warnings and directions will be issued within a specified period to mandate rectification. Where necessary, prosecutions will be conducted.

The regulatory work for local vessels and for safety of shipboard works is performed by the MD's existing staff as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)253****(Question Serial No. 3679)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Port ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. 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 5 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 2017-18.
2. Please provide specific information on the number of emergency incidents handled by the MD in the past 5 years, and advise on the manpower involved in and the estimated expenditure on the handling of emergency incidents by the MD in 2017-18.

Asked by: Hon CHAN Tanya (Member Question No. 508)Reply:

1. Regulating shipping movements is one of the major functions of the Vessel Traffic Centre and the Aids to Navigation and Mooring Unit. The former monitors vessel movements round-the-clock through the vessel traffic service system and provides traffic information to vessels through very high frequency (VHF) radio. The latter serves and maintains navigational aids such as light houses, light buoys and beacons.

The Vessel Traffic Centre has an establishment of 59 staff members. The Aids to Navigation and Mooring Unit has an establishment of 29 staff members. Their respective expenditures in the past 5 years and their estimated expenditures for 2017-18 are as follows:

Year	Vessel Traffic Centre \$'000	Aids to Navigation and Mooring Unit \$'000
2012-13	59,895	22,347
2013-14	64,067	21,895

Year	Vessel Traffic Centre \$'000	Aids to Navigation and Mooring Unit \$'000
2014-15	65,520	25,393
2015-16	66,714	24,306
2016-17 (From 1 April 2016 to 28 February 2017)	64,752	20,605
2017-18 (Estimates)	75,913	26,836

To enhance vessel traffic service, the MD has installed 2 additional VHF radio channels for communication with vessels. Due to the need for round-the-clock monitoring and listening watch on each channel throughout the year, the Vessel Traffic Centre has to increase its establishment by 12 staff members in 2017-18, thereby raising the estimated expenditure for 2017-18.

2. The numbers of emergency incidents handled by the MD in the past 5 years are set out below:

Year	2012	2013	2014	2015	2016
Number of Incidents	126	125	132	134	114

Emergency incidents are handled by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 113 staff members. The handling of emergency incidents forms part of their normal duties. There is no separate breakdown on the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)254****(Question Serial No. 3680)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Local ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Please provide the figures on the Marine Department (MD)'s work in detaining and disposing of craft seized by enforcement agencies in the past 5 years.
2. Please list out the details of the special operations conducted by the MD in the past 5 years and the expenditure involved.

Asked by: Hon CHAN Tanya (Member Question No. 509)Reply:

1. The figures with regard to the detention and disposal of craft seized by enforcement agencies in the past 5 years are set out below:

Calendar year	Total number of detained craft in DCA brought forward from the previous calendar year (a)	Number of detained craft handed over by the HKPF & the C&ED (b)	Number of detained craft released to the HKPF and the C&ED (c)	Number of detained craft disposed of by way of destruction by the MD (d)	Total number of craft detained in DCA carried forward to the following calendar year (a)+(b)-(c)-(d)
2012	149	59	40	63	105
2013	105	40	12	26	107
2014	107	43	8	36	106
2015	106	30	40	8	88
2016	88	46	19	10	105

Notes:

DCA: Detained Craft Anchorage

HKPF: Hong Kong Police Force

C&ED: Customs and Excise Department

2. The special operations conducted by the MD in the past 5 years are listed below:

	2012	2013	2014	2015	2016
Inspection for safe carriage of passengers on vessels	7	17	17	19	23
Inspection for safe carriage of cargoes on vessels	6	4	4	4	2
Inspection for vessel speeding	6	20	19	21	18
Inspection for compliance with the International Regulations for Preventing Collisions at Sea on vessels	6	7	9	9	10
Organisation of safety seminars	3	2	2	2	2
Total	28	50	51	55	55

Special operations are conducted by the Harbour Patrol Section of the MD with an establishment of 113 staff members. As special operations form part of their normal duties, there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)255

(Question Serial No. 3681)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please advise on the number of locally licensed vessels which, upon periodical inspections carried out by the Marine Department (MD) in the past 5 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 2017-2018.
2. Please advise on the average time (in hours) taken by the MD to carry out periodical inspection on a locally licensed vessel and the expenditure involved in the past 5 years; and the projected average time (in hours) for the MD to carry out periodical inspection on a locally licensed vessel and the estimated expenditure involved in 2017-2018.
3. Please advise on the number of locally licensed vessels for which licences were not renewed due to the failure to comply with the Merchant Shipping (Local Vessels) Ordinance and the relevant subsidiary legislation in the past 5 years.

Asked by: Hon CHAN Tanya (Member Question No. 510)

Reply:

1. The MD does not have information on those locally licensed vessels which did not carry the required number of adult lifejackets prior to November 2012. Based on the results of a series of special inspections conducted during the period from November 2012 to April 2013, 185 vessels did not have the required number of adult lifejackets. After the special inspections, the adult lifejacket requirement has been strictly enforced. At present, all locally licensed vessels fully comply with the requirement.

In 2017-18, periodical inspections of locally licensed vessels will be performed by 20 ship surveyors and ship inspectors. Periodical inspections form part of the normal duties of these officers, and there is no separate breakdown of the expenditure involved.

2. The time required for inspecting a vessel varies depending on the size and equipment of the vessel. The average time required for inspection was around 2 to 7 hours in the past 5 years. The average time for a periodical inspection of a locally licensed vessel in 2017-18 is estimated to be broadly similar. The periodical inspections carried out by the MD form part of the normal duties of MD officers, and there is no separate breakdown on the expenditure involved.
3. In the past 5 years, no local vessel could not renew their licence due to non-compliance with the Ordinance and its subsidiary legislation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)256

(Question Serial No. 7228)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Yau Ma Tei New Reclamation Area was subjected to a sudden unidentified gas attack on 18 March 2016, causing an extensive impact along the coastal area. As many as 60 primary and secondary school students in the area felt unwell and were admitted to hospital. It was confirmed later that the cause was a leakage of tetrahydrothiophene, a chemical classified as a dangerous good in category 5, from a barge near the Yau Ma Tei Typhoon Shelter. In this connection, will the Government inform this Committee whether resources will be allotted to carry out a feasibility study on the relocation of the Yau Ma Tei Typhoon Shelter to reduce the impact on neighbouring residents?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 10)

Reply:

According to the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap. 548E), vessels which have on board dangerous goods of category 1 (explosives and blasting agents), category 2 (compressed gases) and category 5 (substances giving off inflammable vapour) shall not enter or remain in a typhoon shelter. It is learnt that the vessel that leaked the chemical on 18 March 2016 did not enter the Yau Ma Tei Typhoon Shelter.

Quite a number of cargo lighters and tugs berth at the Yau Ma Tei Typhoon Shelter as it is located adjacent to container terminals and other related facilities. In view of the actual needs of port operation, the Government has no plan to relocate the Yau Ma Tei Typhoon Shelter.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)257

(Question Serial No. 3426)

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding outsourcing of service in your department, please inform this Committee of the following in respect of the past 3 years:

1. the total number of outsourced service staff employed by your department and the percentage of outsourced service staff against the total number of staff with the same types of duties in your department;
2. the total expenditure on staff of your department, the total payments made to outsourced service providers, and the percentage of the payments made to outsourced service providers against the total expenditure on staff of your department; and
3. the nature of your department's outsourced services and the duration of the relevant contracts.

In addition, according to the Government's guidelines for tendering of outsourced services revised last year, if the procured service relies heavily on the deployment of non-skilled workers, and a marking scheme for assessing the tenders is adopted, the procuring department, when assessing the tenders, should include in the assessment criteria the evaluation of tenderers' proposed wage rates and working hours for non-skilled workers. In this regard, please inform this Committee of the following:

4. the current number of outsourced service contracts involving a large number of non-skilled workers awarded by your department since implementation of the guidelines;
5. the departments which have adjusted their assessment criteria in respect of wage rates and working hours for the outsourced service contracts involving a large number of non-skilled workers in the light of the new guidelines since their implementation, how your department has made adjustment, and if no relevant information is available, the reasons for it;

6. whether there have been any rises in the average wage rates for workers in the contracts of outsourced services that rely heavily on deployment of non-skilled workers since the implementation of the guidelines; if yes, the number of contracts with rises in wage rates; if no relevant information is available, the reasons for it;
7. your department's measures to evaluate the effectiveness of the new tendering guidelines;
8. whether your department is required to adopt the existing mechanism of two-envelope assessment of the technical and price aspects when evaluating tenders for contracts of outsourced services; if no, the number of contracts awarded without adopting the existing mechanism of two-envelope assessment of the technical and price aspects in the past 3 years;
9. the annual numbers of cases of government service contractors breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance as revealed by the inspections conducted by your department, and the annual numbers of complaints lodged by the outsourced service staff;
10. the details of follow-up actions on the aforementioned non-compliance and complaint cases; and
11. the number and details of cases involving contractors being punished for non-compliance or sustained complaints.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 119)

Reply:

1. The known totals of outsourced service staff employed by the Marine Department (MD) in the past 3 years are as follows:

Year	Totals of outsourced service staff
2014-15	257
2015-16	254
2016-17 (the latest position)	181

For some outsourcing service contracts, the MD did not specify the numbers of workers required. Hence, the numbers of workers employed under those outsourcing service contracts have not been included in the figures above.

Workers employed under outsourcing service contracts mainly perform cleaning and security services. As the MD did not have staff with the same types of duties, no comparison can be made.

2. The total payments made to outsourced service providers by the MD in the past 3 years are as follows:

Year	Total payment made to outsourced service providers (\$ million)
2014-15	\$222.1
2015-16	\$222.9
2016-17 (the latest position)	\$219.4

The payments made to outsourced service providers included non-staff costs. As such, they are not directly comparable to the total expenditure on staff of the MD.

3. The nature of the services outsourced by the MD covered security, cleaning, ferry terminal-related services, land transport, vessel maintenance, work boat service and anti-rodent service. The contract duration of the outsourced services ranged from 1 year to 5 years.
- 4-7. The MD has not awarded any outsourced service contracts involving a large number of non-skilled workers since the revision of the guidelines.
8. In evaluating tenders for contracts of outsourced services, the MD will consider adopting the existing mechanism of two-envelope assessment of the technical and price aspects having regard to the needs of individual services. In the past 3 years, the MD did not have outsourced service contracts that involved a large number of non-skilled workers without adopting the existing mechanism of two-envelope assessment of the technical and price aspects in the evaluation of tenders for the contracts.
- 9-11. There has been no indication that the service contractors of the MD have breached the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance, nor have complaints lodged by outsourced service staff been received.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)258

(Question Serial No. 3446)

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Does your department provide sign language interpretation services? If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 177)

Reply:

The Marine Department (MD) does not provide sign language interpretation services for the hearing impaired at present. The public (including persons with hearing impairment or other disabilities) may use the services provided by the MD by post, fax, e-mail or through an agent. According to MD's records, it has not received any request for the provision of sign language interpretation services from the hearing impaired during their use of the services so far. Where necessary, the MD will arrange sign language services for the hearing impaired through the relevant community service organisations.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)259****(Question Serial No. 6539)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (2) Port ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

There has been a slight year-on-year decline in the container throughput and container throughput by ocean-going vessels under Programmes (1) and (2). In this regard, please advise this Committee on the following:

- (a) the main reasons for the decline and the specific figures or a breakdown; and
- (b) the forthcoming measures to increase the container throughput or maintain the competitiveness of Hong Kong as a regional hub port.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 416)Reply:

- (a) Given the impact of the external economic environment and fierce competition from neighboring ports in recent years, the container throughput of Hong Kong port dropped slightly by 1.3% year-on-year to 19.8 million twenty-foot equivalent units (TEUs) in the year 2016. The breakdown is shown in the table below.

	million TEUs	
	2015	2016
Container throughput	20.073 (-9.7%)	19.813 (-1.3%)
Of which:		
Laden containers	17.108 (-10.2%)	16.979 (-0.8%)
Direct laden containers	5.315 (-6.1%)	5.281 (-0.6%)
Transshipment laden containers	11.792 (-11.9%)	11.698 (-0.8%)
Of which:		
Container throughput by ocean-going vessels ⁽¹⁾	13.867 (-11.1%)	13.565 (-2.2%)

Note: Figures in brackets refer to year-on-year changes.

⁽¹⁾ Including laden containers and empty containers.

- (b) The Government has been working closely with the industry to introduce facilitation measures for port operations in Hong Kong to enhance its competitiveness. The Government will continue to take forward in phases the various recommendations made in the 2015 review of the use of port back-up sites in the Kwai Tsing Container Terminals, in order to optimise the utilisation and efficiency of the land for meeting the future development needs of the port and logistics industries. The details are as follows:
- (1) Actively work with the departments concerned, with a view to making available 6 port back-up sites of about 18 hectares for container terminal use as soon as practicable, so as to expand the terminal yard space and provide additional barge berths for enhancing the efficiency in handling cargoes.
 - (2) Refine the allocation and management mechanism of land let out by Short Term Tenancies (STTs) and revise the relevant terms and conditions. These include removing the triennial rental review falling within a fixed term of STT tenure and extending the tenancy for container storage and cargo handling sites from the existing 3 or 5 years to 7 years (subject to land conditions and relevant statutory requirements). We will also provide 4 new STT sites for port back-up purposes.
 - (3) Continue to study the feasibility of building multi-storey port back-up facilities on suitable sites in the vicinity of the container terminal area in order to free up more land to support port operations. In particular, we have commissioned a feasibility study on developing a site in Tsing Yi into multi-storey facilities for container storage and cargo handling, which is expected to complete by the end of 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)260

(Question Serial No. 7214)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The works for the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge (HZMB) will be completed in the third quarter of 2018 and at the end of 2017 respectively. The Immigration Department is planning and setting up the immigration facilities required. In this connection, would the Government advise this Committee of the following:

The authorities of Macao and Zhuhai are discussing a new clearance arrangement of “examining in collaboration and completing clearance in one go” for the HZMB. Under the new arrangement, the two places will share their database with each other. Citizens of the two places will only have to use their entry identification documents to complete both the departure and arrival clearance procedures in one go. Has the Government discussed similar arrangements with the Mainland authorities? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Kin-por (Member Question No. 6)

Reply:

According to the agreement of the three governments on the construction, operation, maintenance and management of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the boundary crossing facilities (BCFs) of the HZMB will adopt the “separate locations” mode of clearance arrangement. The governments of the three sides are responsible for setting up their own BCFs. In other words, upon commissioning, the Hong Kong BCF will not adopt a “co-location” mode of clearance arrangement.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)261

(Question Serial No. 3696)

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:

1. The Transport and Housing Bureau (THB) has been overseeing the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since 2010. What are the expenditure and number of officers involved so far? What are the estimated expenditure and number of officers involved by the THB in 2017-18 for such work? What is the latest completion date of the XRL?
2. Will the THB provide compensation, building repair services or other remedies to residents affected by the XRL project in 2017-18? What are the estimated expenditure and number of staff involved?
3. Regarding the THB's implementation of the "Universal Accessibility" policy to expand the existing programme for the retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways, what are the details and locations? What is the number of public consultations on the above policy to be conducted by the THB in 2017-18? What are the estimated expenditure and number of staff involved?
4. Did the THB conduct any study on the safety of public light bus operation in the past 5 years? What were the outcome and expenditure involved? What were the number of accidents and casualties involving public light buses across the territory in the past 5 years? What is the number of public consultations on the above policy to be conducted by the THB in 2017-18? What are the estimated expenditure and number of staff involved? What is the completion date of this study?
5. Will the Government continue to look into the usage of the existing 3 road harbour crossings in Hong Kong? If so, what is the number of public consultations on the above policy to be conducted by the THB in 2017-18? What are the estimated expenditure and

- number of staff involved? What is the completion date of the study? If not, what are the reasons?
6. Regarding the review on the Fare Adjustment Mechanism of the MTR Corporation Limited (MTRCL), what is the number of public consultations on this issue to be conducted by the THB in 2017-18? What are the estimated expenditure and number of staff involved? Does the review of the THB cover the feasibility of buying back the MTRCL? What is the number of public consultations on the above issue to be conducted by the THB in 2017-18? What are the estimated expenditure and number of staff involved? What is the completion date of the review?
7. What is the construction progress of the Hung Shui Kiu Station of the West Rail Line (WRL)? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved? Will the THB study ways to improve the external transport service of Hung Shui Kiu, including increasing the number of bus routes and frequency, in 2017-18? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved?
8. What is the construction progress of the WRL's Tuen Mun Ferry Pier Station? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved? Will the THB study ways to improve the external transport service of Tuen Mun Ferry Pier, including increasing the number of bus routes and frequency, in 2017-18? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved?
9. Will the THB conduct public consultations on the rationalisation of bus routes of various districts in 2017-18? What are the expenditure and number of staff involved?
10. What are the expenditure and number of staff involved in the public engagement exercise conducted by the THB for the Electronic Road Pricing (ERP) Pilot Scheme in Central and its adjacent areas in 2017-18?
11. What is the estimated completion date of the Tuen Mun-Chek Lap Kok Link under the Hong Kong-Zhuhai-Macao Bridge project? How will the Government avoid the recurrence of cost overruns and delays of this project?
12. Upon completion of the ERP Pilot Scheme in Central and its adjacent areas conducted by the THB, what is the concrete implementation date of the Pilot Scheme? What are the estimated number of staff and expenditure involved?
13. Please set out the details of meetings held between the THB and the relevant Mainland departments on the "co-location" arrangements in 2017-18, including the date of meetings, venue of meetings, name list of participating officials of both sides and the expenditure involved?
14. If the commissioning of the HZMB cannot be on schedule, what will be the economic loss suffered by Hong Kong?

15. Please set out the details as to the progress of the review on the fare adjustment arrangement for franchised bus services and the expenditure incurred in the past 5 years. Has the Government conducted adequate consultation on the above scheme? What are the details and specific amount of expenditure incurred? What are the details of continuing the above work by the Government and the estimate for such work in 2017-18?

16. Please set out the details of the average daily patronage, average daily train frequency and the number of train incidents of all MTR lines (including the Light Rail) in each of the past 5 years. Please list the estimated average daily patronage and average daily train frequency of all MTR lines (including the Light Rail) in 2017-18.

Asked by: Hon Tanya CHAN (Member Question No. 525)

Reply:

(1), (2) and (13)

The supervision of the works for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project is undertaken by the Highways Department (HyD), with the assistance of its monitoring and verification consultant engaged. The Transport and Housing Bureau (THB) has been deploying existing staff resources to oversee the implementation of the XRL project as part of their normal duties. The Hong Kong section of the XRL is expected to be completed in the third quarter of 2018.

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 studies 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 construction of the XRL would bring minimum impact to the environment and the community. An environmental impact assessment (EIA) on the XRL project was also carried out by the MTRCL in accordance with the EIA Ordinance. The assessment report was made available to the public between 21 July and 19 August 2009 and then uploaded to the webpages of the MTRCL and the Environmental Protection Department in September 2009. The Director of Environmental Protection granted an environmental permit subsequently.

Regarding cases of alleged building damage caused by the construction of the Hong Kong section of the XRL, if site inspection suggests that certain damage may be caused by the construction works, the MTRCL will follow up with the property owners concerned. If there is no sign that the building damage is caused by the XRL works but the property owner concerned disagrees, an independent loss adjuster will be invited by the MTRCL, subject to the agreement of the property owner, to investigate into the cause. The assessment results will be reported to the property owner and the MTRCL, so that the MTRCL can take appropriate follow-up actions.

As at end-February 2017, the MTRCL received a total of 490 reports of alleged damage, including reports of alleged damage to nearby buildings and other losses, in various districts along the XRL alignment. Most cases have been investigated by independent loss adjusters and found to be not related to the XRL project. The MTRCL has settled 41 cases with the property owners concerned and is currently reviewing the remaining cases. If the

construction works lead to any losses of another person, all compensation payments involved will be settled by the insurance coverage of the relevant contract.

The customs, immigration and quarantine arrangements for the Hong Kong section of the XRL involve many complicated constitutional, legal and operational issues. Since any relevant proposal must be in compliance with the principle of “One Country, Two Systems” and the Basic Law, as well as being operationally feasible, the Special Administrative Region (SAR) Government needs to study and discuss the issues with the relevant Mainland authorities. Relevant work and discussions are still being actively conducted with a view to reaching a final consensus on the related legal arrangements as soon as possible. When the work progress has reached a suitable stage, the SAR Government will give an account to the public and the Legislative Council (LegCo). In the 2017-18 financial year, the THB, together with the Department of Justice, the Security Bureau and the Constitutional and Mainland Affairs Bureau, will continue to meet with the Mainland authorities and discuss the “co-location” arrangements as necessary. No specific dates and details of such meetings can be provided at this stage. As for the expenditure involved, as far as the THB is concerned, we have been deploying and will continue to deploy existing manpower and resources to handle any work related to the policy responsibility of the THB as part of the normal duties.

(3)

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), where technically feasible, for years (now known as the “Original Programme” under the “Universal Accessibility” (UA) Programme) in response to the recommendation of the Equal Opportunities Commission. Apart from continuing to implement the projects under the “Original Programme”, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme which was introduced in August 2012. Under the “Expanded Programme”, each DC selected 3 public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 205 items under the UA Programme. As at 28 February 2017, 49 items were completed, 133 items were under construction, and 11 items were anticipated to commence in 2017-18. The remaining items will commence construction as soon as possible upon completion of detailed design and other related work. The list of projects under the UA Programme and their present status are set out in **Annex 1**.

In addition, from December 2016 to mid-2017, the HyD is inviting the 18 DCs to further nominate not more than 3 existing walkways in each district for implementation in the next phase of the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met. Upon completion of the current consultation exercise with the DCs, the HyD will carry out technical feasibility studies and preliminary design work for the walkways selected by the DCs. The work involved in the consultation with the DCs will continue to be absorbed by existing manpower resources of the HyD.

(4)

The Government did not conduct any large-scale study on the safety of public light bus (PLB) operation in the past 5 years. However, it has been monitoring and reviewing the

issue. In the past few years, we introduced a number of new legislative requirements to enhance the safety of PLBs. Such requirements include: mandating the installation of approved speed limiter on all PLBs with a pre-set maximum speed of 80 km per hour; mandating the display of PLB driver identity plate on the PLBs; mandating the installation of electronic data recording device for newly registered PLBs; and mandating applicants of the PLB driving licence to attend and complete a pre-service course before they are issued with a PLB driving licence. Moreover, the Transport Department (TD) will maintain communications with the PLB trade on the safety of PLBs through regular meetings with the trade, the PLB Road Safety Seminars, etc.

The number of traffic accidents and the number of casualties involving PLBs across the territory in the calendar years between 2012 and 2016 are set out in **Annex 2**.

In 2017-18, the Government has no plan to conduct public consultation on the safety of PLB operation. As an on-going task, the TD will maintain regular communications with the PLB operators on matters relating to the enhancement of the safety of PLB operation. The Government will continue to review the needs of further enhancing the safety of PLB operation and propose legislative amendments when necessary. The above work will be undertaken by existing staff of the Transport Branch (TB) of the THB and the TD as part of their normal duties. No additional expenditure is involved.

(5)

The TD commenced a study on the overall strategy for the rationalisation of traffic distribution among the 3 road harbour crossings (RHCs) (namely Cross-Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and the 3 land tunnels between Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest Tunnel and Sha Tin Heights Tunnel) in January 2017. The consultant is collecting traffic and transport data to facilitate the analysis and formulation of detailed proposals. The consultancy fee is \$3.57 million and the TD deploys existing staff to manage the work related to the consultancy study. The Government undertook earlier that it would submit detailed proposals on the rationalisation of traffic distribution among the 3 RHCs to the LegCo Panel on Transport within the 2017-18 legislative year. The exact date of submission has yet to be confirmed. Once available, the Government will submit the toll adjustment proposals to the Panel for discussion. The public can also express their views on the proposals.

(6)

The Government and the MTRCL announced the review outcome of the Fare Adjustment Mechanism (FAM) of the MTRCL on 21 March 2017. The enhanced mechanism will come into effect in June this year. It will better respond to, among others, public concern about fares, the MTRCL's profitability and the public's affordability, while respecting the financial prudence required of the MTRCL as a listed company, on the premise that a transparent mechanism based on open and objective data and a direct-drive formula will be retained.

For details of the measures under the enhanced FAM, please refer to the LegCo Brief on "Review Outcome of the FAM of the MTRCL" issued by the THB on 21 March.

The Government launched a three-month public consultation on the review of the FAM of the MTRCL between 20 May and 19 August 2016. The Government received 408 submissions, of which 349 were emails with identical content. These submissions were submitted by different individuals, organisations and groups in the community, including Members of the LegCo and the DCs, political parties, think tanks, residents' groups and individual citizens. The TB of the THB and the TD deployed existing manpower resources to handle the work involved in the public consultation as part of their normal duties. There is no separate breakdown of expenditure for such work.

The Government has no plan to buy back the MTRCL.

(7) to (9)

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014 (RDS-2014), the THB invited the MTRCL to submit a proposal for the implementation of the Tuen Mun South Extension. The MTRCL submitted a proposal for the Tuen Mun South Extension to the Government in end-December 2016. The THB, the HyD and relevant government departments are evaluating the proposal for the Tuen Mun South Extension and have requested the MTRCL to provide additional information and supplement details of the relevant proposal in order to ensure that its proposal will be practically feasible and bring maximum benefits to the community.

As for Hung Shui Kiu Station, we will pursue the scheme having regard to the indicative implementation window recommended in the RDS-2014 and the pace of development of the Hung Shui Kiu New Development Area. The taking forward of individual railway projects is subject to the outcome of the detailed engineering, environmental and financial studies relating to each project, as well as the updated assessment of passenger transport demand and availability of resources at the time.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable. We will strive to consult the public, including the LegCo and the DC concerned, on the Tuen Mun South Extension within the 2017-18 legislative session.

Regarding bus route rationalisation and enhancement of public transport services at Hung Shui Kiu/Tuen Mun Ferry Pier, the TD has been closely monitoring the operation and quality of the public transport services across the territory. Service levels will be adjusted in a timely manner having regard to the passenger demand through means such as introduction of new franchised bus/green minibus routes and adjustment to the existing services to cater for the demand for public transport services of the area concerned. Moreover, the TD reviews regularly the patronage of franchised bus service in different districts and works with the franchised bus companies to examine proposals for improving the franchised bus service in the districts concerned under the annual Route Planning Programme (RPP), with reference to the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes. The Traffic and Transport Committees of the respective DCs will also be consulted on the proposals. The TD is in the process of consulting the Traffic and Transport Committees on the 2017-18 RPP, under which there are 5 proposals involving the franchised bus service at Hung Shui Kiu and 1 proposal involving the franchised bus service at Tuen Mun Ferry Pier. For details of the proposals

for adjusting franchised bus services and their proposed routings, please refer to the consultation document issued by the TD to the Traffic and Transport Committees of the DCs in January 2017, which can be downloaded from TD's webpage (http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html). Bus route rationalisation and the public transport service planning are part of the normal duties of the TD, which is handled by the existing manpower and resources of the Department. There is no separate breakdown of the expenditure and staffing involved.

(10) & (12)

The public engagement exercise for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme) was completed in 2016. The TD is carrying out the preparatory work for the feasibility study on the Pilot Scheme, including deciding on the topics, scope and timetable of the study, and estimating the consultancy fee. It will commence an exercise to engage a consultant in due course. The preparatory work for the feasibility study is currently undertaken by existing staff of the TD. In 2017-18, 1 Senior Engineer post and 2 Engineer/Assistant Engineer posts are planned to be created in the TD for the feasibility study. Since the preparatory work is still under way, the TD has yet to be able to confirm the consultancy fee and the time required for the feasibility study.

The TD will formulate one or more detailed options on the Pilot Scheme through the feasibility study for further discussion by the public. We will draw up a detailed implementation timetable for the Pilot Scheme in the light of factors such as the outcome of the public discussion at the time, and the progress of seeking funding approval of the LegCo for the construction of the related facilities as well as passing the necessary legislation.

(11)

According to the latest programme submitted by the contractor of the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) Southern Connection, the HyD anticipated that if no other unforeseen conditions arose in the future, all the works could be completed in the first half of 2019 at the earliest. As for the Northern Connection, the HyD and the consultant engineers conducted a preliminary assessment and considered that if the contractors were fully cooperative to complete a reasonable design amendment in a timely manner and expeditiously catch up with the works progress, they could strive to complete the tunnel works contract in the end of 2019 at the earliest and all construction works of the TM-CLKL Northern Connection in 2020. The total approved estimate for the TM-CLKL project (i.e. Public Works Programme Items 6846TH "TM-CLKL – detailed design, site investigation and advance works" and 6857TH "TM-CLKL – construction works") is \$46.708 billion. Currently, there is no cost overrun. The HyD will continue to closely monitor the implementation of the project, control the increase in project cost as far as practicable, strive to overcome the relevant technical difficulties and endeavour to catch up with the works progress, so as to enable the earliest commissioning of the TM-CLKL.

(14)

Having regard to the progress of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and the related projects of the three sides, the governments of Guangdong, Hong Kong and Macao as well as HZMB Authority (which is responsible for the works of the Main Bridge) have been compiling and assessing the works programme in a timely manner. At present, the three sides strive to complete the HZMB project by end 2017 for early

simultaneous commissioning, subject to factors such as the implementation of cross-boundary transport arrangements. We will endeavour to complete the works as early as possible while ensuring the safety of construction and the quality of the works.

(15)

The Fare Adjustment Arrangement for Franchised Buses (FAA) is a mechanism by which the Government processes applications for fare adjustment as and when made by the franchised bus operators. We are conducting a new round of review on the FAA. As mentioned in our reply to the written question raised by a Member in the Examination of Estimates of Expenditure 2016-17 (Reply Serial No. THB(T)300) in April last year, since the existing arrangement can basically strike a balance between the sound operation of the bus services as well as public affordability and acceptability, we do not envisage a need for an overhaul of the FAA. The current review will examine whether there is room for improvement in the individual factors of the current FAA mechanism, with a view to ensuring that public interests will continue to be properly protected, and that the long-term healthy development of bus services can be sustained. The current review on the FAA is being covered under the Role and Positioning Review (RPR) of the Public Transport Strategy Study (PTSS). The whole PTSS is expected to be completed in mid-2017. The Government will then release the Final Report and listen to the views of the LegCo Panel on Transport.

The Government has commenced a consultancy study to assist in the review on the FAA. The total expenditure involved from 2014-15 to 2016-17 was about \$1.418 million. Meanwhile, as mentioned above, the current review is part of the RPR under the PTSS. The consultancy study in respect of the RPR therefore also covers the review on the FAA. The Government has earmarked \$9.5 million for conducting the consultancy study in respect of the RPR, while the revised expenditure in 2017-18 is estimated at \$2.205 million. We do not have a breakdown of expenditure for the review on the FAA. The TB of the THB deploys existing staff to undertake the work relating to the review on the FAA without incurring additional expenditure.

(16)

The average daily patronage, the average train frequency and the number of incidents caused by factors under MTRCL's control (including equipment failure and human factors) which led to service disruption of 8 minutes or above in respect of each railway line between 2012 and 2016 as advised by the MTRCL are set out in **Annex 3**.

According to the information provided by the MTRCL, between 2012 and 2016, the total patronage of all railway lines in the MTR network increased by 0.6% to 4.7% year-on-year. The train frequency was also increased as appropriate. From 2017 to 2018, the patronage and the train frequency are expected to continue making a slight increase.

**List of projects under the “Universal Accessibility” Programme and
their present status**

“Original Programme”:

HyD Structure No.	Location	Present Status
Central & Western District		
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Completed
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King’s Road Flyover across Kornhill Road	Under construction
HF90A	Across King’s Road and Tin Chiu Street	Under construction
Southern District		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed

HyD Structure No.	Location	Present Status
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
Wan Chai District		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction

HyD Structure No.	Location	Present Status
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
Sham Shui Po District		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
Wong Tai Sin District		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
Yau Tsim Mong District		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed

HyD Structure No.	Location	Present Status
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
North District		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction

HyD Structure No.	Location	Present Status
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
Tai Po District		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction

HyD Structure No.	Location	Present Status
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed

HyD Structure No.	Location	Present Status
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

“Expanded Programme”:

HyD Structure No.	Location	Present Status
Central & Western District		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
Eastern District		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
Kowloon City District		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
Kwun Tong District		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction

HyD Structure No.	Location	Present Status
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
Islands District		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
Sai Kung District		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction

HyD Structure No.	Location	Present Status
Tai Po District		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
Tuen Mun District		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
Tsuen Wan District		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
Yuen Long District		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

**Number of traffic accidents involving public light buses
across the territory in the calendar years between 2012 and 2016**

District	2012	2013	2014	2015	2016
Central and Western	63	49	57	47	34
Wan Chai	28	40	25	33	32
Eastern	54	54	44	54	41
Southern	43	44	46	36	55
Yau Tsim Mong	74	99	95	95	86
Sham Shui Po	41	47	25	58	37
Kowloon City	69	80	81	89	82
Wong Tai Sin	80	76	75	77	60
Kwun Tong	125	146	139	109	119
Kwai Tsing	74	99	87	82	86
Tsuen Wan	72	67	77	68	65
Tuen Mun	43	41	24	35	31
Yuen Long	66	60	67	78	104
North	62	59	62	64	42
Tai Po	37	27	39	27	44
Sha Tin	66	76	61	70	72
Sai Kung	30	30	30	36	51
Islands	4	0	0	0	0
Total	1 031	1 094	1 034	1 058	1 041

**Number of casualties caused by traffic accidents involving public light buses
across the territory in the calendar years between 2012 and 2016**

District	2012	2013	2014	2015	2016
Central and Western	130	96	99	81	50
Wan Chai	34	68	31	41	49
Eastern	91	84	62	78	52
Southern	73	85	87	93	132
Yau Tsim Mong	96	181	132	131	104
Sham Shui Po	48	70	33	85	60
Kowloon City	103	115	123	119	138
Wong Tai Sin	126	95	113	101	78
Kwun Tong	204	246	233	164	166
Kwai Tsing	135	153	137	118	139
Tsuen Wan	98	97	102	115	75
Tuen Mun	69	57	53	48	51
Yuen Long	124	80	111	165	237
North	118	124	148	126	103
Tai Po	71	43	63	62	61
Sha Tin	139	139	122	143	106
Sai Kung	42	43	48	85	88
Islands	4	0	0	0	0
Total	1 705	1 776	1 697	1 755	1 689

Average daily patronage of the MTR between 2012 and 2016

Year	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
(thousands of people)												
2012	512.4	944.7	812.8	N.A.	279.5	196.7	15.7	34.7	961.9	124.6	361.4	456.9
2013	534.0	972.5	829.0	N.A.	292.4	207.3	17.7	37.4	979.4	128.5	384.4	470.3
2014	555.8	1 013.6	895.0	N.A.	305.8	221.5	18.1	40.8	994.9	134.9	410.7	477.3
2015	564.4	1 010.3	958.6	N.A.	313.2	222.9	16.4	43.1	992.4	138.5	418.1	482.6
2016	578.2	1 004.8	964.5	66.3	320.7	223.1	14.9	44.1	974.4	142.6	420.4	488.3

Note: Since the heavy rail network operates as an open system, passengers can make interchanges between different railway lines after entering the network. Therefore, no patronage of individual railway lines can be provided. The above figures are based on the number of passengers entering the stations.

Average train frequency of the MTR between 2012 and 2016

Year		Kwun Tong Line #	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line #	Tung Chung Line #	Disneyland Resort Line	Airport Express	East Rail Line #	Ma On Shan Line	West Rail Line	Light Rail*
(in minutes)													
2012	Peak hours [^]	2.1 – 2.5	2 – 2.5	2 – 3	N.A.	2.5 – 10	4 – 10	4.5 – 5	10	3 – 12	3 – 4	3 – 4	3 – 20
	Non-peak hours	3.5 – 5.9	3.5 – 5.5	4 – 6		4 – 13.8	6 – 12	10	10 – 12	4 – 14	5 – 8	6 – 7	5 – 24
2013	Peak hours [^]	2.1 – 2.5	2 – 2.5	1.9 – 3		2.5 – 10	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 20
	Non-peak hours	3.5 – 5.9	3.5 – 5.5	4 – 6		4 – 13.8	6 – 12	10	10 – 12	4 – 14	5 – 8	5.5 – 7	5 – 24
2014	Peak hours [^]	2.1 – 2.5	2 – 2.5	1.9 – 3		2.2 – 6.7	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 20
	Non-peak hours	3.1 – 5.9	3.1 – 5.5	4 – 6		4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	5 – 8	5 – 7	5 – 24
2015	Peak hours [^]	2.1 – 2.5	2 – 2.5	1.9 – 3		2.2 – 6.7	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 5.9	3.1 – 5.5	3.6 – 6		4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2016	Peak hours [^]	2.1 – 5	2 – 2.5	1.9 – 3	3.3 – 4.5	2.2 – 6.7	4 – 10	4.5 – 5	10	2.6 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 6.2	3.1 – 5.5	3.6 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23

[^] Peak hours include the morning and evening peak hours on weekdays and Saturdays.

Figures for the Kwun Tong Line, the Tseung Kwan O Line, the Tung Chung Line and the East Rail Line include frequencies of the different sections of these railway lines. Take the Kwun Tong Line as an example. The train frequencies for the “Tiu Keng Leng to Ho Man Tin” and “Ho Man Tin to Whampoa” sections are different. The train frequency for the “Tiu Keng Leng to Ho Man Tin” section during peak hours in 2016 was 2.1 to 2.5 minutes while that for the “Ho Man Tin to Whampoa” section was 4.2 to 5 minutes. Therefore, the frequency for the Kwun Tong Line during peak hours in 2016 was 2.1 to 5 minutes as shown in the above table.

* The Light Rail comprises 12 routes. The above figures include the average frequencies of the different routes.

**Incidents caused by factors under MTRCL's control
(including equipment failure and human factors) which led to
service disruption of 8 minutes or above between 2012 and 2016**

Year	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
2012	20	15	8	N.A.	11	17	5	5	27	0	9	29
2013	23	13	2	N.A.	17	14	0	8	29	3	7	27
2014	31	13	9	N.A.	10	12	2	4	22	5	19	33
2015	13	7	15	N.A.	14	10	2	14	25	4	7	30
2016	11	8	10	1	10	10	0	6	22	5	7	27

- End -

CONTROLLING OFFICER'S REPLY

THB(T)262

(Question Serial No. 3697)

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:

1. Please advise this Committee of the specific expenditure incurred and the number of officers involved by the Transport and Housing Bureau (THB) in 2017-18 for working with the Airport Authority Hong Kong (AA) in taking forward the Three-Runway System (3RS) project at the Hong Kong International Airport (HKIA), including detailed design, relevant statutory procedures, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement.
2. Please set out the details of meetings held between the THB and the relevant Mainland departments on airspace management in relation to the 3RS of the HKIA in 2017-18, including the dates of meetings, venues of meetings, name lists of participating officials of both sides and the expenditure involved.
3. Please set out the details of meetings held between the THB and the relevant Mainland departments on airspace management in relation to the 3RS of the HKIA in 2017-18, including the dates of meetings, venues of meetings, name lists of participating officials of both sides and the estimated expenditure involved.
4. Please set out the details of the work of the THB on the financing arrangements for the 3RS of the HKIA in 2017-18, including the staff and expenditure involved.
5. Please set out the details of the work of the THB on the financing arrangements for the 3RS of the HKIA in 2017-18, including the staff and estimated expenditure involved.
6. Please set out the details of the work of the THB on the 3RS of the HKIA in 2017-18, including the staff and expenditure involved.

7. Please set out the details of the work of the THB on the financing arrangements for the 3RS of the HKIA in 2017-18, including the staff and estimated expenditure involved.
8. Please set out details of the work of the THB on the legal justifications of charging Airport Construction Fee (ACF) for the 3RS of the HKIA in 2017-18, including the staff and expenditure involved.
9. Please set out details of the work of the THB on the legal justifications of charging ACF for the 3RS of the HKIA in 2017-18, including the staff and estimated expenditure involved.
10. What are the anticipated commencement and completion dates of the 3RS of the HKIA?
11. How will the THB oversee the work of the AA to ensure the works for the 3RS of the HKIA will be vigorously monitored and will not contravene the conditions set out in the Environmental Permit?
12. How will the THB oversee the work of the AA to ensure the works for the 3RS of the HKIA will be vigorously monitored and completed within the estimated cost and by the anticipated completion date?
13. Please list the expenditure and income of the AA in the past 5 years. Please list the remuneration of the AA's Chairman and other Board Members in the past 5 years. Please list the remuneration of the AA's Chairman and other Board Members in 2017-18.
14. Please list the estimated expenditure, anticipated commencement date and completion date of the 3RS of the HKIA.

Asked by: Hon CHAN Tanya (Member Question No. 526)

Reply:

Number of officers and specific expenditure involved in the Three-Runway System (3RS) project

The Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport and Housing Bureau (THB) to assist and monitor the Airport Authority Hong Kong (AA) in the implementation of the 3RS project. The AEPCO has an establishment of 13 posts, comprising 3 directorate officers and 10 non-directorate officers. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$14,032,650 in 2017-18. The AEPCO is responsible for the areas of work listed in the question, including monitoring the work of the AA, dealing with the detailed design of the 3RS project, relevant statutory procedures, financing arrangements, legal justifications for charging Airport Construction Fee (ACF), environmental mitigation and enhancement measures, and stakeholder engagement. There is no separate breakdown of the manpower and expenditure involved for each item of work mentioned above.

Monitoring the AA's implementation of the 3RS project

The public expect the Government to closely monitor the AA's implementation of the project in view of the unprecedented scale, cost and complexity of the 3RS project. The AEPCO has engaged independent engineering consultants to provide monitoring and verification services so as to support and assist the AEPCO in monitoring the AA's implementation of the 3RS project. The scope of services rendered by the independent engineering consultants mainly includes:

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

In 2017-18, the estimated expenditure for monitoring and verification consultancy services for the detailed design and construction stages of the 3RS project is about \$22 million.

Cost, commencement and completion dates of the 3RS

The 3RS project is estimated to cost about \$141.5 billion in money-of-the-day prices. The AA commenced the 3RS project on 1 August 2016. It is expected that the entire project will take about 8 years to complete.

Financing arrangements and legal justifications of charging ACF for the 3RS

The AA has proposed that a "joint contribution" principle be adopted to meet the expenditures on the 3RS, that is, the AA making use of internal sources of fund, external borrowings and levying charges on users (including the imposition of ACF on passengers and the adjustment of airport charges payable by the airlines) to finance the project. Regarding the charging arrangement of ACF, the Court handed down judgment and dismissed the 3 judicial review applications against the financing arrangements for the 3RS on 15 March 2016. The judgment points out that the Airport Authority Ordinance empowers the AA to levy the ACF.

Air traffic management arrangements in the Pearl River Delta (PRD) region

The Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao (CAAM) jointly established

the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the “Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)” (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong’s need for the 3RS as well as expansion plans of neighbouring airports in the PRD region. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, the establishment of peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

In May 2016, the Air Traffic Management Bureau of the CAAC, the CAD and the CAAM signed an agreement on establishing a strengthened liaison mechanism to enhance co-operation and exchange. Under the mechanism, senior management of the Mainland, Hong Kong and Macao meet regularly at the biannual high-level meetings which are hosted by the 3 sides on a rotational basis to further strengthen tripartite co-operation.

Through this tripartite co-ordination mechanism, the Mainland, Hong Kong and Macao will continue to promote synergy and foster co-operation, take forward the airspace enhancement measures and implement the Plan progressively in a gradual and orderly manner, so as to achieve the healthy and orderly development of the airports in the PRD region, and enable the 3RS of the HKIA to maximise its potential to achieve the target runway capacity of 102 air traffic movements per hour in the long run.

As in the past, the Government will announce the details of the TWG meetings in 2017-18 in a timely manner. The above co-ordination work is undertaken by the CAD’s existing staff as part of their normal duties and there are no additional expenses involved.

AA’s expenditure and income

In the past 5 years, the AA’s expenditure and income were as follows:

	2011-12	2012-13	2013-14	2014-15	2015-16
Consolidated revenue (HK\$ million)	12,154	13,134	14,810	16,367	18,184
Consolidated total operating expenses (including depreciation and amortisation) (HK\$ million)	6,149	6,490	7,120	7,473	8,661

In the past 5 years, the remuneration of the AA's Chairman and Board Members was as follows:

	2011-12	2012-13	2013-14	2014-15	2015-16
Total remuneration of the AA's Chairman (HK\$ '000)	220	220	220	220	220 ¹
Total remuneration of all Non-executive Members of the Board² (HK\$ '000)	1,632	1,650	1,650	1,559	1,605
Total remuneration of all Executive Members of the Board (HK\$ '000)	6,304	6,391	6,177	7,951	9,862

Pursuant to the Airport Authority Ordinance, the remuneration of the Chairman and Non-executive Members of the Board is determined by the Chief Executive. The Executive Member of the Board (i.e. the Chief Executive Officer of the AA) only receives basic compensation, performance-related compensation and retirement benefits, but not the remuneration paid to Board Members.

¹ The incumbent Chairman has donated all his Chairman's remuneration to the University Entrance Scholarship for children of Airport Authority staff since his appointment in June 2015. Therefore, in essence, no payment has been made to him. The remuneration of the incumbent Chairman for the year is HK\$183,000.

² Where Members are public officers, remuneration paid to them is directly received by the Government rather than by the individuals concerned. The remuneration is credited to the General Revenue Account.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)263

(Question Serial No. 6638)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

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

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2258)

Reply:

The Government is committed to promoting the concept of Transport for All, and has been enhancing the public transport facilities in collaboration with the public transport operators to promote a barrier-free transport system so as to cater for the needs of various passenger groups, including persons with disabilities.

Under the law, different types of vehicles, irrespective of whether they are wheelchair accessible or not, are required to obtain vehicle type approval from the Transport Department (TD) before they can be operated on the road. In terms of ordinary taxis, the Government welcomes the use of wheelchair-accessible taxi (WAT) model, and will continue to assist the trade in identifying and introducing suitable new models. In fact, the number of WATs in Hong Kong has increased from about 20 in early 2015 to over 80 at present. The Government will continue to encourage taxi operators to use WAT models in providing ordinary taxi service. We understand that a major supplier in the market plans to introduce a new WAT model which complies with the statutory requirements in Hong Kong in early 2018. We will keep in view the utilisation of the model by the public and the trade in future and consider how to encourage the trade to use such model.

The Government has explored how to enhance personalised and point-to-point transport services (including the proposal of introducing franchised taxis (formally known as “premium taxis”)) under the Role and Positioning Review of the Public Transport Strategy Study. To encourage franchised taxi operators to use WATs, the Government has proposed that operators’ fleet will be required to comprise at least 50% WATs. If a bidder of franchised taxis proposes a percentage of WATs higher than the requirement, his/her application will be accorded with a higher score under the assessment.

As regards light buses, the Government also welcomes the introduction of new wheelchair-accessible models by the trade. In this connection, the Government and green minibus (GMB) operators have identified new low-floor wheelchair-accessible light bus models, which will be introduced to 3 GMB routes serving the Queen Mary Hospital, the Prince of Wales Hospital and the St. Teresa’s Hospital for trial runs. The trial scheme is expected to commence in the second half of this year. At the present stage, operators will acquire and operate the vehicles on their own. Upon commencement of the trial scheme, we will review the operational effectiveness of the vehicles with the operators. If the trial is considered feasible and desirable after the review, we will discuss with the trade on further promoting low-floor light buses. In addition, the TD has been encouraging the trade to install various facilities to facilitate the use of public light bus (PLB) services by the needy and the elderly. For instance, if the proposal of increasing the seating capacity of light buses is implemented, GMB operators will replace their vehicles. The TD is working with the trade to follow up on the mandatory installation requirements on every newly registered GMB, including the half-step at the middle door, handrails and/or call bells with indication lights, with a view to putting the requirements into effect in tandem with the adjustment of the maximum seating capacity of PLBs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)264

(Question Serial No. 4559)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2016-17, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2017-18.

Asked by: Hon KWOK Ka-ki (Member Question No. 41)

Reply:

In the 2016-17 revised estimates, the salary provision in respect of the position of the Secretary for Transport and Housing (STH) is \$3.58 million. For budgetary purpose, the salary provision in respect of the position of the STH in 2017-18 is \$3.58 million. Regularly-paid allowances, job-related allowances and non-accountable entertainment allowance are not payable to the STH. Hence, no such expenditure was incurred in 2016-17, and no budget for such purposes is made for 2017-18.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)265

(Question Serial No. 4560)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2016-17, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2017-18.

Asked by: Hon KWOK Ka-ki (Member Question No. 42)

Reply:

In the 2016-17 revised estimates, the salary provision in respect of the position of the Under Secretary for Transport and Housing (USTH) is \$2.50 million. For budgetary purpose, the salary provision in respect of the position of the USTH in 2017-18 is \$2.50 million. Regularly-paid allowances, job-related allowances and non-accountable entertainment allowance are not payable to the USTH. Hence, no such expenditure was incurred in 2016-17, and no budget for such purposes is made for 2017-18.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)266

(Question Serial No. 4561)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant (PA) in 2016-17, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the PA in 2017-18.

Asked by: Hon KWOK Ka-ki (Member Question No. 43)

Reply:

In the 2016-17 revised estimates, the salary provision in respect of the position of the Political Assistant (PA) to Secretary for Transport and Housing (STH) is \$1.25 million. For budgetary purpose, the salary provision in respect of the position of the PA to STH in 2017-18 is \$1.25 million. Regularly-paid allowances, job-related allowances and non-accountable entertainment allowance are not payable to the PA to STH. Hence, no such expenditure was incurred in 2016-17, and no budget for such purposes is made for 2017-18.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)267

(Question Serial No. 4644)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government plans to seek funding approval for and oversee the feasibility study on Route 11 this year. In this connection, would the Government advise this Committee of the following:

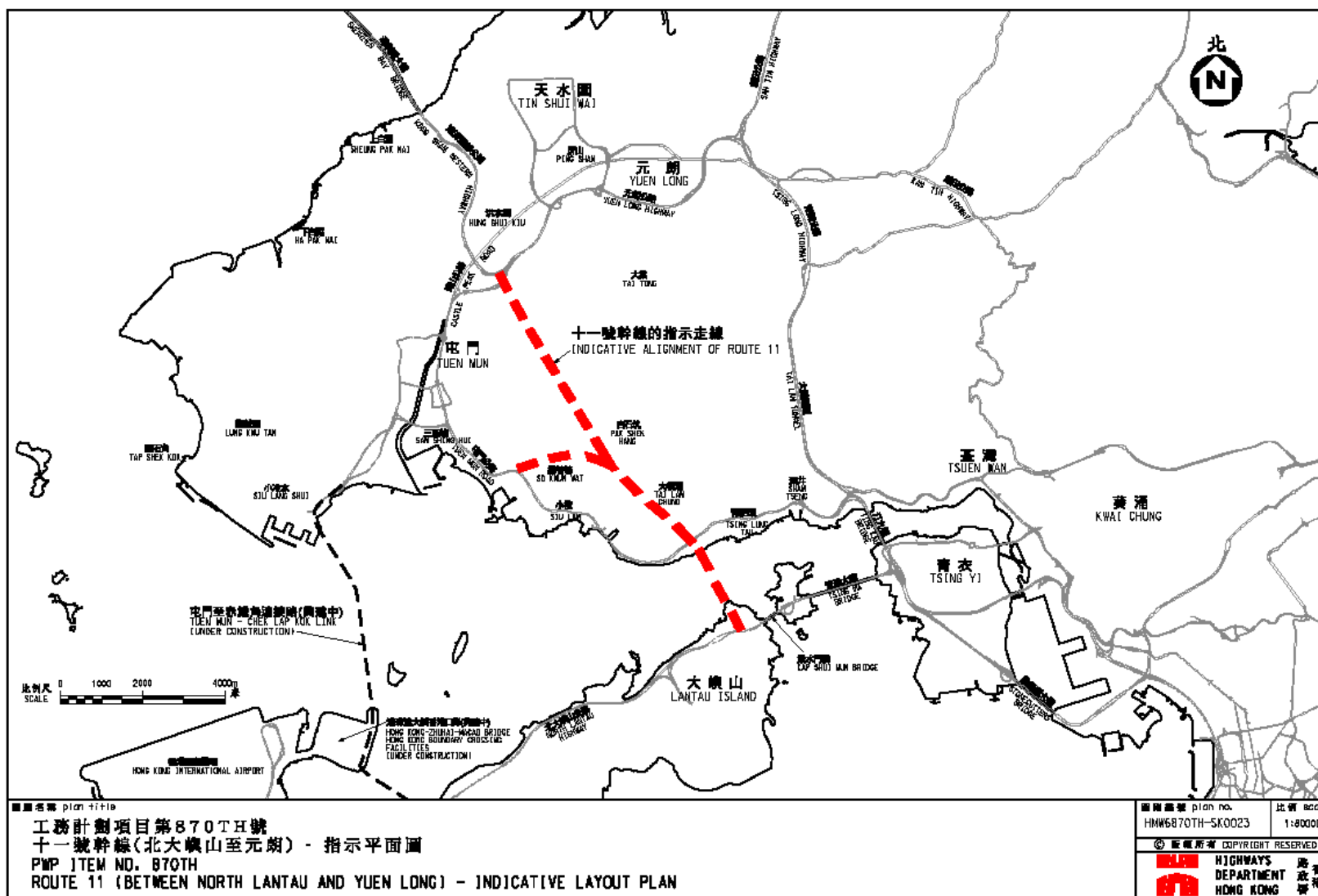
1. given that the preliminary alignment runs from Yuen Long to North Lantau, the reasons for choosing Lantau for connection; and
2. whether the Government will examine, in parallel with the study on Route 11 in the coming year, the feasibility of connecting Lantau with Northwest New Territories using railway; if not, the reasons for that?

Asked by: Hon KWOK Ka-ki (Member Question No. 148)

Reply:

1. In view of the future developments in the Northwest New Territories (NWNT), including the large-scale developments at the Hung Shui Kiu New Development Area and Yuen Long South, we have proposed conducting a feasibility study on Route 11 which links North Lantau with Yuen Long (please refer to the attached **Plan** for the preliminary alignment). After linking Yuen Long to North Lantau using Route 11, traffic coming from the NWNT can make use of Route 11 to travel to the urban areas via Tsing Ma Bridge and then other existing trunk roads. Moreover, Route 11 will provide the third vehicular access to Lantau in addition to the Tsing Ma Bridge/Kap Shui Mun Bridge and the Tuen Mun-Chek Lap Kok Link, thereby improving the robustness of the land transport system linking the Hong Kong International Airport, Lantau and the urban areas.

2. Separately, the Transport and Housing Bureau will take forward strategic studies on railways and major roads beyond 2030 based on the results of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” study and its public engagement exercise with regard to the planning directions for Hong Kong beyond 2030. The strategic studies will, inter alia, explore the transport infrastructure required for the developments at Lantau, NWNT and New Territories North, with a view to preliminarily formulating the layout of infrastructure and proposing implementation timetable for the infrastructure according to the changes in distribution of population and employment, so that the planning of major transport infrastructure can complement the needs arising from the overall long-term land development of Hong Kong.



- End -

CONTROLLING OFFICER'S REPLY

THB(T)268

(Question Serial No. 4645)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As indicated by the Government in a paper on the feasibility study on Route 11 submitted to the Legislative Council earlier, the concept is originated from the former Route 10. In this connection, would the Bureau advise this Committee:

1. whether the Government will consider connecting North Lantau with the western part of Hong Kong Island using Route 11 in addition to connecting Yuen Long with North Lantau; and
2. whether the alignment running from North Lantau to the western part of Hong Kong Island will be considered in the feasibility study?

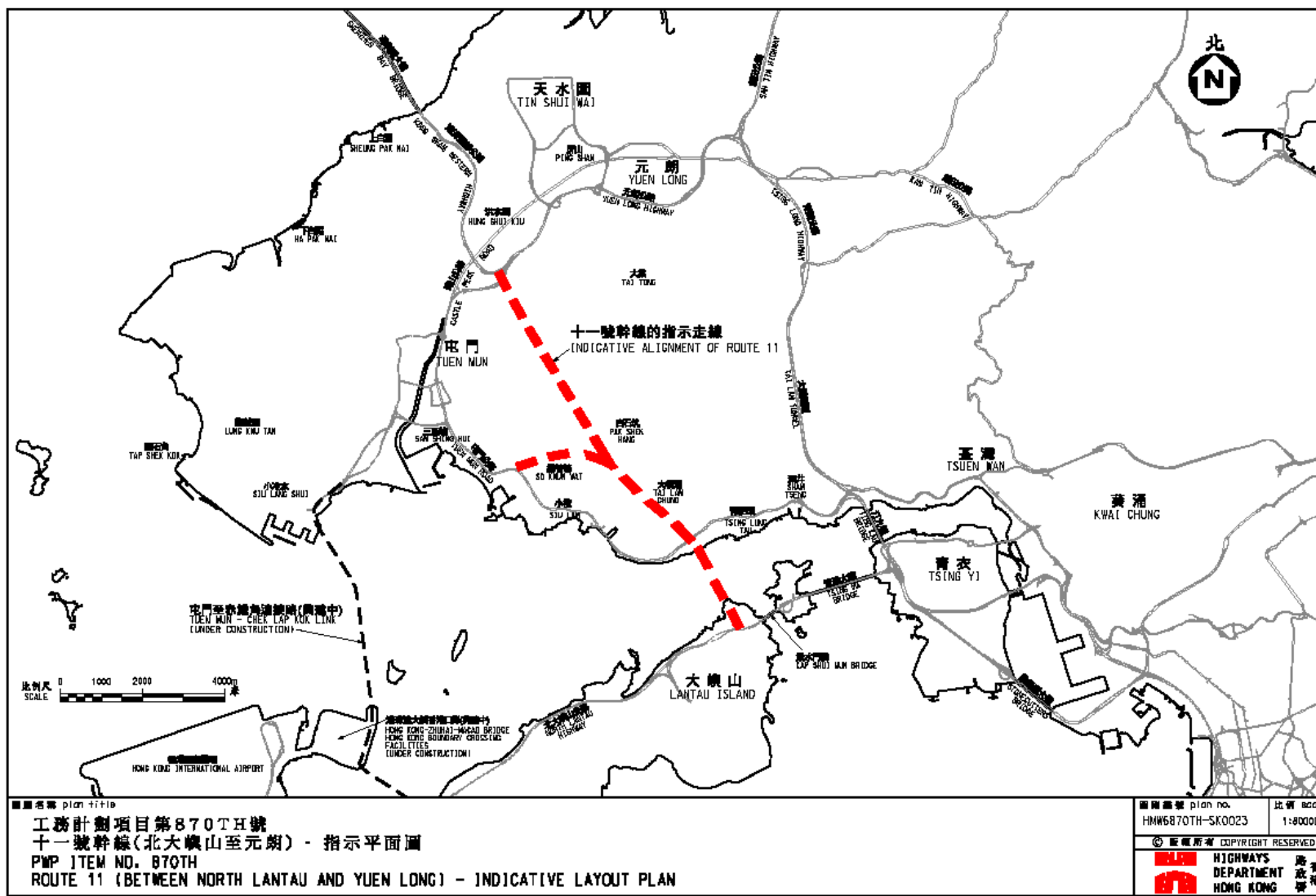
Asked by: Hon KWOK Ka-ki (Member Question No. 149)

Reply:

In view of the future developments in the Northwest New Territories (NWNT), including the large-scale developments at the Hung Shui Kiu New Development Area and Yuen Long South, we have proposed conducting a feasibility study on Route 11 which links North Lantau with Yuen Long (please refer to the attached **Plan** for the preliminary alignment). Since the concept of linking North Lantau to the western part of Hong Kong Island is not included in the proposed Route 11, such alignment will not be considered in the feasibility study.

Nevertheless, the Transport and Housing Bureau will take forward strategic studies on railways and major roads beyond 2030 based on the results of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” study and its public engagement exercise with regard to the planning directions for Hong Kong beyond 2030.

The strategic studies will, inter alia, explore the transport infrastructure required for the developments at Lantau, NWNT and New Territories North (such as a trunk road linking North Lantau to the western part of Hong Kong Island), with a view to preliminarily formulating the layout of infrastructure and proposing implementation timetable for the infrastructure according to the changes in distribution of population and employment, so that the planning of major transport infrastructure can complement the needs arising from the overall long-term land development of Hong Kong. We plan to consult the Legislative Council Panel on Transport on the strategic studies on railways and major roads beyond 2030 within this legislative session.



- End -

CONTROLLING OFFICER'S REPLY

THB(T)269

(Question Serial No. 4646)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will continue to oversee the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) which will be completed next year. What is the estimated average daily traffic flow of the TM-CLKL after commissioning? What is the estimated traffic flow after 10 years?

Asked by: Hon KWOK Ka-ki (Member Question No. 150)

Reply:

According to the latest programme submitted by the contractor of the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) Southern Connection, the Highways Department (HyD) anticipated that if no other unforeseen conditions arose in the future, all the works could be completed in the first half of 2019 at the earliest. As for the Northern Connection, the HyD and the consultant engineers conducted a preliminary assessment and considered that if the contractors were fully cooperative to complete a reasonable design amendment in a timely manner and expeditiously catch up with the work progress, they could strive to complete the tunnel works contract in the end of 2019 at the earliest and all construction works of the TM-CLKL Northern Connection in 2020.

Generally speaking, when conducting a traffic impact assessment, the hourly traffic volume of the road concerned during peak hours will be projected in order to assess the peak traffic situation. In 2013, the Transport Department (TD) projected that the single-way peak traffic volumes of the TM-CLKL Southern Connection and the Northern Connection in 2021 would be about 3 000 passenger car unit (pcu) per hour and about 1 600 pcu per hour respectively. In addition, to consider whether a feasibility study on Route 11 should be conducted, the TD has assessed the traffic situation of the TM-CLKL in 2036. According to the initial projections of the TD, regardless of whether there is Route 11 or not, the hourly

traffic volumes of the TM-CLKL during morning peak hours in 2036 will be similar. The traffic volumes of the Southern Connection with or without Route 11 will both be about 3 500 pcu per hour; while the traffic volumes of the Northern Connection with or without Route 11 will be about 2 500 pcu per hour and about 2 700 pcu per hour respectively.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)270****(Question Serial No. 4647)**

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:

For the Bureau, one of the tasks this year is to continue to oversee the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB). So far, there are a number of claims arising from the various items of works for the HZMB. Please provide the following information in table form:

Scope of works	Contract number	Contract sum	Contractor	Number of claims	Amount claimed	Amount paid

Asked by: Hon KWOK Ka-ki (Member Question No. 151)

Reply:

It is the responsibility of the contractors of the Hong Kong Link Road (HKLR) and the Hong Kong Boundary Crossing Facilities (HKBCF) projects to complete the works within the specified time and cost as required in the contracts. In the event of unforeseen circumstances, the contractors may submit claims according to the terms of the contracts, and substantiate the claims with sufficient justifications and information. The consultant engineers appointed by the Highways Department (HyD) will carefully and independently assess the claims and then submit them to the HyD for approval. Before granting approval to the claims concerned, the HyD will conduct a detailed review of the assessments made by the consultant engineers on the claims submitted by contractors in an objective and reasonable manner to ensure that the approval of each claim is based on sufficient grounds and is in accordance with the terms of the contracts. If the contractors have any objection to the assessments of the claims, they should provide more information and justifications for further assessment.

As at February 2017, in respect of the HKBCF project, the HyD received 22 claims with the amounts claimed specified. The total amount claimed was about \$3.4 billion. As for the HKLR project, 13 claims with the amounts claimed specified were received. The total amount claimed was about \$2.5 billion. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

The Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority is responsible for the construction and management of the HZMB Main Bridge. We do not have information on claims arising from the works of the HZMB Main Bridge.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)271****(Question Serial No. 4694)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will continue to implement the “Universal Accessibility” Programme this year. In this connection, please advise this Committee of the following:

Location of lift to be installed under the “Universal Accessibility” Programme	Current progress	Contract number	Contractor	Contract sum

Asked by: Hon KWOK Ka-ki (Member Question No. 200)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, for years (now known as the “Original Programme” of the “Universal Accessibility” (UA) Programme) in response to the recommendation of the Equal Opportunities Commission. Apart from continuing to implement the projects under the “Original Programme”, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme which was introduced in August 2012. Under the “Expanded Programme”, each DC selected 3 public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 205 items under the UA Programme. As at 28 February 2017, 49 items were completed, 133 items were under construction, and 11 items were anticipated to commence in 2017-18. The remaining items will commence as soon as possible upon completion of detailed design and other related work.

17 works contracts have so far been awarded under the UA Programme to 15 contractors (i.e. Hing Fu Engineering Co Ltd (Contract No.: HY/2011/12); Peako Engineering Co Ltd – Concentric Construction Ltd Joint Venture (Contract No.: HY/2012/01); Sum Kee Construction Ltd (Contract No.: HY/2012/12); Granville Civil Ltd (Contract No.: HY/2013/16); Sun Fook Kong (Civil) Ltd (Contract No.: HY/2012/11); China Harbour Engineering Co Ltd (Contract No.: HY/2013/11); Dix Construction & Transportation Ltd (Contract No.: HY/2013/15); Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture (Contract Nos.: HY/2013/23, HY/2014/18 and CV/2014/03); Welcome Construction Co Ltd - Vernaltex Co Ltd Joint Venture (Contract No.: HY/2014/06); Kwan On Construction Co Ltd - China Geo Engineering Corporation Joint Venture (Contract No.: HY/2014/12); Kwan On Construction Co Ltd (Contract No.: CV/2015/01); Chun Wo Construction & Engineering Co Ltd (Contract No.: CV/2014/02); China Road and Bridge Corporation (Contract No.: CV/2015/02), Kwan On Construction Co Ltd – U-Tech Engineering Co Ltd Joint Venture (Contract No.: CV/2015/08) and Excel Engineering Co Ltd (Contract No.: HY/2015/06)) at a total estimated expenditure of about \$4.31 billion.

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

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Completed
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed

HyD Structure No.	Location	Present Status
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
Wan Chai District		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed

HyD Structure No.	Location	Present Status
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
Sham Shui Po District		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
Wong Tai Sin District		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction

HyD Structure No.	Location	Present Status
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
Yau Tsim Mong District		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction

HyD Structure No.	Location	Present Status
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
North District		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction

HyD Structure No.	Location	Present Status
Tai Po District		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction

HyD Structure No.	Location	Present Status
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
Eastern District		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction

HyD Structure No.	Location	Present Status
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
Kowloon City District		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
Kwun Tong District		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
Islands District		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction

HyD Structure No.	Location	Present Status
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
Sai Kung District		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
Tai Po District		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
Tuen Mun District		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
Tsuen Wan District		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction

HyD Structure No.	Location	Present Status
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
Yuen Long District		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- End -

CONTROLLING OFFICER'S REPLY

THB(T)272

(Question Serial No. 4695)

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:

Has the Government kept statistics on the number of users of lifts installed at various locations since the implementation of the “Universal Accessibility” Programme? Are there any measures for effectiveness management? If no, what are the reasons?

Asked by: Hon KWOK Ka-ki (Member Question No. 201)

Reply:

The Government has been implementing the “Original Programme” of the “Universal Accessibility” (UA) Programme for years to provide lifts or standard ramps to existing public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) which are not equipped with standard barrier-free access (BFA) facilities and do not have alternatives to BFA facilities within a distance of about 100 metres, so as to comply with the relevant requirements under the Disability Discrimination Ordinance. The number of users of lifts is thus not a factor to be considered.

In August 2012, the Government launched the “Expanded Programme” of the UA Programme. Members of the public were invited to propose other locations at public walkways where they considered lift retrofitting necessary. Response from the public was overwhelming and there were suggestions for lift retrofitting at about 250 public walkways. In the first half of 2013, we invited the 18 District Councils (DCs) to prioritise the new items proposed by the public in their districts. Each of the DCs selected 3 public walkways for implementation under the “Expanded Programme”. To facilitate the DCs selecting priority items, the HyD has provided the DCs with relevant information for each public walkway concerned, such as pedestrian flow, number of suggestions received, as well as the plan and photos, during the consultation period for their overall consideration.

Moreover, at the request of individual DCs, the HyD provided further information for their reference. Such information included the availability of ramps at the proposed lift locations, facilities nearby for use by the elderly and the disabled, alternative at-grade crossing facilities within a distance of about 100 metres and other lifts nearby.

The Government respects the decisions made by the DCs after thorough consideration of relevant factors and detailed discussions according to their local situations for the implementation of retrofitting items. Based on the DCs' decisions, the Government will earnestly take forward the items selected by the DCs in a cost-effective manner through an established project management system, as well as a fair tendering system and strict supervision on the quality of works, so as to ensure proper use of public funds whilst fully taking care of the needs of all stakeholders.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)273

(Question Serial No. 4696)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau will continue to review the fare adjustment arrangement for franchised bus service in the coming year. Has the Bureau suggested to the bus companies that the half fare concession arrangement should be extended to students? If so, what are the details? If not, what are the reasons?

Asked by: Hon KWOK Ka-ki (Member Question No. 202)

Reply:

We have all along been encouraging operators to offer fare concessions as far as practicable having regard to the operational and financial situation, service nature of individual routes, and the needs of passengers. The new franchise of Kowloon Motor Bus Company (1933) Limited (KMB) will commence on 1 July 2017 and the KMB will introduce a long-haul route fare concession scheme for full-time students (the concession scheme), under which students can enjoy concessionary half fare on their return trips if they use personalised Octopus cards with "Student Status" to take a daytime route solely operated by the KMB with a single adult fare currently at \$12 or above, and to pay the fare of the return trip on the same route or routes within the same group on the same day. As at end-February 2017, a total of 80 KMB routes met the criteria. This concession scheme will be offered on a regular basis and will be rolled out on the commencement date of the new franchise (i.e. 1 July 2017). As mentioned by the Government at the meeting of the Legislative Council Panel on Transport on 20 January 2017, we noted that there were views in the community that more could be done for the concession scheme. We will closely monitor the utilisation of the concession scheme and conduct a review around six months after its implementation.

As for the Fare Adjustment Arrangement for Franchised Buses (FAA), it is the mechanism for the Government to process applications for fare adjustment from franchised bus companies. The Government will take into account a basket of factors in deciding whether it is necessary to adjust the fares of franchised buses and determining the adjustment rate before submission to the Executive Council for a decision. We are conducting a new round of review on the FAA. This review is covered under the Public Transport Strategy Study. The consolidated report of the Study will be released in mid-2017. The aforesaid concession scheme to be introduced by the KMB does not involve the FAA.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)274

(Question Serial No. 4697)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will make preparation for the review on the special helping measures (SHM) for the 6 major outlying island ferry routes, with a view to completing the review in 2019. In this connection, please advise this Committee of the following:

1. Has the Government considered the feasibility of purchasing vessels and granting operators the rights to operate and manage, and assessed whether this can lower the operating costs and the fares, so as to reduce the travelling expenses of residents? If so, what are the details? If not, what are the reasons?
2. Has the Government considered imposing penalties for the SHM? For example, if the service performance and service frequency are below standard, the subsidy to be received by the operator concerned under the SHM will be deducted. If so, what are the details? If not, what are the reasons?
3. Will the Government provide support to the other 8 routes to maintain the ferry services and enhance their service quality?

Asked by: Hon KWOK Ka-ki (Member Question No. 203)

Reply:

- 1 & 2. The Government will, in the first half of 2019, examine in the mid-term review of the next three-year licence period (2017-2020) of the 6 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") whether the special helping measures (SHM) are the most desirable long-term

operation model to maintain the financial viability of ferry services. The review will cover, inter alia, extension of licence duration and a study of the pros and cons of possible options such as letting the Government own the ferry fleet and outsource its operation. The objective is to ensure enhanced service quality, financial viability and reasonable fare level of ferry services. The Ferry Services Ordinance (Cap. 104) stipulates that a licensee shall, at all times during the licence period, maintain to the satisfaction of the Commissioner for Transport a proper and efficient ferry service. Otherwise, the ferry service licence may be revoked. The Transport Department has been monitoring the service level, passenger demand, service arrangements and service quality of the 6 major outlying island ferry routes through on-site surveys, and exploring the feasibility of service enhancement with the operators in a timely manner. In the course of the review on the long-term operation model of the outlying island ferry routes, the Government will consider whether and how the existing mechanism should be strengthened in ensuring the provision of proper and efficient ferry services by the operators.

3. Currently, apart from the 6 major outlying island ferry routes, there are 8 other outlying island ferry routes¹. There are views that the SHM should be extended to these 8 outlying island ferry routes. The Government will conduct an in-depth study on this matter and consider a whole host of factors, including the principle of prudent use of public money, whether there are any alternative public transport services for each of the 8 routes, the operating environment of each of the 8 routes (for example, some of the routes were launched in support of the new residential development projects at that time), and the different financial situation (some of the routes are suffering financial loss but there are routes that are relatively financially manageable for the time being) and patronage of the 8 routes, etc. The expenditure to be involved depends on the outcome of the above study. When the Government makes a decision on the long-term operation model of the 6 major outlying island ferry routes in the first half of 2019, it will decide in one go whether and how the long-term operation model to be selected at that time should be applicable to these 8 routes. The Legislative Council will then be consulted.

¹ The 8 other outlying island ferry routes include: (1) "Aberdeen – Cheung Chau"; (2) "Aberdeen – Yung Shue Wan via Pak Kok Tsuen"; (3) "Aberdeen – Sok Kwu Wan via Mo Tat"; (4) "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O"; (5) "Discovery Bay – Central"; (6) "Discovery Bay – Mui Wo"; (7) "Ma Wan – Central"; and (8) "Ma Wan – Tsuen Wan".

- End -

CONTROLLING OFFICER'S REPLY**THB(T)275****(Question Serial No. 4698)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In the coming year, the Government will oversee the implementation of the special helping measures for the 6 major outlying island ferry routes for the 2017-2020 licence period. In this connection, please advise this Committee:

1. of the monthly patronage of the "Central – Cheung Chau" route in the past 5 years; and
2. whether the Government will set up a designated passage for Cheung Chau residents at the ferry piers and encourage ferry operators to introduce "multi-ride tickets".

Asked by: Hon KWOK Ka-ki (Member Question No. 204)

Reply:

1. The monthly patronage of the "Central – Cheung Chau" route in the past 5 years (2012 to 2016) is set out in the table below:

	2012	2013	2014	2015	2016
January	675 439	665 772	736 918	741 639	679 227
February	606 200	710 862	772 383	765 850	758 798
March	705 933	785 901	790 943	801 555	813 410
April	869 342	727 461	897 125	932 225	750 298
May	687 831	798 685	788 120	816 688	828 645
June	656 157	764 007	713 855	708 822	695 328
July	764 001	823 413	810 736	784 571	828 452
August	839 664	865 065	914 409	902 207	828 370
September	708 727	720 981	702 684	754 197	714 843

	2012	2013	2014	2015	2016
October	752 861	833 920	779 097	802 394	799 647
November	682 564	753 807	761 370	805 936	751 688
December	692 448	764 253	737 259	788 824	829 458

2. The Transport Department consulted the Islands District Council (DC) on 24 October 2016 regarding the proposed provision of monthly ticket passages for the fast ferry service of the “Central – Cheung Chau” route at the Cheung Chau Ferry Pier and the Central Pier No. 5. The proposal was supported by the DC. After collating views from different parties, the ferry operator concerned has planned to provide monthly ticket passages in the second half of 2017. As to the request for the operator to provide multi-ride tickets for passengers of the “Central – Cheung Chau” route and expanding the monthly ticket passages to cover such multi-ride ticket holders, the operator responded positively in principle but would need time to sort out the technical details for implementation. The operator aimed to complete the task before the commencement of the next licence period (mid-2017 to mid-2020).

- End -

CONTROLLING OFFICER'S REPLY**THB(T)276****(Question Serial No. 4699)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will continue to oversee the works for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). In this connection, please advise this Committee of the following:

1. What are the total expenditure on the XRL project and the progress of each works item?
2. So far, there are a number of claims arising from the various items of construction works for the Hong Kong section of the XRL. Please provide the following information in table form:

Scope of works	Contract number	Contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. 205)

Reply:

1. As at end-February 2017, the cumulative expenditure for the awarded contracts under the Entrustment Agreement of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project is \$62.6383 billion. Taking into account the project management cost, the insurance premium, the fee for the consultancy services of the monitoring and verification consultant, and other government costs, the total expenditure of the Hong Kong section of the XRL project under the 2 public works project items (i.e. 6053TR and

6057TR) as at end-February 2017 is \$69.3463 billion. According to the information provided by the MTR Corporation Limited (MTRCL), the overall progress of the Hong Kong section of the XRL project was 87.4% as at 31 December 2016. At present, the Government maintains the target of commissioning the XRL in the third quarter of 2018.

2. According to the information provided by the MTRCL, as at 31 December 2016, the MTRCL received 991 substantiated claims from contractors in relation to the works for the Hong Kong section of the XRL. The amount claimed in total was approximately \$28.8 billion, representing 63.5% of the awarded contract sum for the contracts. As at the same date, 246 cases were resolved and about \$5.579 billion was awarded, representing about 12.3% of the awarded contract sum for the contracts. Subject to the need of individual works and the progress of the relevant assessment and discussion, interim awards amounting to about \$3.634 billion have been made for some cases. The relevant details are tabulated below:

Scope of works	Awarded contract sum (\$ billion)	Claims resolved			Claims unresolved		
		No. of cases	Amount claimed (\$ billion)	Amount awarded (\$ billion)	No. of cases	Amount claimed (\$ billion)	Interim award (\$ billion)
Railway tunnels	22.495	121	3.317	1.732	416	9.218	2.380
West Kowloon Terminus	14.608	122	10.078	3.847	237	1.623	0.676
Electrical and mechanical works	8.208	3*	0	0	92	4.554	0.578
Total	45.311	246	13.395	5.579	745	15.395	3.634

* *The resolved claims only involved extension of time without cost implication.*

According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)277

(Question Serial No. 4717)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government plans to seek funding approval for and oversee the feasibility study on Route 11 this year. In this connection, would the Government advise this Committee:

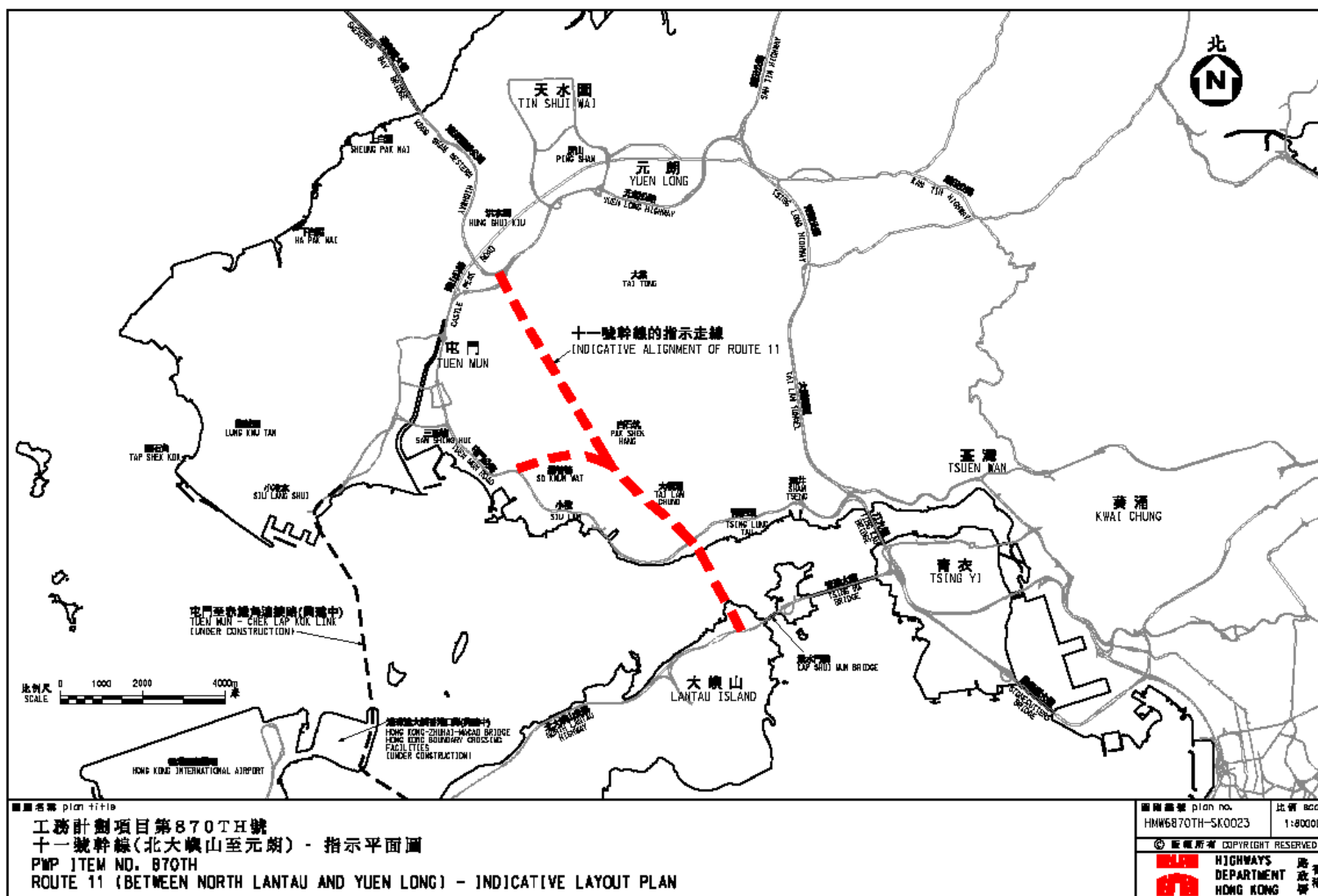
1. of the estimated volume/capacity ratios of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and the Lantau Link during morning peak hours upon the commissioning of Route 11; and
2. whether saturation of traffic capacity is expected to be resulted in the future having regard to the volume/capacity ratios of the TM-CLKL and the Lantau Link during morning peak hours if there is no Route 11?

Asked by: Hon KWOK Ka-ki (Member Question No. 232)

Reply:

In view of the future developments in the Northwest New Territories, including the large-scale developments at the Hung Shui Kiu New Development Area and Yuen Long South, we have proposed conducting a feasibility study on Route 11 which links North Lantau with Yuen Long (please refer to the attached Plan for the preliminary alignment). If Route 11 can be commissioned by 2036, the traffic congestion problems at Tuen Mun Highway, Tai Lam Tunnel and Ting Kau Bridge during peak hours will be alleviated. Given its geographical location, Route 11 will have minimal impact on the Tuen Mun-Chek Lap Kok Link (TM-CLKL) which is currently under construction. According to the initial projections of the Transport Department, regardless of whether there is Route 11 or not, the traffic volumes of the TM-CLKL during morning peak hours in 2036 will be similar. The traffic volume/capacity ratios of the Southern Connection with or without Route 11 will both be 1.0, while the traffic volume/capacity ratios of the Northern Connection with or

without Route 11 will both be 0.7. As for the Lantau Link, the urban bound section will have the busiest traffic during morning peak hours. Its traffic volume will mainly be affected by the scale of development at Lantau in the future. The Government will further examine the matter in the feasibility study on Route 11.



- End -

CONTROLLING OFFICER'S REPLY**THB(T)278****(Question Serial No. 4720)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau will continue to oversee the implementation of the Shatin to Central Link (SCL) this year. Regarding the claims arising from the various items of works for the SCL, please provide the following information in table form:

Scope of works	Contract number	Contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. 235)

Reply:

According to the information provided by the MTR Corporation Limited (MTRCL), as at 31 December 2016, the MTRCL received 554 substantiated claims from contractors in respect of the main works of the Shatin to Central Link (SCL). The amount claimed in total was about \$2.8144 billion, accounting for 4.9% of the awarded contract sum. As at the same date, 62 cases of claims were resolved and the MTRCL awarded about \$466.5 million, accounting for about 0.81% of the awarded contract sum. Moreover, interim award amounting to about \$623.0 million was made for some unresolved cases of claims. Details are as follows:

Scope of works	Awarded contract sum (\$ million)	Claims resolved			Claims unresolved		
		No. of cases	Amount claimed (\$ million)	Amount awarded (\$ million)	No. of cases	Amount claimed (\$ million)	Interim award (\$ million)
Civil works	43,732.8	56	598.3	466.5	420	2,055.1	623.0
Electrical and mechanical works	13,555.0	6*	0	0	72	161.0	0
Total	57,287.8	62	598.3	466.5	492	2,216.1	623.0

* *The claims only involved extension of time without cost implication.*

For details of the awarded contracts for the main works, including the scope of works, contract numbers, awarded contract sums and the names of contractors, please refer to Annex.

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1101	Modification of Ma On Shan Line (MOL)	Sun Fook Kong Joint Venture	620,000,000
1102	Hin Keng Station and Approach Structures	Penta-Ocean Construction Co. Ltd.	1,039,000,000
1103	Hin Keng to Diamond Hill tunnels and Fung Tak Public Transport Interchange	Vinci Construction Grands Projets	2,727,891,805
1106	Diamond Hill Station Extension	Leader Joint Venture	1,665,080,888
1107	Diamond Hill to Kai Tak Tunnels	Chun Wo - SELI Joint Venture	1,067,338,000
1108	Kai Tak Station and Associated Tunnels	Kaden - Chun Wo Joint Venture	1,422,000,000
1108A	Kai Tak Barging Point Facilities	Concentric - Hong Kong River Joint Venture	289,993,398
1109	Stations and Tunnels of Kowloon City Section	Samsung - Hsin Chong Joint Venture	4,569,503,000
1111	Hung Hom North Approach Tunnels	Gammon - Kaden SCL 1111 Joint Venture	3,368,442,219
1112	Hung Hom Station and Stabling Sidings	Leighton Contractors (Asia) Limited	5,241,356,085
1113	Reprovisioning of New Territories South Animal Management Centre and Shatin Plant Quarantine Station	Kaden - Leader Joint Venture	132,608,000
1114	Pedestrian Links at Tsz Wan Shan	Paul Y. Construction Company, Limited	608,000,000
1117	Pat Heung Depot Modification Works	Paul Y. Construction Company, Limited	810,800,000
1119	Trackwork and Overhead Line Modification Works at Lo Wu and Pat Heung Depot	Chun Wo - Henryvicy - GTECH Joint Venture	105,600,001
1120	Trackwork and Overhead Lines for SCL Phase 1	Alstom Hong Kong Ltd	425,910,954
1120B	Trackwork and Overhead Lines for SCL Phase 2	Eiffage Infra-Bau Tak Yue Joint Venture	204,999,695
1121	Cross Harbour Tunnels	Penta-Ocean - China State Joint Venture	4,350,000,000
1122	Admiralty South Overrun Tunnel	Vinci Construction Grands Projets	412,138,888
1123	Exhibition Station and Western Approach Tunnel	Leighton - China State Joint Venture	5,869,282,299.95
1124	Admiralty SCL Related Works	Leader – Kaden SCL1124 Joint Venture	833,606,000

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1125	Police Sports and Recreation Club Enhancement Works	Sun Fook Kong Construction Ltd	297,000,000
1126	Reprovisioning of Harbour Road Sports Centre and Wan Chai Swimming Pool	Leader – Kaden SCL1126 Joint Venture	871,022,808
1128	South Ventilation Building to Admiralty Tunnels	Dragages-Bouygues J.V.	5,226,570,173.02
1129	SCL - Advance Works for North South Line (NSL)	Hsin Chong Construction Co Ltd	299,938,960
11209	Platform Modification and Associated Works at East Rail Line (EAL)	Chun Wo Construction and Engineering Co Ltd	835,600,000
11227	Advance Works for NSL Cross Harbour Tunnels	Concentric-Hong Kong River Joint Venture	49,800,000
1141A	New Rolling Stock for SCL Phase 1	Changchun Railway Vehicles Co., Ltd	1,139,955,435
1141B	New Rolling Stock for SCL Phase 2	Hyundai Rotem Company	4,077,535,440
1151	Rolling Stock Modification and New Train Cars for SCL Phase 1	Itochu-Kinki Sharyo-Kawasaki Consortium	1,181,077,173
1152	Signalling System for SCL Phase 1 & Signalling System Modification for MOL and West Rail Line	Thales Transport & Security (Hong Kong) Limited	642,526,505
1152B	Signalling System for SCL Phase 2	Siemens Limited	845,134,913
1153	Tunnel Environmental Control System (ECS) for SCL Phase 1	Shinryo Corporation	188,992,283
1153B	Tunnel ECS for SCL Phase 2	Shinryo Corporation	179,939,997
1154	Platform Screen Doors for SCL Phase 1 & Automatic Platform Gate (APG) Retrofit for MOL	Gilgen Door Systems AG	415,870,578
1154B	Platform Screen Doors for SCL Phase 2 & APG Retrofit for EAL	Shenzhen Fangda Automatic System Co., Ltd.	511,666,066
1155	Power Supply System and Trackside Auxiliaries for SCL Phase 1	GTECH-KUM SHING Joint Venture	208,380,000
1155B	Power Supply System and Trackside Auxiliaries for SCL Phase 2	CLP Engineering Limited	150,863,858
1159	Lifts for SCL Phase 1	OTIS Elevator Company (H.K.) Limited	72,194,842
1162	Terrestrial Trunked Radio (TETRA) System for SCL Phases 1 & 2	Motorola Solutions Asia Pacific Limited	131,436,641
1162B	Radio Distribution Network System for SCL Phases 1 & 2	Radio Frequency Engineering Limited	92,880,000

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1163	Automated Fare Collection System and Security Access Management System for SCL Phases 1 & 2	Kaba Security System (China) Co., Ltd. – Wincard Security System (Beijing) Co., Ltd. Consortium	113,497,620
1164	Building Services for Diamond Hill Station	Gammon E&M Limited	272,000,000
1165	Building Services for Hin Keng Station, Ma Chai Hang Ventilation Building and Fung Tak Emergency Access	Gammon E&M Limited	219,000,000
1166	Main Control System for SCL Phase 1	Siemens Limited	308,499,220
1166B	Main Control System for SCL Phase 2	Thales Transport & Security (Hong Kong) Limited	132,228,899
1169	Communications System for SCL Phase 1	Siemens Limited	431,299,430
1169B	Communications System for SCL Phase 2	CLP Engineering Limited	112,355,003
1172	Escalators for SCL Phase 1	ThyssenKrupp Elevator (HK) Limited	180,438,081
1172B	Lifts and Escalators for SCL Phase 2	OTIS Elevator Company (H.K.) Limited	145,448,832
1173	Building Services for Hung Hom Station and Hung Hom Stabling Sidings	Shinryo Corporation	631,480,466
1175	Building Services for Kai Tak Station	Leighton M&E Limited	157,879,865
1176	Building Services for To Kwa Wan Station and Ancillary Building	Leighton M&E Limited	183,341,320
1177	Building Services for Ma Tau Wai Station and Ancillary Building	BEST 1177 Joint Venture	250,310,836
1183	EAL Signalling System Modification for SCL	Alstom Hong Kong Limited	115,076,084
1191	Floodgate System for SCL Phase 2	The Jardine Engineering Corporation, Limited	60,259,267

- End -

CONTROLLING OFFICER'S REPLY**THB(T)279****(Question Serial No.4721)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

For the Bureau, one of the tasks this year is to continue to oversee the works for the Central-Wan Chai Bypass (CWB). Regarding the claims arising from the various items of works for the CWB, please provide the following information in table form:

Scope of works	Contract number	Contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. 236)

Reply:

The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) is a large-scale and complex works project. The 13 major works contracts involved have all been awarded, among which 8 of them are managed by the Highways Department. The remaining works have been entrusted to the Civil Engineering and Development Department for implementation under 5 contracts.

Generally speaking, it is the responsibility of contractors of the works project to complete the works within the specified time and cost as required in the contracts. In the event of unforeseen circumstances, contractors may submit claims according to the terms of the contracts. The claims must be substantiated by sufficient justifications and information as the reasonable basis for the claims. The consultant engineers appointed by the managing departments of the works contracts will carefully and independently assess the claims and then submit them to the managing departments for approval. The managing departments will objectively and reasonably scrutinise the consultant engineers' assessments on the

contractors' claims before approving the concerned claims in order to ensure that the approval is based on sufficient justifications and is in accordance with the terms of the contract. If the contractors have any objection to the assessments of the claims, they must provide more information and justifications for further review.

The aforesaid 13 contracts of the CWB project also include works items which are funded under other works projects. Since the claims arising from these contracts involve a number of works projects, such as the reclamation works of the Wan Chai Development Phase II project and the construction works of the tunnel box of the Shatin to Central Link project, the Government does not have specific figures on the number of claims, amount claimed and amount awarded in respect of the CWB project only. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)280

(Question Serial No. 6801)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Branch of the Transport and Housing Bureau will introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward in phases the recommendations made by the Transport Advisory Committee in its Study of Road Traffic Congestion. In this connection, would the Government advise this Committee of:

- (i) information on the above initiative, including the department(s), number of staff, staffing establishment and rank involved, and the current situation of the initiative and expected work progress;
- (ii) information on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas, including the department(s), number of staff, staffing establishment and rank involved, and the current situation of the initiative and expected work progress; and
- (iii) information on exploring measures to control vehicle growth, including the department(s), number of staff, staffing establishment and rank involved, and the current situation of the initiative and expected work progress?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 98)

Reply:

- (i) to (iii) The Government attaches great importance to alleviating road traffic congestion problems. It is taking forward progressively the host of short, medium and long-term measures recommended by the Transport Advisory Committee earlier in its Report on Study of Road Traffic Congestion in Hong Kong.

The Transport Department (TD) is carrying out the preparatory work for the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (the Pilot Scheme), including deciding on the topics, scope and timetable of the study, and estimating the consultancy fee. It will commence an exercise to engage a consultant in due course. The preparatory work for the feasibility study is currently undertaken by existing staff of the TD. In 2017-18, 1 Senior Engineer post and 2 Engineer/Assistant Engineer posts are planned to be created in the TD for the feasibility study. Since the preparatory work is still under way, the TD has yet to be able to confirm the consultancy fee and the time required for the feasibility study. The TD will formulate one or more detailed options on the Pilot Scheme through the feasibility study for further discussion by the public. We will draw up a detailed implementation timetable for the Pilot Scheme in the light of factors such as the outcome of the public discussion at the time, and the progress of seeking funding approval of the Legislative Council (LegCo) for the construction of the related facilities as well as passing the necessary legislation.

Apart from preparing for the feasibility study on the Pilot Scheme, we submitted a motion to the LegCo in February this year on increasing the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. Moreover, the TD will shortly commence a consultancy study on parking spaces for commercial vehicles in 2017, so as to come up with appropriate measures to address the parking needs of commercial vehicles. The TD is carrying out the preparatory work for engaging a consultant, including formulating the specific scope of the study and drafting tender documents. The exercise for engaging the consultant will commence in due course. The TD has also updated the “Hong Kong eRouting” mobile application to provide real-time information on parking vacancies of certain carparks (including government carparks).

In addition, we will continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. We will also continue to explore ways to control the growth of the private car fleet size.

In 2017-18, except for the abovementioned posts to be created in the TD for the feasibility study of the Pilot Scheme and the provision of \$1.8 million earmarked as consultancy fee for the consultancy study on parking spaces for commercial vehicles, all other work will be absorbed by existing resources of the Transport and Housing Bureau, the TD and the HKPF. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)281

(Question Serial No. 7089)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the 2017-18 Budget that in consideration of the overall growth of the private car fleet in recent years, the Government has decided to cancel the full waiver of the first registration tax for electric private cars and will impose a cap on the waiver at \$95,500. However, such measure will only dampen the desire of potential buyers of private cars to buy the more environment-friendly electric vehicles. These potential buyers will buy traditional petrol private cars instead and the objective of containing the growth of the private car fleet cannot be achieved. Would the Government advise this Committee of any other measures to contain the growth of private cars apart from the above measure? If yes, what are the details (including the effectiveness and implementation timetable)?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 83)

Reply:

The continuous increase in private car fleet size is a major factor contributing to road traffic congestion. The Government attaches great importance to alleviating road traffic congestion problems. The Transport Advisory Committee (TAC) has earlier recommended a host of short-, medium- and long-term measures in the Report on Study of Road Traffic Congestion in Hong Kong, including recommendations for containing the growth of private car fleet size, such as increasing the first registration tax and annual licence fee for private cars and raising the "fuel levy" for diesel private cars. The Government has indicated that it will take forward in phases the recommendations put forward by the TAC.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)282

(Question Serial No. 5074)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise of the estimated expenditure on the salaries, housing allowances, expenses of duty visits and entertainment allowances for the following posts of the Secretary for Transport and Housing's Office (STH's Office) in 2017-18:

Secretary for Transport and Housing (STH)
Under Secretary for Transport and Housing (USTH)
Administrative Assistant (AA) to STH
Press Secretary to STH
Political Assistant to STH
Researcher (STH's Office)
Senior Executive Officer (STH's Office)
Executive Officer (STH's Office)
Executive Assistant (STH's Office)
Senior Personal Secretary/USTH
Personal Secretary/AA to STH
Assistant Clerical Officer (ACO)/STH's Office (1)
ACO/STH's Office (2)

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

Reply:

For budgetary purpose, the salary provisions in respect of the posts of the Secretary for Transport and Housing (STH), the Under Secretary for Transport and Housing (USTH) and the Political Assistant (PA) to STH in the 2017-18 estimates are \$3.58 million, \$2.50 million and \$1.25 million respectively. Salary provision of \$0.60 million is also made in 2017-18 for the 2 non-civil service contract posts of Researcher and Executive

Assistant in the STH's Office. Housing allowance is not payable to the above 5 posts, and hence no budget for such purpose has been made.

For 2017-18, the total notional annual salary cost at mid-point of the 8 civil service posts (i.e. Administrative Assistant (AA) to STH, Press Secretary to STH, Senior Executive Officer, Executive Officer, Senior Personal Secretary to USTH, Personal Secretary to AA to STH, Assistant Clerical Officer (ACO)(1) and ACO(2)) is \$6.56 million. Housing allowances of the eligible civil service posts are paid in accordance with the relevant terms of appointment of the officers, as well as the relevant regulations and guidelines. The expenditure is not charged to Head 158.

Expenses on duty visits and entertainment allowances will be charged under departmental expenses, and there is no separate breakdown on these items in the 2017-18 estimates.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)283

(Question Serial No. 5075)

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

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

Programme: (2) Land and Waterborne Transport
(3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details of the posts and the estimated expenditure on their salaries and allowances in 2017-18 for the following sections of the Transport and Housing Bureau:

1. Division 1 of the Transport Branch (TB) (Land Transport Planning Section, Capital Works Projects Section, Railway and Highway Development Section, Railways Ordinance Unit, Administration and Resource Management Section)
2. Division 2 of the TB (Public Transport Services Section, Railway Operation and Services Section, Financial Monitoring Section)
3. Division 4 of the TB (Air Services and Airport Development Section, Air Services and Civil Aviation Management Section)
4. Division 5 of the TB
5. Airport Expansion Project Coordination Office
6. Secretariat Press Office
7. Investigation Team

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

Reply:

The estimated salaries in terms of notional annual mid-point salary (NAMS) of the posts on the permanent establishment in the relevant divisions / offices / team in 2017-18 are tabulated below. The provision for payment of allowances for all Transport Branch staff is estimated to be about \$6.49 million in 2017-18. There is no separate breakdown of the provision for individual divisions / offices / team.

(1) Division 1

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
Administrative Officer Staff Grade B1 / Administrative Officer Staff Grade C (AOSGC) / Government Engineer (GE) / Principal Executive Officer	5	10,535,400
Non-directorate Posts (by Grade)		
Administrative Officer (AO) / Engineer / Town Planner (TP)	9	10,213,710
Analyst/Programmer, Executive Officer (EO), Official Languages Officer, Supplies Supervisor, Clerical and Secretarial (C&S) Staff, Chauffeur, Workman	60	26,109,000

(2) Division 2 ^[Note 1]

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
Administrative Officer Staff Grade B (AOSGB) / AOSGC / Chief Treasury Accountant	5	10,288,200
Non-directorate Posts (by Grade)		
AO / Treasury Accountant (TA)	12	14,105,280
Accounting Officer / C&S Staff	8	2,852,100

Note 1: Including the Public Transport Strategy Study Section

(3) Division 4

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
AOSGB / AOSGC	3	6,499,200
Non-directorate Posts (by Grade)		
AO / TA	5	6,819,600
EO / C&S Staff	8	3,177,540

(4) Division 5 ^[Note 2]

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
AOSGB / AOSGC / Principal Marine Officer	5	10,288,200
Non-directorate Posts (by Grade)		
AO / TP / Economist / Statistician / Statistical Officer	9	9,256,740
EO / C&S Staff	20	9,182,580

Note 2: The Investigation Team was dissolved in 2016-17.

(5) Airport Expansion Project Coordination Office

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
Principal GE / AOSGC / Chief Engineer	3	6,175,800
Non-directorate Posts (by Grade)		
AO / Engineer	6	5,812,890
EO / C&S Staff	4	2,043,960

(6) Secretariat Press Office

Category	Number of Posts	Total NAMS (\$)
Non-directorate Posts (by Grade)		
Information Officer / C&S Staff	3	904,980

- End -

CONTROLLING OFFICER'S REPLY

THB(T)284

(Question Serial No. 3399)

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:

Does your department provide sign language interpretation services? If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 202)

Reply:

The Transport and Housing Bureau (Transport Branch) will provide sign language interpretation services to the hearing impaired having regard to operational needs, such as the staging of press conferences on important policy issues. We procure such services from non-governmental organisations in the welfare sector and no staffing provision of this Branch is involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)285

(Question Serial No. 6881)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding outsourcing of services in your department, please inform this Committee of the following in respect of the past 3 years:

1. the total number of outsourced workers deployed by your department and the percentage of outsourced workers against the total number of staff with the same job nature in your department;
2. the total expenditure on staff of your department; the total amount paid to outsourced service providers; and the percentage of amount paid to outsourced service providers against the total expenditure on staff of your department; and
3. the nature of your department's outsourced services and the duration of the relevant contracts.

In addition, according to the Government's guidelines on tendering of outsourced services revised last year, if the outsourced service relies heavily on the deployment of non-skilled workers, and a marking scheme for tender assessment is adopted, the procuring department, when assessing the tenders, should include in the assessment criteria the evaluation of tenderers' proposed wage rates and working hours for non-skilled workers. In this regard, please inform this Committee of the following:

4. the current number of outsourced service contracts that rely heavily on the deployment of non-skilled workers awarded by your department since implementation of the guidelines;
5. the departments which have adjusted their assessment criteria in respect of wage rates and working hours for the outsourced service contracts that rely heavily on the deployment of non-skilled workers in the light of the new guidelines since their implementation; how

your department has made adjustment; and if no relevant information is available, the reasons for it;

6. whether there have been any rises in the average wage rates for workers in the contracts of outsourced services that rely heavily on deployment of non-skilled workers since the implementation of the guidelines; if so, the number of contracts with rises in wage rates; if no relevant information is available, the reasons for it;

7. measures imposed by your department for evaluating the effectiveness of the new guidelines on tendering;

8. whether your department is required to adopt the existing two-envelope approach with separate technical and price proposals for tender evaluation of outsourced service contracts; if not, the number of contracts awarded without adopting such approach in the past 3 years;

9. the annual numbers of cases of government service contractors breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance as revealed by the inspections conducted by your department, and the annual numbers of complaints lodged by the outsourced workers;

10. the details of follow-up actions on the aforementioned non-compliance and complaint cases; and

11. the number and details of cases involving contractors being penalised for non-compliance or substantiated complaints.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 158)

Reply:

The services outsourced by the Transport Branch (TB) of the Transport and Housing Bureau (THB) mainly cover office cleansing, information technology support, promotion and publicity, etc. In the past 3 years (i.e. 2014-15 to 2016-17), the expenditures on personal emoluments of the TB were \$134 million, \$147 million and \$154 million respectively, whereas the total amount paid to these outsourced service providers was about \$1 million per year. For procurement of outsourced services, the TB has all along been adopting the appropriate assessment mechanism in accordance with the Stores and Procurement Regulations and the relevant government guidelines. Service contracts will set out details of the services to be provided by the outsourced service providers, including the required quality and frequency, but may not specify the number of workers to be deployed. The amount paid to the outsourced service providers covers the fee for the services as a whole, including non-staff cost. Therefore, it is not possible to draw a direct comparison between the number of outsourced workers and the amount paid to the outsourced service providers with the number of staff and the total expenditure on personal emoluments of the TB.

The TB of the THB has not awarded any outsourced service contract that relies heavily on the deployment of non-skilled workers. So far, no case of outsourced service providers breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance has been identified; and no complaint in this regard has been received from the outsourced workers. If such complaints are received, we shall take appropriate actions in accordance with the relevant guidelines.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)286****(Question Serial No. 6924)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the fund stated below, please provide details as to the establishment date and the amount of funding injected, as well as the balance, the amount of funding injected by the Government and the total expenditure in 2013-14, 2014-15, 2015-16 and 2016-17. If there is any fund under the purview of the Bureau but is not included below, please also provide the details accordingly.

1. Maritime and Aviation Training Fund

Asked by: Hon MA Fung-kwok (Member Question No. 100)

Reply:

The Government established the Maritime and Aviation Training Fund (MATF) with a commitment of \$100 million in April 2014 to support and encourage more young students or working adults to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional standard of the aviation and maritime industries.

The expenditure and balance of the MATF in the past 3 years are as follows:

Year	Expenditure (\$million)	Balance (\$ million)
2014-15	5.58	94.42
2015-16	8.61	85.81
2016-17	Estimated at 13.23	About 72.58

- End -

CONTROLLING OFFICER'S REPLY**THB(T)287****(Question Serial No. 6283)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and exploring related cross-boundary transport arrangements in conjunction with the governments of Guangdong Province and the Macao Special Administrative Region. Please advise this Committee of the following:

- (a) the latest expected date of completion of the works for the HZMB Main Bridge;
- (b) the latest progress of the works for the HZMB Main Bridge;
- (c) the ranks and number of officers responsible for overseeing the works for the HZMB Main Bridge and the expenses involved in the past 3 years using the table below:

	Ranks of officers	Number of officers	Expenses involved
2014-15			
2015-16			
2016-17			
2017-18 (Estimate)			

- (d) the details of the site inspections conducted for overseeing the works for the HZMB Main Bridge in the past 5 years using the table below:

	Date of site inspection	Number of officers	Details of inspection	Expenses involved
2012-13				
2013-14				

	Date of site inspection	Number of officers	Details of inspection	Expenses involved
2014-15				
2015-16				
2016-17				
2017-18 (Estimate)				

(e) the details of the meetings held with the relevant Mainland and Macao authorities for overseeing the works for the HZMB Main Bridge in the past 5 years using the table below:

	Date of meeting	Number of participants	Details of meeting	Expenses involved
2012-13				
2013-14				
2014-15				
2015-16				
2016-17				
2017-18 (Estimate)				

(f) the number of industrial casualties and the expenses involved in the works for the HZMB Main Bridge in the past 5 years using the table below:

	Date of industrial accident	Number of casualties	Details of industrial accident	Expenses involved
2012-13				
2013-14				
2014-15				
2015-16				
2016-17				
2017-18 (Estimate)				

Asked by: Hon MO Claudia (Member Question No. 55)

Reply:

(a) & (b)

The construction of the tunnel and artificial islands of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge within the Mainland waters is still in progress. Its critical process involves the placement of 33 sub-sea tunnel segments and the final connection. As of 7 March 2017, apart from the final connection, all 33 sub-sea tunnel segments were placed. Given that the works site is in a complex sea environment, the project faces huge technical difficulties arising from the need to cater for wind speed and under-water current conditions. Its challenges include overcoming inclement weather and sedimentation of the tunnel bedding conditions. On the other hand, the bridge section of the HZMB Main Bridge was connected in end September 2016 and the bridge deck surfacing works are underway. Given the immense scale of the surfacing works and the high technical requirements of the surfacing works, the progress of works may also be affected by inclement weather. In addition, the remaining works for the HZMB Main Bridge include

the installation of public utilities and testing for commissioning. In view of the current works progress, the HZMB Main Bridge project is expected to be completed in December 2017.

The works for the HZMB Main Bridge as well as projects of the three sides have encountered various difficulties and pressures, including risks in respect of technical challenges, extreme weather, works safety and works interface, etc. Without compromising the quality and safety of works, the HZMB Authority and the three sides, (i.e. Guangdong, Hong Kong and Macao), are adopting every possible measure to overcome the difficulties encountered so as to proceed with their relevant projects. With the further consolidated assessment by the Joint Works Committee of the Three Governments (JWC), the three sides strive to complete the HZMB project by end 2017 for early simultaneous commissioning, subject to factors such as the implementation of cross-boundary transport arrangements.

(c) to (e)

According to the agreement of the three governments, the HZMB Authority (as a legal person pursuant to the Mainland laws) jointly established by the three governments is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge. It has to report the works progress to the three governments from time to time. The three governments also hold regular meetings and conduct site visits from time to time to monitor the works progress of the HZMB Main Bridge. In the past 3 years (from 2014 to 2016), a total of 8 meetings were held by the JWC to discuss issues relating to the entire HZMB project, including works progress of the HZMB Main Bridge. In the past 3 years (from 2014 to 2016), the Task Force of the HZMB, chaired by the National Development and Reform Commission, also held 3 meetings.

Under Head 158, the Transport Branch of the Transport and Housing Bureau has been overseeing the works of the HZMB Main Bridge with existing staff resources. There is no separate breakdown of operating expenses, staffing establishment and salary cost involved.

(f)

The HZMB Authority is directly responsible for the construction and management of the HZMB Main Bridge. In the event of industrial accidents or cases of work injuries, the contractors concerned are required to report to the HZMB Authority and the relevant local government department(s) in a timely manner. We do not have readily available information for details of industrial accidents relating to the HZMB Main Bridge.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)288****(Question Serial No. 6284)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge project. Please advise this Committee of the following:

a. The details of the environmental mitigation measures (EMMs) taken for the works for the HKBCF, the HKLR and the TM-CLKL over the past 5 years using the table below:

Date	Company/Individual providing services on EMMs	Location of EMMs	Details of EMMs	Effectiveness of EMMs	Expenses involved

b. The details of the complaints received about the works for the HKBCF, the HKLR and the TM-CLKL over the past 5 years and the respective findings of investigations and complaint handling methods using the table below:

Date of complaint received	Date of complaint resolved	Contract/ Contractor being complained	Location of complaint	Details of complaint	Complaint handling methods	Expenses involved

c. The details of the incidents of offence in law involved in the works for the HKBCF, the HKLR and the TM-CLKL over the past 5 years and the respective findings of investigations and complaint handling methods using the table below:

Date of offence	Date of prosecution	Name of contract/contractor	Location of offence	Details of offence	Handling methods	Expenses involved

Asked by: Hon MO Claudia (Member Question No. 56)

Reply:

- (a) Under the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) projects, a series of environmental mitigating measures have been implemented by the Government through contractual requirements to minimise the impact on the environment. Air quality mitigating measures employed include watering of construction sites every day, using wheel washing facilities at site entrances/exits, using low carbon fuel for construction plants, covering filling materials and ensuring works are carried out in compliance with the Air Pollution Control Ordinance.

Noise mitigating measures employed include the adoption of good site practices and construction methods to mitigate noise at source, using low noise plant and equipment, installing noise barriers at fixed machinery, proper maintenance of plant and equipment, and reducing the number of noise emitting plant and equipment operating simultaneously.

Mitigating measures to minimise impact on ecology during construction include using non-dredging method for reclamation and seawall construction, prohibiting underwater percussive piling, limiting the speed of construction marine vessels and setting up Chinese White Dolphin exclusion zone.

The expenditure and staff involved for implementing the above mitigating measures for air, noise and ecology are absorbed in the project cost of the relevant projects.

- (b) Complaints on the works for the HZMB HKBCF, the HKLR and the TM-CLKL mainly concern five major categories of issues, namely traffic issues, safety issues, works progress and project estimate, environmental protection issues and others. Complaints received by the Highways Department (HyD) between 2013 and 2017 (as at 9 March 2017) in relation to the above projects are summarised in the table below.

	2013	2014	2015	2016	2017 (As at 9 March 2017)	Total
General	3	9	11	8	2	33
HKBCF	2	1	8	13	0	24
HKLR	20	15	8	24	5	72
TM-CLKL	1	15	25	33	7	81
Total	26	40	52	78	14	210

A breakdown of the complaints by category is as follows:

Complaint category	2013	2014	2015	2016	2017 (as at 9 March 2017)	Total
Traffic issues	3	9	26	38	10	86
Safety issues	1	5	3	11	0	20
Works progress and project estimate	1	1	3	3	0	8
Environmental protection issues	20	20	12	13	1	66
Others	1	5	8	13	3	30
Total	26	40	52	78	14	210

Regarding complaints on the works under various projects, the HyD has been monitoring the handling of such complaints by the relevant engineering consultants and contractors. The contractors concerned have not reported the expenses incurred in handling the complaints on the works to the HyD. The Government has no information about the expenditure incurred in handling the complaints on the works.

- (c) Details of environment-related prosecution in the last 5 years are summarised in the table below. Contractors are responsible for paying the fines and expenses for any remedial measures.

Date of offence	Date of prosecution	Name of contract/contractor	Location of offence	Details of offence	Handling method
31 October 2012	24 April 2013	China Harbour Engineering Company Limited (CHEC)	Site of the HKBCF	Violation of the Noise Control Ordinance	The Environmental Protection Department (EPD) prosecuted the contractor
6 October 2013	19 March 2014	CHEC	Site of the HKBCF	Violation of the Noise Control Ordinance	The EPD prosecuted the contractor
15 March 2014	20 October 2014	Sambo Engineering and Construction Co. Ltd	Site of the HKLR	Violation of the Noise Control Ordinance	The EPD prosecuted the contractor

- End -

CONTROLLING OFFICER'S REPLY**THB(T)289****(Question Serial No. 5137)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the public relations expenditure of government departments, please inform this Committee of the following:

(1) the total expenditure and details of publishing advertisements, sponsored content or advertorials in newspapers registered under the Registration of Local Newspapers Ordinance by your department in the past year:

Date of publish (Day/Month/ Year)	Status (one-off/ ongoing/done) (as at 28 February 2017)	Government or public organisation (including bureau/ department/ public organisation/ government advisory body)	Name and purpose of advertisement	Name of media organisation and newspaper	Frequency (as at 28 February 2017)	Expenditure (as at 28 February 2017)

(2) the expenditure and details of sponsoring local free-to-air television stations, pay television stations and radio stations to provide information and produce programmes or materials by your department in the past year:

Date of broadcast (Day/Month/ Year)	Status (one-off/ ongoing/done) (as at 28 February 2017)	Government or public organisation (including bureau/ department/ public organisation/ government advisory body)	Name and purpose of advertisement	Media organisation	Frequency (as at 28 February 2017)	Expenditure (as at 28 February 2017)

(3) the media organisations which published or broadcast advertisements/sponsored content of your department in the past year, as well as the frequency and total expenditure involved (in descending order):

Name of media organisation	Frequency	Total expenditure (\$)

(4) the websites/network platforms on which your department published online advertisements/sponsored content in the past year, as well as the frequency, duration (days) and total expenditure involved (tabulated in descending order):

Website/ network platform	Content of advertisement	Frequency	Duration (days)	Hit rate, frequency of exposure and number of viewers	Total expenditure (\$)

Asked by: Hon MOK Charles Peter (Member Question No. 84)

Reply:

The requisite information in respect of the Transport Branch (TB) is as follows –

- (1) expenditure for publishing advertisements, sponsored content or advertorials in newspapers registered under the Registration of Local Newspapers Ordinance in 2016-17 (up to 28 February 2017):

Date of publish (Day/Month/ Year)	Status (one-off/ ongoing/ done)	Purpose and name of advertisement	Name of media organisation and newspaper	Frequency	Total expenditure (\$'000)
2/9/2016	One-off	Newspaper supplement on major infrastructural and land development projects in Hong Kong*	Headline Daily	1	140*
20/9/2016	One-off	Promotion on Hong Kong Maritime Industry Week - Not only a port, but a maritime hub	South China Morning Post	1	107
6/10/2016	One-off	Promotion on Hong Kong Maritime Industry Week - The first (Hong Kong Maritime Industry Week) showcases Hong Kong's maritime industry as a strong cluster	Hong Kong Economic Times	1	62
12/10/2016	One-off	Promotion on Hong Kong Maritime Industry Week - Run! Hong Kong Maritime Industry Week Orienteering Race 2016	Headline Daily	1	46
21/10/2016	One-off	Promotion on Hong Kong Maritime Industry Week - Hong Kong Maritime	Asia Maritime Magazine	1	116
24/10/2016	One-off	Promotion on Hong Kong Maritime Industry Week - The opportunities in Maritime Industry for the youth, as unfolded by the Hong Kong Maritime Industry Week	am730	1	37
21-25/11/2016	Done	Promotion on Hong Kong Maritime Industry Week - International maritime centre: Hong Kong's past and present - High value added maritime services (1) - High value added maritime services (2) - Our vibrant maritime cluster (1) - Our vibrant maritime cluster (2)	Sing Tao Daily	5	172

Date of publish (Day/Month/ Year)	Status (one-off/ ongoing/ done)	Purpose and name of advertisement	Name of media organisation and newspaper	Frequency	Total expenditure (\$'000)
23-25/11/2016	Done	Promotion on Hong Kong Maritime Industry Week - Shipping is in Hong Kong's DNA - Hong Kong's comparative advantages in maritime dispute resolution - Finance and insurance vital in keeping the shipping sector afloat	South China Morning Post	3	363

* This represents only the share of the Transport and Housing Bureau in respect of the content on transportation infrastructure development.

- (2) expenditure for sponsoring local free-to-air television stations, paid television stations and radio stations to provide information and produce programmes or materials in 2016-17 (up to 28 February 2017):

Date of broadcast (Day/Month/Year)	Status (one-off/ ongoing/ done)	Name and purpose of advertisement	Media organisation	Frequency	Total expenditure (\$'000)
7-25/11/2016	Done	Promotion on Hong Kong Maritime Industry Week	Commercial Radio (CR881)	15	205

- (3) media organisations which published or broadcast advertisements/sponsored content of the TB in 2016-17 (up to 28 February 2017):

Name of media organisation	Frequency	Total expenditure (\$'000)
Headline Daily	2	186
South China Morning Post	4	470
Hong Kong Economic Times	1	62
Asia Maritime Magazine	1	116
am730	1	37
Sing Tao Daily	5	172
Commercial Radio (CR881)	15	205

- (4) websites/network platforms on which the TB published online advertisements/sponsored content in 2016-17 (up to 28 February 2017):

Website/ network platform	Advertisement/ sponsored content	Frequency	Duration (days)	Hit rate, frequency of exposure and number of viewers	Total expenditure (\$'000)
Facebook	Promotion on Hong Kong Maritime Industry Week	9	27	382 615	20
LinkedIn		5	27	740 631	20
Twitter		5	27	204 784	9

- End -

CONTROLLING OFFICER'S REPLY**THB(T)290****(Question Serial No. 5154)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the records management work of the Bureau and its departments last year:

- (1) 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;
- (2) 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	Reasons for not having been transferred

- (3) 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	Retention period approved by the GRS	Are they confidential documents	Reasons for not having been transferred

- (4) 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	Retention period approved by the GRS	Are they confidential documents	Reasons for not having been transferred

Asked by: Hon MOK Charles Peter (Member Question No. 101)

Reply:

The information requested regarding the records management work in 2016-17 of the Transport Branch (TB) of the Transport and Housing Bureau and the departments under its purview, namely the Civil Aviation Department (CAD), the Highways Department (HyD), the Marine Department (MD) and the Transport Department (TD), is provided below:

- (1) In accordance with the guidelines issued by the Government Records Service (GRS), the TB and the departments under its purview have each designated an officer as the Departmental Records Manager (DRM) to oversee records management practices and procedures in the branch/departments. The DRMs are assisted by the Assistant DRMs (ADRM), the Records Managers and/or the Records Management Officers. They take up these roles in addition to their other duties, including 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
TB	A Principal Executive Officer (PEO) to oversee records management in the 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 accounting grades officers in divisions/sections/units as ADRMs and Records Managers	2 Confidential Assistants (ConAs), 1 Assistant Clerical Officer (ACO) and 2 Clerical Assistants (CAs)
CAD	A Chief Executive Officer (CEO) as the DRM; an SEO as the ADRM; 7 officers not below the rank of Executive Officer II (EO II) or equivalent as Records Managers in different divisions	2 ConAs, 4 ACOs and 2 CAs

Bureau/ department	Officers with designated roles	Full-time staff
HyD	A CEO as the DRM; 44 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 Clerical Officer (CO) as ADRMs	2 ConAs, 22 ACOs and 29 CAs
MD	An SEO as the DRM; 5 executive officers in various divisions/sections as ADRMs; officers not below the rank of SEO or equivalent in each section and office as Records Managers	1 ConA
TD	A PEO as the DRM; an SEO as the ADRM; 37 officers not below the rank of Transport Officer II or equivalent as Records Management Officers	2 ConAs

(2) 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?	Reasons for not having been transferred
TB	Administrative records	2002 to 2017	1 240 files in 74.34 lm	2 to 5 years	No	Within the approved retention period or under processing
		2016	1 file in 0.04 lm	3 years	Yes	Within the approved retention period
	Programme records	2010 to 2017	68 files in 3.47 lm	6 to 25 years	No	Within the approved retention period
		2007 to 2016	3 files in 0.12 lm	25 years	Yes	
CAD	Administrative records	1974 to 2011	26 files in 1.04 lm	2 to 3 years	No	Pending advice/ evaluation by the GRS
	Programme records	1953 to 2009	378 files in 32.5 lm	7 to 30 years	No (except for 9 files)	
		2003 to 2008	13 files in 0.8 lm	7 years	No	
		1962 to 2014	67 files in 2.68 lm	25 years	No	

Bureau/ department	Category	Years covered	Number and linear metres (lm)	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
HyD	Administrative records	1980 to 2017	3 643 files in 55.23 lm	2 to 5 years	No	Under processing or pending advice/ evaluation by the GRS
		2010 to 2012	7 files in 0.28 lm	3 years	Yes	
	Programme records	1970 to 2016	3 878 files in 150.75 lm	5 to 20 years	No	
		1989 to 2010	198 files in 10.64 lm	7 to 8 years	Yes	
MD	Administrative records	1941 to 2016	159 files in 7.95 lm	1 to 5 years	No	Pending advice/ evaluation by the GRS or within the approved retention period
	Programme records	1981 to 2016	90 files in 16.35 lm	5 to 10 years	No	
TD	Administrative records	1973 to 2017	85 files in 5.94 lm	1 to 13 years	No	Within the approved retention period
		2003 to 2017	6 files in 0.3 lm	3 to 5 years	Yes	
	Programme records	2001 to 2017	219 files in 8.02 lm	10 to 13 years	No	

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

Bureau/ department	Category	Years covered	Number and lm	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
TB ^{Note}	—	—	—	—	—	—
CAD	Administrative records	1976 to 1982	3 files in 0.56 lm	Permanent	No	Transferred
	Programme records	1965 to 1985	12 files in 0.84 lm	Permanent	No	
		1970 to 2010	269 files in 22.04 lm	20 years to permanent	No	

Bureau/ department	Category	Years covered	Number and lm	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
HyD	Programme records	1993 to 2012	421 files in 28 lm	13 years	No	Transferred
MD	Administrative records	1948 to 2014	115 files in 5.75 lm	3 to 7 years	No	Transferred
TD	Administrative records	1976 to 2004	83 files in 4.15 lm	3 to 5 years	Yes	Transferred
	Programme records	1982 to 2003	38 files in 2.26 lm	10 years	No	
		1995 to 2004	30 files in 1.8 lm	10 years	Yes	

^{Note} The files transferred to the GRS by the TB in 2016-17 were appraised by the GRS as having no archival value. Therefore, these files have been destroyed after obtaining the agreement of the Government Records Service Director (see Table (4)).

(4) Records which have been approved for destruction by the GRS are as follows:

Bureau/ department	Category	Years covered	Number and lm	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
TB	Administrative records	1988 to 2011	69 files in 3.06 lm	2 to 7 years	No	Transferred
CAD	Administrative records	1965 to 1997	18 files in 1.26 lm	2 to 4 years	No	Transferred
		2006 to 2012	61 570 files and forms in 123.14 lm	2 years after completi on of relevant procedures	No	
	Programme records	1965 to 1985	44 files in 3.08 lm	7 to 25 years	No	
		2008 to 2009	22 files in 7.33 lm	7 years	Yes	
		1975 to 1983	6 files in 0.1 lm	30 years	No	

Bureau/ department	Category	Years covered	Number and lm	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
HyD	Administrative records	1965 to 2012	9 828 files in 115.86 lm	2 to 7 years	No	Transferred
		1992 to 2009	29 files in 2 lm	2 years	Yes	
	Programme records	1960 to 2008	38 000 files in 517.81 lm	7 to 13 years	No	
MD	Administrative records	1946 to 2014	440 files in 25.66 lm	2 to 7 years or until supersede d or obsolete	No	Transferred
	Programme records	1976 to 2015	6 640 files in 269.55 lm	2 to 7 years	No	
TD	Administrative records	1972 to 2010	569 files in 33 lm	2 to 7 years	No	Transferred
		1966 to 2011	73 files in 3.76 lm	1 to 5 years	Yes	
	Programme records	1976 to 2015	5 822 files and 3 663 248 records (receipts, forms, certificates and reports) in 1 141.89 lm	18 months to 25 years	No	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)291

(Question Serial No. 5182)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the construction and operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise this Committee:

- (a) of the total expenditure (including expenditures for the consultant and Government's internal operation) for the XRL project as at end-February 2017;
- (b) of the amount paid to the monitoring and verification consultant, out of the expenditure for the XRL project, as at end-February 2017;
- (c) of the current works progress and the most updated expected date of completion;
- (d) of the details of the claims, the amount of compensation involved and the vetting progress of the claims; and
- (e) whether measures have been implemented to control the cost overrun problem; if so, of the details.

Asked by: Hon MOK Charles Peter (Member Question No. 131)

Reply:

- (a) & (b) As at end-February 2017, the cumulative expenditure for the awarded contracts under the Entrustment Agreement of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project is \$62.6383 billion. Taking into account the project management cost, the insurance premium, the fee for the consultancy services of the monitoring and verification (M&V) consultant, and other government costs, the total expenditure of the Hong Kong section of the XRL project under the 2 public works project items (i.e. 6053TR and 6057TR) as at end-February 2017 is \$69.3463 billion.

The Highways Department (HyD) deploys in-house staff resources, with the assistance of its M&V consultant, to oversee the progress of the Hong Kong section of the XRL project. The total notional annual salary cost at mid-point is \$16.61 million in 2017-18. As at end-February 2017, the total amount paid for the consultancy services of the M&V consultant is \$132.8 million.

- (c) According to the information provided by the MTR Corporation Limited (MTRCL), the overall progress of the Hong Kong section of the XRL project was 87.4% as at 31 December 2016. At present, the Government maintains the target of commissioning the XRL in the third quarter of 2018.
- (d) According to the information provided by the MTRCL, as at 31 December 2016, the MTRCL received 991 substantiated claims from contractors in relation to the works for the Hong Kong section of the XRL. The amount claimed in total was approximately \$28.8 billion, representing 63.5% of the awarded contract sum for the contracts. As at the same date, 246 cases were resolved and about \$5.579 billion was awarded, representing about 12.3% of the awarded contract sum for the contracts. Subject to the need of individual works and the progress of the relevant assessment and discussion, interim awards amounting to about \$3.634 billion have been made for some cases.
- (e) In the light of the delay of the construction of the Hong Kong section of the XRL, the Chief Executive appointed in May 2014 an Independent Expert Panel (IEP) chaired by the Hon Mr Justice Hartmann to review the implementation of the XRL project. The report of the IEP, which was released by the Government in January 2015, put forward recommendations to improve the monitoring work by the HyD on the Hong Kong section of the XRL project. The Transport and Housing Bureau (THB) and the HyD have actively taken follow-up actions in discussing with the MTRCL and relevant parties ways to implement the recommendations, with a view to improving the systems, processes and practices for implementing and monitoring the Hong Kong section of the XRL project as well as future new railway projects. Since the fourth quarter of 2014, the THB has been providing reports to the Subcommittee on Matters Relating to Railways quarterly, instead of half-yearly, on the progress and financial situation of the construction of the Hong Kong section of the XRL project.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)292****(Question Serial No. 5280)**

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:

- (1) Please provide, in table form, the number of requests for information under the Code on Access to Information received by your bureau/department and its subvented organisations in 2016-17 as well as the relevant details:

Bureau/ Department/ Organisation	Number of requests received	Information involved (by item)	Number of requests being handled	Number of requests in which all information was provided	Number of requests in which partial information was provided	Average number of working days taken to handle the requests

- (2) the 3 pieces of information most frequently requested by the public and the number of such requests;
- (3) the 5 requests for information which took the longest time to handle, the number of days taken to handle such requests and the reasons; and
- (4) the content of the requests refused, the reasons for the refusal and the number of requests for reviews lodged by the public.

Asked by: Hon MOK Charles Peter (Member Question No. 151)

Reply:

From 1 April 2016 to 28 February 2017 (the relevant period), the Transport Branch of the Transport and Housing Bureau received 2 requests for information under the Code on

Access to Information. The 2 cases requested information relating to a bill on a tunnel and road safety of the cyclists respectively.

We completed the processing of 1 case during the relevant period. The case involved a search through the closed records and was completed in 51 days. The information was fully provided. The other case, which was received on 22 February 2017, was being processed as at 28 February 2017. No request for review of our replies was received during the relevant period.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)293****(Question Serial No. 5282)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please tabulate the details concerning the social media platforms set up and run by your bureau/departments/the public bodies under your purview and their subvented organisations (including outsourced contractors or consultants) in 2016-17 (as at 28 February 2017).

Commencement date (month/ year)	Status (keep updating/ ceased updating)	Bureau/ subvented organisation	Name	Social media platform	Purpose of establishment and contents	No. of "likes"/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (yes/no)	Average no. of posts per day and average no. of interactions per post (total no. of "likes", comments and shares)	Ranks and no. of officers responsible for the operation	Expenditure for setting up the platforms and daily operational expenses

Asked by: Hon MOK Charles Peter (Member Question No. 154)

Reply:

The information on social media platforms set up and operated under the Transport portfolio is tabulated below:

Commencement date (month/ year)	Status (keep updating/ ceased updating)	Bureau/ subvented organisation	Name	Social media	Purpose of establishment and contents	No. of “likes”/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (yes/no)	Average no. of posts per day and average no. of interactions per post (total no. of “likes”, comments and shares)	Ranks and no. of officers responsible for the operation	Expenditure for setting up the platforms and daily operational expenses
10/2016	Keep updating	Transport and Housing Bureau	“Any Walker” Facebook page	Facebook	To enhance public understanding of the local public transport system, transport professions and transport infrastructure, and to strengthen interactions with the public through setting up a dedicated page on the social media platform.	No. of subscribers: 1 093 No. of “likes”: 2 853	Yes	Total no. of posts: 86 Average no. of posts per day: 0.6 Average no. of interactions per post: 36 Average no. of views per post: 1 171	Operated by existing staff as part of their duties; there is no separate breakdown	\$55,200 (The social media platform was set up and the content is updated by a contractor.)
7/2016	Keep updating	Hong Kong Maritime and Port Board (HKMPB)	HKMPB	YouTube	To provide information about the HKMPB, introduce the logistics and maritime industries in Hong Kong, and promote the Hong Kong Maritime Industry Week.	No. of subscribers: 24 Total no. of views: 2 063	Yes	Total no. of video clips uploaded: 23 Average no. of video clips uploaded per day: 0.1 Average no. of interactions per video clip: 3 Average no. of views per video clip: 90	Operated by existing staff as part of their duties; there is no separate breakdown	The routine operation of the social media platform is absorbed by existing manpower and resources. There is no separate breakdown of the resources involved. The expenditures on promoting the Hong Kong Maritime

Commencement date (month/ year)	Status (keep updating/ ceased updating)	Bureau/ subvented organisation	Name	Social media	Purpose of establishment and contents	No. of "likes"/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (yes/no)	Average no. of posts per day and average no. of interactions per post (total no. of "likes", comments and shares)	Ranks and no. of officers responsible for the operation	Expenditure for setting up the platforms and daily operational expenses
10/2016	Keep updating	HKMPB	HKMPB	Facebook	To provide information about the HKMPB, introduce the logistics and maritime industries in Hong Kong, and promote the Hong Kong Maritime Industry Week and HKMPB's activities at the Education and Careers Expo.	No. of subscribers: 1 741 No. of "likes": 1 735	Yes	Total no. of posts: 37 Average no. of posts per day: 0.3 Average no. of interactions per post: 34 Average no. of views per post: 7 158		Industry Week are as follows: Facebook: \$19,490 LinkedIn: \$19,979 Twitter: \$8,632 YouTube and Weibo: no additional expenditure is involved
10/2016	Keep updating	HKMPB	HKMPB	LinkedIn	To provide information about the HKMPB and promote the Hong Kong Maritime Industry Week.	No. of subscribers: 77	Yes	No. of posts within a month before and after the Hong Kong Maritime Industry Week: 12 Average no. of posts per day: 0.4 Average no. of interactions per post: 6 Average no. of views per post: 3 774		

Commencement date (month/ year)	Status (keep updating/ ceased updating)	Bureau/ subvented organisation	Name	Social media	Purpose of establishment and contents	No. of “likes”/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (yes/no)	Average no. of posts per day and average no. of interactions per post (total no. of “likes”, comments and shares)	Ranks and no. of officers responsible for the operation	Expenditure for setting up the platforms and daily operational expenses
11/2016	Keep updating	HKMPB	HKMPB	Twitter	To provide information about the HKMPB and promote the Hong Kong Maritime Industry Week.	No. of subscribers: 161	Yes	No. of posts within a month before and after the Hong Kong Maritime Industry Week: 13 Average no. of posts per day: 0.4 Average no. of interactions per post: 6 Average no. of views per post: 15 969		
11/2016	Keep updating	HKMPB	HKMPB	Weibo	To provide information about the HKMPB and promote the Hong Kong Maritime Industry Week.	No. of subscribers: 3	Yes	No. of posts within a month before and after the Hong Kong Maritime Industry Week: 12 Average no. of posts per day: 0.4 Average no. of interactions per post: 0 Average no. of views per post: 460		

Commencement date (month/ year)	Status (keep updating/ ceased updating)	Bureau/ subvented organisation	Name	Social media	Purpose of establishment and contents	No. of "likes"/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (yes/no)	Average no. of posts per day and average no. of interactions per post (total no. of "likes", comments and shares)	Ranks and no. of officers responsible for the operation	Expenditure for setting up the platforms and daily operational expenses
1/2010	Keep updating	Airport Authority Hong Kong (AA)	Facebook, Weibo and Twitter pages of the Hong Kong International Airport (HKIA)	Facebook, Weibo, Twitter	To disseminate the latest information about the HKIA to the public via social media platforms.	No. of "likes" on Facebook: 38 468 No. of Weibo subscribers: 35 618 No. of Twitter subscribers: 34 134	Yes	Total no. of posts: 260 Average no. of posts per day: 0.77 Average no. of interactions per post: 715	2 to 3 officers/ senior officers (as part of their duties)	\$200,000 (The contractor is funded by the AA to manage and monitor the social media platforms, including updating and monitoring the contents, analysing the effectiveness and market situation, etc.)
6/2011	Keep updating	AA	HKIA YouTube channel	YouTube		No. of subscribers: 6 578	Yes	Total no. of video clips uploaded: 19 Average no. of video clips uploaded per day: 0.06 Average no. of interactions per video clip: 421		
12/2014	Keep updating	AA	HKIA official Instagram account	Instagram		No. of subscribers: 13 035	Yes	Total no. of posts: 44 Average no. of posts per day: 0.13 Average no. of interactions per post: 476		
3/2015	Keep updating	AA	Three-Runway System (3RS) Facebook page	Facebook		No. of "likes": 2 451	Yes	Total no. of posts: 2 Average no. of posts per day: 0.005 Average no. of interactions per post: 217		

Commencement date (month/ year)	Status (keep updating/ ceased updating)	Bureau/ subvented organisation	Name	Social media	Purpose of establishment and contents	No. of “likes”/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (yes/no)	Average no. of posts per day and average no. of interactions per post (total no. of “likes”, comments and shares)	Ranks and no. of officers responsible for the operation	Expenditure for setting up the platforms and daily operational expenses
7/2012	Keep updating	Electrical and Mechanical Services Department (EMSD)	EMSD GOVHK channel	YouTube	To issue publicity and educational video clips on electrical and mechanical safety (including railway safety and vehicle maintenance) to the public and the trade via the Internet.	No. of subscribers: 1 467	Yes	There was no new video clip relating to transport uploaded in 2016-17.	The work is shared by officers from different teams. There is no designated officer solely responsible for the work.	The work is absorbed by existing manpower and resources. There is no separate breakdown of the resources involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)294

(Question Serial No. 6500)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards improving the traffic distribution among the 3 road harbour crossings, please advise this Committee:

- of the average daily traffic flow of Cross-Harbour Tunnel (CHT), Western Harbour Crossing (WHC) and Eastern Harbour Crossing (EHC), including their highest and lowest traffic flow, over the past 5 years with the respective figures tabulated by vehicle type;
- of the average hourly traffic flow of CHT, WHC and EHC, including their highest and lowest traffic flow, over the past 5 years with the respective figures tabulated by vehicle type; if possible, please set out the figures under 2 columns, namely Monday to Friday, and Saturday, Sunday and public holiday; and
- whether any assessment has been made by the Government of the expenditure and manpower to be involved if the SAR Government buys back EHC and WHC.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 152)

Reply:

The average daily traffic flow figures of the 3 road harbour crossings (RHCs) (i.e. Cross-Harbour Tunnel (CHT), Eastern Harbour Crossing (EHC) and Western Harbour Crossing (WHC)) in the past 5 years, with breakdown by vehicle type, are as follows:

Tunnel	Private car					Taxi					Light bus ^{Note 1}				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
CHT	43700	44200	45000	46600	48300	31100	30200	28700	27700	26500	2600	2400	2300	2100	1900
EHC	38200	39100	40000	41500	42500	15400	15800	15600	15700	15400	800	700	700	700	600
WHC	29400	30100	30400	32200	34100	16800	17200	17200	17600	17500	1900	1900	1900	1400	1200

Tunnel	Goods vehicle ^{Note 2}					Bus ^{Note 3}					Motorcycle				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
CHT	26000	25500	24900	25200	24600	10300	9900	9800	9400	8700	4600	4500	4600	4800	4700
EHC	11400	11600	11800	12300	12000	2800	2800	2800	2900	2900	2100	2100	2200	2400	2300
WHC	7200	7600	8300	8800	9200	4600	4600	4600	4500	4600	600	600	700	800	800

Tunnel	Total ^{Note 4}				
	2012	2013	2014	2015	2016
CHT	118200	116700	115200	115700	114700
EHC	70700	72100	73000	75500	75800
WHC	60500	62000	63000	65300	67400

The highest and lowest daily traffic flow figures of the 3 RHCs over the past 5 years are as follows:

	Daily traffic flow ^{Note 5}	
	Highest figure over the past 5 years	Lowest figure over the past 5 years
CHT	128 500	59 400
EHC	90 900	17 700
WHC	91 500	14 400

The average hourly traffic flow figures of the 3 RHCs in the past 5 years, with breakdown by vehicle type, are as follows:

Tunnel	Private car					Taxi					Light bus ^{Note 1}				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
CHT	1820	1840	1880	1940	2010	1300	1260	1200	1150	1100	110	100	100	90	80
EHC	1590	1630	1670	1730	1770	640	660	650	650	640	30	30	30	30	30
WHC	1230	1250	1270	1340	1420	700	720	720	730	730	80	80	80	60	50

Tunnel	Goods vehicle ^{Note 2}					Bus ^{Note 3}					Motorcycle				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
CHT	1080	1060	1040	1050	1030	430	410	410	390	360	190	190	190	200	200
EHC	480	480	490	510	500	120	120	120	120	120	90	90	90	100	100
WHC	300	320	350	370	380	190	190	190	190	190	30	30	30	30	30

Tunnel	Total ^{Note 4}				
	2012	2013	2014	2015	2016
CHT	4930	4860	4800	4820	4780
EHC	2950	3000	3040	3150	3160
WHC	2520	2580	2630	2720	2810

The highest and lowest hourly traffic flow figures of the 3 RHCs over the past 5 years are as follows:

	Hourly traffic flow ^{Note 5}	
	Highest figure over the past 5 years	Lowest figure over the past 5 years
CHT	6 600	400
EHC	3 500	200
WHC	7 300	100

**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 single-decked buses, double-decked buses, franchised and non-franchised buses.

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

Note 5: Figures are rounded to the nearest hundred.

The above traffic flow figures are obtained from the Monthly Traffic and Transport Digest. There are no separate figures for Monday to Friday, and Saturday, Sunday and public holiday.

The Transport Department commenced a study in January 2017 on the overall strategy for the rationalisation of traffic distribution among the 3 RHCs and the 3 land tunnels between Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest Tunnel and Sha Tin Heights Tunnel), and plan to submit detailed toll adjustment proposals to the Legislative Council Panel on Transport (the Panel) within the 2017-18 legislative year for discussion with the Panel. As toll adjustment may be effected through, for example, reimbursement arrangements, the Government does not consider owning the Build-Operate-Transfer (BOT) tunnels a pre-requisite for the implementation of a toll adjustment scheme to rationalise the traffic distribution among the RHCs. As such, we do not consider it necessary to make an assessment on the expenditure and manpower required for buying back WHC. Moreover, EHC has been taken over by the Government upon the expiry of its BOT franchise on 7 August 2016.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)295

(Question Serial No. 6527)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “oversaw the works for the Central-Wan Chai Bypass and the Island Eastern Corridor Link, as well as the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2”, please advise this Committee of the following:

- the timetable for the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2, and whether and how the works can dovetail with the New Territories North strategic growth area;
- the estimated project cost of the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2, the latest alignment of the project and the expected date of application for funding from the Legislative Council (LegCo); and
- the current estimated date of completion for the works for the Central-Wan Chai Bypass, for which application for additional funding from the LegCo was made in 2013, and the works progress, the percentage of works completed, the usage of the cash flow of the works and the possibility of further cost overrun.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 403)

Reply:

Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling (Widening of Fanling Highway) – Stage 2

The Widening of Fanling Highway- Stage 2 project has been conducted in accordance with the authorised gazette plan. The Government obtained funding approval from the Legislative Council (LegCo) Finance Committee (FC) in June 2013 and commenced the works promptly in July 2013. It is anticipated that the works will be completed in 2019 to

cope with the future traffic demand and to tie in with the future development of New Territories North. The estimated project cost is \$4,320 million in money-of-the-day prices.

Central-Wan Chai Bypass and Island Eastern Corridor Link

The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) is a large-scale and complex road construction project. It has encountered various unforeseeable difficulties and risks since the commencement of construction in end-2009. These include the complex bridge reconstruction and improvement works being carried out at the North Point section of the Island Eastern Corridor while maintaining its normal operation simultaneously, the need of removal of the large metal object found at the seabed of the works area in Wan Chai North, more-than-expected inclement weather conditions, worse-than-expected underground conditions, etc. As the works progress had been constrained by the aforementioned difficulties and risks, the CWB could not be commissioned in 2017 as originally scheduled.

However, there remain very complicated and challenging tasks in the construction works, including installation, testing and integration of various electrical and mechanical systems in the CWB tunnel. These works still face different potential risks which may affect the works progress and thus the commissioning of the project. The Highways Department, together with the engineering consultant, will closely monitor the works progress, assess the implications of the potential risks, and urge the contractors to adjust the schedule of works and take measures correspondingly, with the target of achieving full commissioning of the CWB in end-2018 or in the first quarter of 2019.

The CWB project is implemented through a package of 13 works contracts. All these contracts have been awarded and 8 of them have already been completed, while the remaining 5 contracts are progressing in full swing. As at March 2017, the overall completion was about 80% and the cumulative expenditure was about \$22,800 million.

The LegCo FC approved the increase in the Approved Project Estimate (APE) for the CWB project to \$36,038.9 million in January 2014. We expect that the APE should be sufficient to meet the anticipated expenditure for the project.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)296

(Question Serial No. 6528)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau will “complete the Public Transport Strategy Study (PTSS) to look into important issues relating to various public transport modes”. Please advise this Committee of:

- the latest progress and timetable of the PTSS, and the manpower, resources and expenditure involved; and
- the number of industry consultations arranged by the Government when conducting the PTSS and Topical Studies in the past and the relevant details; if no consultations were arranged, the reasons for that.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 404)

Reply:

Since late 2014, the Government has progressively rolled out the two parts of the Public Transport Strategy Study (PTSS), namely the Role and Positioning Review (RPR) and the Topical Study, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some more time-sensitive topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public concerns about taxi and public light bus (PLB) services, we have accorded priority to the reviews of these two services under the RPR. The study on PLB service has been completed, in which we recommend to increase the maximum seating

capacity of PLBs (i.e. green minibuses and red minibuses) from 16 to 19 seats. This can enhance the overall carrying capacity of PLBs to cater for the passenger demand, in particular during peak periods. We briefed the Legislative Council Panel on Transport (the Panel) on the study outcome and implementation details, and canvassed Members' views in December 2016. We are preparing for the necessary legislative amendments. Meanwhile, we are studying how to enhance personalised and point-to-point transport services (including the proposal of introducing franchised taxis (formerly known as "premium taxis")) to meet the demand of various passenger groups. We have briefed the Panel on the progress of the study and canvassed Members' views in June 2016, and will report on the matter further in April 2017.

Moreover, we reported to the Panel the results of all 8 Topical Studies within the 2014-15 and 2015-16 legislative years. These included the service level of franchised bus service, school bus service, seating capacity of PLBs, supply of taxis, taxi fuel surcharge, statutory cap on the PLBs, review of ferry service and accessible public transport services for people with disabilities.

The whole PTSS is expected to be completed in mid-2017. During the course of the study, we have reported the progress and outcome of the study to the Panel from time to time, and canvassed views of the stakeholders through various channels such as deputation sessions arranged by the Panel and trade conferences.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning the consultancy studies. A total of 6 time-limited posts have been created for 2.5 years in the Transport and Housing Bureau (Transport Branch) and the Transport Department, including 1 directorate post of Administrative Officer Staff Grade C and 5 non-directorate posts. In 2017-18, the estimated expenditure on consultancy fees is \$2.205 million and the notional annual salary cost at mid-point of the 6 posts is about \$7.051 million. The Topical Study is carried out using existing resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)297

(Question Serial No. 6530)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The train frequency of the MTR during peak hours has already reached the maximum limit. Does the Government have any specific measures to tackle the problem, such as enhancing the public space and creating a map for walking, so as to promote the concept of 800-metre walking distance (around 10 minutes)? Please advise whether the Government has considered, is considering or will not consider the above measures? What are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 406)

Reply:

The MTR Corporation Limited (MTRCL) is aware of the crowdedness of its platforms and train compartments at the busy sections during peak hours. In this connection, it has taken various measures to enhance the carrying capacity and operating efficiency of the overall railway network, such as increasing the train frequency as far as practicable, deploying more staff to strengthen platform management at stations, and launching publicity and education programmes for passengers. At present, the loading of the existing signalling systems of some railway lines has reached their respective limits during peak hours. Only by means of upgrading the signalling systems can the carrying capacity of the railway lines be increased and the overall reliability and efficiency of the railway services be further enhanced.

The MTRCL will introduce new signalling systems to 7 MTR lines, including the Tsuen Wan Line, the Island Line, the Kwun Tong Line, the Tseung Kwan O Line, the Disneyland Resort Line, the Tung Chung Line and the Airport Express. The works will be completed in phases starting from 2018. After completion of the upgrading works for the signalling systems, the railway lines concerned will be benefited with their carrying capacity increased by about 10%. The last phase of the works is expected to be completed in 2026. Besides,

the signalling system of the East Rail Line, which is part of the future North South Corridor of the Shatin to Central Link, has to be upgraded as well, so as to cater for the increase in train frequency. It is anticipated that after the replacement of the signalling system, the East Rail Line will be able to increase the train frequency from currently 20 trips per hour to a maximum of 27 trips per hour. The commissioning schedule of the new signalling systems for the above railway lines is set out in Table 1.

Table 1: Expected commissioning schedule of the new signalling systems for various railway lines

Railway line	Expected commissioning time (year)
East Rail Line	end-2018 to 2019
Tsuen Wan Line	2018
Island Line	2019
Kwun Tong Line	2020
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

The Government is taking forward the “Walk in HK” initiative to encourage people to walk more. The Transport Department will conduct a consultancy study on enhancing walkability in Hong Kong, which will involve making reference to overseas experience, designing clear and pedestrian-friendly walking maps and directional signage, and enhancing information dissemination on larger-scale pedestrian networks. We will also join hands with stakeholders such as the MTRCL to promote walkability.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)298

(Question Serial No. 4480)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport and Housing Bureau reviewed the Fare Adjustment Mechanism of the MTR Corporation Limited. The review was completed in September last year. The Government collated the views gathered and provided a consolidated report to the public. In this connection, please advise this Committee:

- a) of the staffing provision, specific work plan, timetable and estimated expenditure involved in the review;
- b) in the course of the review, whether the Government has considered improving the Profit Sharing Mechanism and Service Performance Arrangement to provide direct fare deduction; and
- c) when the Government plans to release details of the review outcome to the public.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 7)

Reply:

The Government and the MTR Corporation Limited (MTRCL) announced the review outcome of the Fare Adjustment Mechanism (FAM) of the MTRCL on 21 March 2017. The enhanced mechanism will come into effect in June this year. It will better respond to, among others, public concern about fares, the MTRCL's profitability and the public's affordability, while respecting the financial prudence required of the MTRCL as a listed company, on the premise that a transparent mechanism based on open and objective data and a direct-drive formula will be retained. The enhanced FAM comprises the following elements:

- (a) retaining the existing direct-drive FAM formula and reducing fare increase rate by 0.6 percentage point;
- (b) introducing a special one-off 10% discount for applying on the fare adjustment rate derived from the revised FAM formula in 2017;
- (c) increasing the provision for sharing under the Profit Sharing Mechanism by increasing the amount of shared profit in each tier of the existing pre-determined tiered table by \$25 million, as well as raising the profit sharing limit from \$13 billion at present to \$15 billion;
- (d) improving the existing Service Performance Arrangement whereby the maximum level of penalty imposed on the MTRCL for each incident that causes service disruption of 31 minutes or above will be increased from \$15 million to \$25 million;
- (e) replacing the “10% Same-Day Second-Trip Discount” promotion with a 3% fare discount per journey offered to passengers using Octopus Card for at least 6 months of each year from 2017-18 to 2022-23;
- (f) providing interchange discounts to all passengers interchanging from green minibuses to the MTR;
- (g) extending the various Monthly Passes, “Monthly Pass Extras” and “MTR City Saver” promotions to June 2023;
- (h) retaining the “Affordability Cap” in the FAM; and
- (i) retaining other concessions including the Early-Bird 25% Discount.

Details of the above measures can be found in the Legislative Council Brief on “Review Outcome of the FAM of the MTRCL” issued by the Transport and Housing Bureau (THB) on 21 March 2017.

The work involved in the review is undertaken by the Transport Branch of the THB and the Transport Department with existing manpower resources as part of their normal duties. There is no separate breakdown of expenditure for such work. Moreover, in the course of the review, the Government engaged a financial consultant for assistance. The fee is computed on the basis of the actual hours of work the consultancy’s staff devoted to the review. The exact fee has yet to be confirmed with the consultancy.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)299****(Question Serial No. 4481)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport and Housing Bureau “oversaw the development and application of advanced technologies for traffic management”. In this connection, please advise this Committee of the following:

- a) What are the staffing provision, specific work plan, timetable and estimated expenditure involved for the above work?
- b) What are the number of closed-circuit television (CCTV) cameras installed on roads, on various public transport modes, at parking spaces and at bus stops in Hong Kong in 2016 and the expenditure involved? Please provide details as to the locations of the above facility in the table below:

	Taxi stand	Minibus stand	Bus stop	Lay-by	Parking meter	Road/trunk road
Central and Western District						
Wan Chai District						
Eastern District						
Southern District						
Yau Tsim Mong District						
Sham Shui Po District						
Kowloon City District						
Wong Tai Sin District						
Kwun Tong District						
Kwai Tsing District						
Tsuen Wan District						

	Taxi stand	Minibus stand	Bus stop	Lay-by	Parking meter	Road/trunk road
Tuen Mun District						
Yuen Long District						
North District						
Tai Po District						
Sha Tin District						
Sai Kung District						
Islands District						

- c) Does the Government have any plan to install CCTV cameras on roads and at locations for public transport modes, including bus stops, taxi stands and minibus stands, in more districts? What are the details?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 8)

Reply:

- (a) Intelligent transport systems (ITS) are an integral part of the Government's transport policy. The Transport and Housing Bureau (THB) and the Transport Department (TD) have been developing ITS under a three-pronged approach, namely disseminating traffic information to the public, utilising information technology to assist in traffic management, and providing traffic enforcement support. Since the concerned overseeing work is undertaken by the THB as part of its ongoing duties, there is no separate breakdown of expenditure for such work.

In 2016-17, the THB and the TD have undertaken the following in developing ITS: commenced the upgrading of the Transport Information System and the installation of traffic detectors along some strategic routes; launched the "eTraffic News" mobile application; added the elderly mode with new user interface in the "Hong Kong eTransport" mobile application; and advanced the launch of some of the functions of the "Traffic and Incident Management System" (such as issuing electronic press releases on traffic incidents and special traffic news automatically). These initiatives assisted the TD in disseminating traffic information and managing traffic more effectively through the better use of information technology.

- (b)&(c) There are a total of 705 closed-circuit television (CCTV) cameras installed and managed by the TD at strategic routes and roads in Hong Kong for monitoring traffic conditions. The respective numbers of CCTV cameras in various districts are set out in the table below. These CCTV cameras were installed by batches over the past years and the last batch has come into operation since 2007. The above figure does not include CCTV cameras managed by the management companies of various tunnels and the Tsing Ma Control Area.

District	Number of CCTV cameras installed for monitoring traffic conditions
Central and Western	38
Wan Chai	38
Eastern	25
Southern	17
Yau Tsim Mong	54
Sham Shui Po	28
Kowloon City	28
Wong Tai Sin	12
Kwun Tong	44
Kwai Tsing	27
Tsuen Wan	65
Tuen Mun	59
Yuen Long	91
North	36
Tai Po	44
Sha Tin	69
Sai Kung	18
Islands	12
Total	705

Currently, the TD has not installed any CCTV camera at taxi stands, minibus stands, bus stops, lay-bys and parking meters, and has no plan for such installation.

The TD has no plan to install additional CCTV cameras at strategic routes and roads. To collect more real-time traffic information, the TD is installing traffic detectors at some strategic routes. It is expected that traffic detectors installed during the first phase will come into operation in end-2019, while the rest will come into operation in end-2020.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)300****(Question Serial No. 4482)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “in conjunction with the governments of Guangdong and the Macao Special Administrative Region, continue to oversee the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and formulate related cross-boundary transport arrangements”, please advise this Committee of the following:

- (1) What are the number of parking spaces provided by car parks and their locations in the boundary crossing facilities (BCF) of the HZMB of the 3 sides? Please provide the details by type of parking space.
- (2) Please provide the details as to the allocation of private car parking spaces provided by car parks in the 3 BCFs of the HZMB, including the respective numbers of parking spaces in closed areas and non-closed areas and the respective numbers of parking spaces for daytime parking and overnight parking using the table below:

	Number of parking spaces in closed areas	Number of parking spaces in non-closed areas	Number of parking spaces for daytime parking	Number of parking spaces for overnight parking	Number of parking spaces for hourly parking
Hong Kong BCF					
Macao BCF					
Zhuhai BCF					

- (3) Given our concern over HZMB's cross-boundary arrangement for private cars and the acute demand for it, has the Government considered discussing with the governments of the

other 2 sides to conduct a study on designating part of the car parks in the respective BCFs of the 3 sides as closed areas to allow residents of the 3 sides to make advance reservation for parking spaces in a BCF of another side and drive their own vehicles there for parking before completing clearance procedures? In this way, residents can drive their own vehicles across the HZMB, which will facilitate cross-boundary transport of the 3 sides and in turn ensure stable growth in the traffic flow of the HZMB.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 10)

Reply:

The governments of the Hong Kong Special Administrative Region (SAR), the Guangdong Province and the Macao SAR are responsible for their own boundary crossing facilities (BCFs). We understand that the works for the Zhuhai and Macao BCFs are still in progress. The Hong Kong SAR Government does not have information on the details of the car parks at the Zhuhai and Macao BCFs.

At the Hong Kong BCF, there will be a public car park of around 650 parking spaces for private cars located in the non-closed area adjacent to the passenger clearance building for local use. The detailed arrangements of the car park (including the numbers of parking spaces for daytime and overnight parking, etc.) are still at the planning stage and have yet to be finalised.

According to the current design of the Hong Kong BCF, there is no car park in the closed area for inbound private cars. Adequate domestic and cross-boundary transport services, including shuttle bus plying between the BCFs of Hong Kong/Zhuhai and the BCFs of Hong Kong/Macao, will be provided for passengers travelling among the 3 places.

The Development Bureau, the Civil Engineering and Development Department and the Planning Department are conducting a Planning, Engineering and Architectural Study for the Topside Development at the Hong Kong BCF artificial island of the HZMB (topside development). In the Stage 1 Community Engagement of the study seeking public views on the initial development concept of the topside development, a car park for inbound private cars has been proposed to be built on the Hong Kong BCF artificial island.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)301

(Question Serial No. 4483)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Branch will “seek funding approval for and oversee the Strategic Studies on Railways and Major Roads beyond 2030”. In this connection, please advise this Committee of the staffing provision, specific work plan, timetable and estimated expenditure involved for the above studies.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 11)

Reply:

The Transport and Housing Bureau will take forward strategic studies on railways and major roads beyond 2030 based on the results of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” study and its public engagement exercise with regard to the planning directions for Hong Kong beyond 2030. The strategic studies will, inter alia, explore the transport infrastructure required for the developments at Lantau, Northwest New Territories and New Territories North, with a view to preliminarily formulating the layout of infrastructure and proposing implementation timetable for the infrastructure according to the changes in distribution of population and employment, so that the planning of major transport infrastructure can complement the needs arising from the overall long-term land development of Hong Kong. We are currently reviewing the concrete work plan, timetable and cost of the studies, and plan to consult the Legislative Council Panel on Transport within this legislative year. The Transport Branch of this Bureau will deploy existing manpower to oversee the work relating to the studies.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)302

(Question Serial No. 6910)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau (THB) will continue to oversee the construction and the operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). The THB provided an updated XRL daily patronage forecast made in 2015. In this connection, please advise this Committee of the following:

- a) The THB mentioned in its paper on the progress and financial situation of the construction of the Hong Kong Section of the XRL (quarterly report for the period ending 31 December 2016) that the “internal wall construction in the Mainland Customs, Immigration and Quarantine (MCIQ) areas at Levels B2 and B3 was approximately 89% complete. The finished rooms are progressively being handed over for the Architectural Builder’s Works and Finishes”. What are the floor areas of the MCIQ areas at Levels B2 and B3 and the expenditure involved?
- b) What are the estimated expenditure and staffing provision to be involved by the THB, including Mainland’s customs and local customs, in handling the clearance formalities for passengers in 2018?
- c) For short-haul services, the daily patronage forecasts of the XRL between Hong Kong and Shenzhen (Shenzhen North and Futian) of 2018, 2021 and 2031 are 67 500, 74 000 and 93 400 respectively. What are the latest daily patronage forecasts on Shenzhen North and Futian? Besides using the transport model and adopting similar assumptions as described in Legislative Council Paper No. CB(1)503/09-10(02) submitted by the THB in November 2009, has the THB made use of a new transport model and adopted similar assumptions?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 2)

Reply:

a) The Government's target is to implement the "co-location" arrangement at the West Kowloon Terminus (WKT) upon the commissioning of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), with a view to maximising the benefits of the project. Space has been reserved at the WKT for setting up boundary control facilities, such as customs, immigration and quarantine facilities, required by both sides for the "co-location" arrangement. The estimated cost for the construction of the relevant structures and the basic building service works is about \$3.477 billion (in money-of-the-day prices).

b) According to the information provided by the Security Bureau, a staffing provision of 93 officers¹ has been approved under the Customs and Excise Department for handling the clearance procedures at the WKT. As for the Immigration Department, 627 posts² will be created in 2017-18 to carry out immigration control and related work at the new control points (including the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge and the WKT of the XRL). The Government does not have the relevant information concerning the Mainland authorities.

c) The daily patronage forecast for the XRL between Hong Kong and Futian/Shenzhen North as updated by the Transport and Housing Bureau (THB) in 2015 (using the transport model and adopting similar assumptions as described in Legislative Council Paper No. CB(1)503/09-10(02) submitted by the THB in November 2009) is still valid. Details are set out in the table below:

Daily patronage forecast in 2015 (Two-way)

	Updated forecast in 2015		
	2018	2021	2031
Futian	54 100	59 400	74 200
Shenzhen North	13 400	14 600	19 200
Shenzhen (Total)	67 500	74 000	93 400

We will make reference to the most updated data, if available, in making the daily patronage forecast.

1 Including 1 Customs Assistant Superintendent, 3 Customs Senior Inspectors, 6 Customs Inspectors, 8 Chief Customs Officers, 27 Senior Customs Officers and 48 Customs Officers.

2 Including 1 Assistant Principal Immigration Officer, 5 Chief Immigration Officers, 31 Senior Immigration Officers, 107 Immigration Officers, 47 Chief Immigration Assistants, 341 Senior Immigration Assistants, 81 Immigration Assistants, 2 Executive Officers II, 2 Clerical Officers, 3 Assistant Clerical Officers, 4 Clerical Assistants and 3 Workmen II.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)303

(Question Serial No. 6911)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch aims to, inter alia, improve the quality and co-ordination of public transport services. In this connection, please advise this Committee of the following:

- a) the maximum carrying capacity of each MTR line, including both heavy rail and the Light Rail, when train frequency was maximised in 2016 (loading at 4 and 6 persons (standing) per square metre (ppsm));
- b) the carrying capacity of each MTR line, including both heavy rail and the Light Rail, in 2016 (loading at 4 and 6 ppsm);
- c) the patronage of each MTR line, including both heavy rail and the Light Rail, during peak hours in 2016 (under 4 and 6 ppsm);
- d) the latest loading at 4 ppsm per hour per direction during morning peak hours for critical links of the MTR lines, including both heavy rail and the Light Rail, in 2016;
- e) for upgrading of signalling systems of various MTR lines from now on up to 2030, a table setting out: (i) the work plan, (ii) year and (iii) the maximum carrying capacity per hour (at 4 ppsm) during morning peak hours after upgrading; and
- f) given that it was stated in the document on “Deployment of Light Rail Vehicles in December 2009 and December 2016” submitted by the Bureau to the Legislative Council that the loading at the busiest sections of Routes 507, 610, 615, 615P, 705, 706, 751 and 761P of the Light Rail has exceeded 80%, whether the Government will include relevant solutions in the Public Transport Strategy Study to be announced in June 2017 to improve the situation.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 3)

Reply:

- (a) to (d) The design carrying capacity, the maximum carrying capacity when the train frequency is maximised, the existing carrying capacity, the current patronage and the current passenger loading of the heavy rail system in 2016 are set out in Annex.

Unlike the heavy rail, the design capacity of a Light Rail Vehicle (LRV) is based on the total weight it can carry safely, with reference to the information provided by the manufacturers (according to the MTR Corporation Limited (MTRCL), each LRV can safely carry a total weight of around 13 700 kg). On this basis, the design capacity of a LRV is around 240 persons (it is assumed that each passenger weighs around 57 kg on average and this is the assumed average weight for all passengers, regardless of children or adults). In reality, a number of factors may affect the actual number of passengers that can be carried by a LRV. These factors include the riding habits of passengers (e.g. increasing number of passengers using mobile devices, such as tablet computers or smart phones, thus taking up more space). Owing to these factors, in practice the maximum number of passengers that are carried by a single-set LRV, as observed by the Transport Department during peak hours, is about 200, which can be translated into a passenger density of about 6-7 persons (standing) per square metre (ppsm). This figure is the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4 ppsm for the heavy rail is not applicable to the Light Rail.

As there may be a number of routes passing through a single Light Rail stop, the MTRCL cannot ascertain which routes the passengers take after they purchase tickets or pay by Octopus. Therefore, the MTRCL is unable to assess the patronage and loading of individual Light Rail routes by making reference to the entry/exit records of passengers. The approach of on-site observation has been adopted by the MTRCL in assessing the passenger loading of the Light Rail. The MTRCL staff observe and assess the vacant space of LRV compartments at platforms during the busiest hour during morning peak hours. Data obtained within the hour will be consolidated for assessing the loading of individual Light Rail routes. In 2016, the loading of the 12 Light Rail routes ranged from 69% to 96% and the average loading was about 80%.

Based on the service standard of carrying about 200 passengers at maximum per single-set LRV, the carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2016 are as follows:

Light Rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning
505	2 356	74%
507	2 430	83%
610	2 019	85%

Light Rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning
614	980	69% on average
614P	1 225	

Light Rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning
615	942	80% on average
615P	1 225	
705	4 900	87%
706	4 900	91%
751	2 625	96%
751P	1 532	78%
761P	5 444	81%

Note Purely from the perspective of arithmetic calculation, if we disregard the actual operation and utilisation and adopt the standard of 4 ppsm, the loading figures in the above table will increase by some 30 percentage points proportionately (i.e. the difference between 4 ppsm and 6-7 ppsm).

- (e) The MTRCL will introduce new signalling systems to 7 MTR lines, including the Tsuen Wan Line, the Island Line, the Kwun Tong Line, the Tseung Kwan O Line, the Disneyland Resort Line, the Tung Chung Line and the Airport Express. The works will be completed in phases starting from 2018. After completion of the upgrading works for the signalling systems, the railway lines concerned will be benefited with their carrying capacity increased by about 10%. The last phase of the works is expected to be completed in 2026. Besides, the signalling system of the East Rail Line, which is part of the future North South Corridor of the Shatin to Central Link, has to be upgraded as well, so as to cater for the increase in train frequency. It is anticipated that after the replacement of the signalling system, the East Rail Line will be able to increase the train frequency from currently 20 trips per hour to a maximum of 27 trips per hour. The commissioning schedule of the new signalling systems for the above railway lines is set out in the table below.

Railway line	Expected commissioning time (year)
East Rail Line	end-2018 to 2019
Tsuen Wan Line	2018
Island Line	2019
Kwun Tong Line	2020
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

(f) The Government and the MTRCL are examining the long-term development of the Light Rail in the Public Transport Strategy Study (PTSS). As mentioned in the paper submitted by the Transport and Housing Bureau to the Legislative Council Panel on Transport in November 2014 (please refer to LC Paper No. CB(1)238/14-15(06) for details), topics covered in the PTSS include: (1) the feasibility of increasing carrying capacity of the Light Rail with the original design of the system; (2) the feasibility of upgrading the existing system to increase the carrying capacity; (3) the long-term demand of Northwest New Territories for public transport services; and (4) the roles of various public transport services including the Light Rail in meeting such demand. Specifically, in view of the constraints on the effective increase of carrying capacity of the Light Rail system through increasing the number of LRVs, the Government and the MTRCL are examining the feasibility of the following measures:

- (i) To review the overlapping Light Rail routes at busy road sections. Since the commissioning of the West Rail Line in 2003, its service partly overlaps with that of the Light Rail serving Yuen Long to Tuen Mun, and the number of passengers using the Light Rail as a long-haul transport mode (e.g. cross-district journeys between Yuen Long and Tuen Mun) has decreased. According to the information provided by the MTRCL, the percentage of long-haul passenger trips over the daily passenger trips has dropped nearly by one-third from about 7% in 2009 to about 5% in 2016. The number of long-haul passenger trips has dropped from about 25 700 to about 23 000, representing a decrease by 2 700 trips. Based on a carrying capacity of 200 passengers per LRV, the decreased patronage is equivalent to the total carrying capacity of more than 13 LRVs.

The PTSS will examine the feasibility of rationalising some Light Rail routes to reduce overlapping of the routes and relieve congestion, enhance the capability of increasing the number of LRVs and increase the overall carrying capacity of the Light Rail. If the route rationalisation is found feasible after studies, certain Light Rail passengers (such as cross-district passengers) will naturally need to interchange from one Light Rail route to another route;

- (ii) To review whether traffic lights at busier junctions can be adjusted to better dovetail with the time for LRVs to cross the junctions; and
- (iii) To review whether the design of certain busier junctions can be enhanced to shorten the waiting time of LRVs at junctions as far as practicable.

To expand the Light Rail fleet, the MTRCL awarded a contract in July 2016 to purchase 40 new LRVs, of which 30 will be used to replace Phase 2 LRVs which have been in service since 1992, while the remaining 10 would be deployed to expand the fleet. The PTSS will examine how these 10 LRVs can be deployed effectively during peak hours, including the feasibility of increasing the supply of coupled-set LRVs and deploying more coupled-set LRVs in individual Light Rail routes, in order to increase the carrying capacity and reduce the loading of the Light Rail. It is expected that these 10 LRVs will be delivered to Hong Kong by batches between 2019 and 2023 to strengthen the service during peak hours.

Upon completion of the PTSS, the MTRCL will confirm with its supplier the concrete delivery time of the LRVs, with a view to increasing the supply of LRVs as soon as possible and making the most appropriate deployment of LRVs (including single-set and coupled-set vehicles). The PTSS is expected to be completed in mid-2017. The findings of the above studies will be included in the PTSS report.

2016 Statistics for the Heavy Rail System (per hour per direction during morning peak hours for critical links)

		East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express
1.	Design capacity (6 ppsm)(a)	101 000	64 000	32 000	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1)
2.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	52 200 (Note 2)	30 500	67 500	80 000	27 000	71 400	75 000	9 600	45 000	4 800
3.	Existing carrying capacity (6 ppsm)(c)	86 200	52 200	26 800	67 500	80 000	16 800	71 400	75 000	9 600	37 500	4 800
4.	Difference between (a) and (b) (Note 3)	11 000	11 800	1 500	17 500	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 4)	3 800	0	3 700	0	0	10 200	0	0	0	7 500	0
6.	Current patronage (d)	56 800	36 800	15 500	46 700	55 100	3 400	47 800	55 000	2 000	23 000	2 000
7.	Current loading (1) (6 ppsm) [(d)/(c)] { } critical link	66% { Tai Wai to Kowloon Tong }	70% { Kam Sheung Road to Tsuen Wan West }	58% { Che Kung Temple to Tai Wai }	69% { Yau Tong to Quarry Bay }	69% { Tin Hau to Causeway Bay }	20% { Ocean Park to Admiralty }	67% { Shek Kip Mei to Prince Edward }	73% { Tsim Sha Tsui to Admiralty }	21% { Sunny Bay to Disneyland }	61% { Olympic to Kowloon }	42% { Tsing Yi to Airport }
8.	Current loading (2) (4 ppsm) [(d)/(c)]÷71.2% (Note 5) (For the critical links mentioned in item (7))	93%	99%	81%	97%	97%	28%	94%	103%	29%	86%	49%

Note 1 As Airport Express and Tung Chung Line share tracks at some sections, the overall design capacity of the railway lines are affected by the train service pattern, throughput of terminal stations and turn-back facilities. To meet the increase in railway transport demand, the maximum carrying capacity of Tung Chung Line can be enhanced by construction of an overrun tunnel in future, and upgrading of signalling system in 2026.

Note 2 Since 2014, temporary speed restriction has been imposed near Hung Hom Station to facilitate the staged track modification for realignment of the West Rail Line in preparation for the East West Corridor of the Shatin to Central Link (SCL). Hence, the maximum carrying capacity of the West Rail Line, under the condition of maximised train frequency, has been temporarily reduced to 49 200 (6 ppsm). To tie in with the East West Corridor project of the SCL, starting from 2016, the number of train compartments of the West Rail Line train has been progressively increased from 7 to 8, contributing to an increase in the maximum carrying capacity from 49 200 to 52 200 (6 ppsm).

- Note 3 Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds; (b) shared tracks on the East Rail Line between local train services and cross-boundary services; and (c) train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.
- Note 4 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.
- Note 5 For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)304

(Question Serial No. 6912)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau will continue to carry out the Public Transport Strategy Study, including a study on the Light Rail. It was said that the areas of the study include: (i) the feasibility of increasing carrying capacity with the original design of the Light Rail system; (ii) the feasibility of upgrading the design of the existing Light Rail system to increase the carrying capacity; (iii) the long-term demand of the Northwest New Territories for public transport services; and (iv) the functions that various public transport services including the Light Rail should and may have in meeting such demand. In this connection, please advise this Committee of the following:

- a) the carrying capacity of various Light Rail routes per hour per direction in 2016;
- b) the latest loading at 4 persons (standing) per square metre per hour per direction during morning and evening peak hours for critical links of various Light Rail routes in 2016; and
- c) the arrangement of single or coupled-set vehicles of various Light Rail routes during morning and evening peak hours; and a list of disruptions on the Light Rail from 2011 to end-February 2017 showing (i) the date; (ii) the time; (iii) the routes involved; (iv) the causes of incidents/results of investigation; (v) follow-up actions taken; (vi) duration of disruption (minutes); and (vii) the Service Performance Arrangement under the mechanism which allows upward and downward adjustment for the rates of fares in respect of the incidents.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 4)

Reply:

(a) & (b)

Service standard of the Light Rail is assessed and maintained based on a carrying capacity of 200 passengers per Light Rail Vehicle (LRV), which can in theory be translated into a passenger density of about 6-7 persons (standing) per square metre (ppsm)^{Note}. The carrying capacity and loading of individual Light Rail routes based on this service standard in the busiest one hour during the morning peak hours in 2016 are as follows:

Light Rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning
505	2 356	74%
507	2 430	83%
610	2 019	85%
614	980	69% on average
614P	1 225	
615	942	80% on average
615P	1 225	
705	4 900	87%
706	4 900	91%
751	2 625	96%
751P	1 532	78%
761P	5 444	81%

Note: Unlike the heavy rail, the design capacity of a LRV is based on the total weight it can carry safely, with reference to the information provided by the manufacturers (according to the MTR Corporation Limited (MTRCL), each LRV can safely carry a total weight of around 13 700 kg). On this basis, the design capacity of a LRV is around 240 persons (it is assumed that each passenger weighs around 57 kg on average and this is the assumed average weight for all passengers, regardless of children or adults). In reality, a number of factors may affect the actual number of passengers that can be carried by a LRV. These factors include the riding habits of passengers (e.g. increasing number of passengers using mobile devices, such as tablet computers or smart phones, thus taking up more space). Owing to these factors, in practice the maximum number of passengers that are carried by a single-set LRV, as observed by the Transport Department during peak hours, is about 200, which can be translated into a passenger density of about 6-7 ppsm. This figure is the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4 ppsm for the heavy rail is not applicable to the Light Rail. Nevertheless, purely from the perspective of arithmetic calculation, if we disregard the actual operation and utilisation and adopt the standard of 4 ppsm, the loading figures in the above table will increase by some 30 percentage points proportionately (i.e. the difference between 4 ppsm and 6-7 ppsm).

(c)

The respective numbers of single-set LRVs and coupled-set LRVs deployed to the various Light Rail routes in the morning peak hours in 2016 are as follows:

Light Rail route	Number of single-set LRVs	Number of coupled-set LRVs
505	6	2
507	10	1
610	11	2
614	7	0
614P	5	0
615	7	0

Light Rail route	Number of single-set LRVs	Number of coupled-set LRVs
615P	5	0
705	0	5
706	0	5
751	6	6
751P	4	0
761P	0	13
Total	61	34 (equivalent to 68 single-set LRVs)

Note: In addition to these 129 LRVs, 2 additional single-set LRVs and 1 additional coupled-set LRV are flexibly deployed to individual routes to cater for demand in the morning peak hours. Therefore, the MTRCL has been deploying about 133 LRVs on average in the morning peak hours.

According to the information provided by the MTRCL, in normal circumstances, the highest passenger loading of a railway line (both heavy rail and the Light Rail) occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peak hours. In this regard, the MTRCL advises that when assessing the service demand for individual Light Rail routes, the passenger loading during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances.

The respective numbers of service disruption incidents of 8 to 30 minutes caused by equipment failure or human factors occurred in the Light Rail network from 2011 to February 2017 are set out in the table below.

Year	Cause of incident	Number of incidents
2011	Equipment failure	28
	Human factor	5
2012	Equipment failure	22
	Human factor	5
2013	Equipment failure	24
	Human factor	2
2014	Equipment failure	21
	Human factor	9
2015	Equipment failure	24
	Human factor	5
2016	Equipment failure	20
	Human factor	5
2017 (As at February)	Equipment failure	2
	Human factor	1

In general, if the incidents were caused by equipment failure, the MTRCL would immediately examine the issue and repair or replace the equipment concerned as soon as possible. If the incidents were caused by human factors, the MTRCL would strengthen staff training afterwards to avoid recurrence.

Incidents caused by factors under the MTRCL's control which lead to Light Rail service disruption of 31 minutes or above are detailed in the table below:

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
1 August 2011, 4:26 pm	705	A LRV was delayed at the junction between Tin Wing Road and Tin Shing Road and it was subsequently withdrawn from service upon arrival at the Tin Yuet Stop because it sustained air leakage. Investigation found that an air hose was detached on the train and it was immediately fixed.	31	(There was no Service Performance Arrangement at that time.)
11 September 2011, 12:26 pm	507 614 614P	Light Rail service between the Goodview Stop and the Siu Hei Stop was suspended because a jumper cable of the overhead line system was broken and it fouled train pantographs. The cable was immediately removed and service was resumed after maintenance personnel confirmed safety. The cable was reinstated during non-traffic hours.	35	(There was no Service Performance Arrangement at that time.)

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
14 June 2012, 7:20 pm	610 614 615 751	Light Rail service between the Hung Shui Kiu Stop and the Siu Hong Stop was suspended because two LRVs collided near the Hung Shui Kiu Stop. Service was resumed after the site was cleared. Investigation confirmed driving misbehaviour of one of the captains and the MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.	71	2
9 July 2012, 10:52 am	505	Light Rail service of Route 505 between the San Wai Stop and the Tuen Mun Stop was suspended because an overhead line insulator was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.	98	2

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
17 May 2013, 4:15 pm	610 614 615 751 761P	A LRV on Route 761P derailed between the Hang Mei Tsuen Stop and the Tong Fong Tsuen Stop and affected the power supply among the Hang Mei Tsuen Stop, the Tong Fong Tsuen Stop and the Hung Shui Kiu Stop. Light Rail services between the Hang Mei Tsuen Stop and the Yuen Long Terminus Stop as well as between the Tin Shui Wai Stop and the Hung Shui Kiu Stop were suspended as a result. Investigation revealed that the captain was driving at a speed of 40.9 km/h, exceeding the speed limit of 15 km/h when turning the bend, while the LRV was confirmed to be functioning normally. The train captain was subsequently convicted of violating the offence of negligent act by employee under the Mass Transit Railway Ordinance. The MTRCL has also strengthened training for staff.	727	15

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
22 January 2014, 5:55 am	610 614 615 751 761P	Light Rail service of 8 stops between the Hang Mei Tsuen Stop and the Yuen Long Stop was suspended because a faulty overhead line insulator affected traction current supplies. Investigation revealed the incident was caused by the mechanical failure of an insulator. The MTRCL has replaced the faulty insulator and commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	157	3

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
14 March 2014, 9:13 pm	505 507 751	Light Rail service between the Tuen Mun Stop and the Kin On Stop/Choy Yee Bridge Stop was suspended because of a damaged overhead line insulator near the Ho Tin Stop affecting power supply. The MTRCL replaced the faulty insulator and subsequently commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	83	2
21 November 2014, 2:05 pm	507 614 614P	Light Rail services of Routes 507, 614 and 614P between the Goodview Garden Stop and the Tuen Mun Ferry Pier Stop were suspended because a Tin King-bound Route 507 LRV collided with a K52 bus at the junction of Wu Chui Road near the Tuen Mun Ferry Pier Bus Terminus. Normal Light Rail service was resumed after the site was cleared.	168	3

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
18 December 2015, 5:20 am	705 706 751 761P	Light Rail service in the area near the Tin Shui Wai Stop was suspended because the overhead line traction supply within the Hang Mei Tsuen Stop, the Tin Shui Stop and the Tin Shui Wai Stop was tripped. Light Rail Routes 705, 706, 751 and 761P were affected. Investigation found a faulty component of overhead line equipment. Service was resumed after emergency maintenance work was conducted to fix the faulty component.	69	2
14 March 2016, 2:15 pm	610 614 615 761P	A private car and a Tuen Mun-bound LRV collided near the Tai Tong Road Stop. Being affected by the accident, Light Rail Routes 610, 614, 615 and 761P had to be diverted and the service between the Tong Fong Tsuen Stop and the Yuen Long Stop was suspended. Investigation confirmed driving misbehaviour of the LRV captain and the MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.	41	1

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up action taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions <small>Note</small> (\$ million)
16 September 2016, 4:28 pm	610 615 615P	Light Rail Routes 610, 615 and 615P had to be diverted because of the power failure near the Tuen Mun Ferry Pier Stop. All LRVs bound for Tuen Mun Ferry Pier bypassed the stops between the Tsing Wun Stop and the Melody Garden Stop. Investigation found a faulty component of overhead line equipment and the faulty component was replaced afterwards.	44	1

Note The Service Performance Arrangement was introduced after the review of the Fare Adjustment Mechanism in 2013. The MTRCL is required to set aside an amount, ranging from \$1 million to \$15 million, for each incident caused by factors under the MTRCL's control which lead to railway service disruption of 31 minutes or above starting from 2012. The amount set aside will be returned to passengers through fare concessions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)305****(Question Serial No. 6913)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “oversaw the works for the Hong Kong Boundary Crossing Facilities (HKBCF), Hong Kong Link Road (HKLR) and Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project”, please advise this Committee of the following:

a) the works packages and estimated expenditure of the HZMB project, as well as the staffing provision of bureaux involved in table form:

	Responsible bureau and staffing provision	Details of works	Original cost (date on which funding was granted)	Latest cost (date on which funding was granted)	Overrun	Details of contract	Expected completion date
3QR – Works for the HZMB Main Bridge							
845TH – HZMB HKBCF – Reclamation and Superstructures							
844TH – HZMB HKLR							
825TH – TM-CLKL and Tuen Mun Western Bypass (TMWB)							
Total amount							

b) details of each works item in table form, including the list of main contractors and corresponding contracts, the list of contractors and corresponding contracts, the number of workers, the number of casualty cases and number of workers involved, and the total amount granted to each contractor for the works:

	List of main contractors and corresponding contracts	List of contractors and corresponding contracts	Total value of the works contract awarded to each contractor	Number of workers	Number of casualty cases
3QR – Works for the HZMB Main Bridge					
845TH – HZMB HKBCF – Reclamation and Superstructures					
844TH – HZMB HKLR					
825TH – TM-CLKL and TMWB					

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 12)

Reply:

(a)

The Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge project

The HZMB Main Bridge project mainly includes the following 3 parts: (1) works for the tunnel and artificial islands which comprise the construction of 2 artificial islands for the tunnel landings in the west of the Hong Kong Special Administrative Region (HKSAR) boundary and a subsea tunnel section of about 6.7 km long; (2) the construction of a bridge section of about 22.9 km long; and (3) associated works including civil and structural works, environmental impact mitigation measures, drainage works, electrical and mechanical (E&M) works as well as traffic control and surveillance systems, etc.

In March 2010, the Ministry of Transport approved the project estimate of the HZMB Main Bridge project. The approved project estimate was approximately RMB38.12 billion, among which, about 41% was shared by the three governments whereas the remaining 59% or so was financed by the HZMB Authority through bank loans. Since the commencement of the project, there has been escalation in the construction costs arising from the increase in labour and material costs as well as the refinement of the design and construction schemes. As a result, the contractors of the HZMB Main Bridge submitted applications to the HZMB Authority for adjustment to the project estimate. As pointed out by the contractors, it has become common in recent years that the costs of many mega-scale transport infrastructure projects in the Mainland exceeded their respective approved project estimates. The HZMB Authority has reviewed the applications submitted by the contractors and prepared a report on the adjustment of the project estimate. The report, which is currently being assessed by an independent consultant engaged by the Joint Works Committee of the Three

Governments (JWC), will be submitted to the JWC for review. Upon JWC's review and consensus reached, it will, in due course, submit the vetted report to the relevant Mainland authorities for examination. The report will finally be submitted to the State Council for approval of the adjusted project estimate. We will report to the Legislative Council (LegCo) in a timely manner when there is a definite estimate and give an account for the financial arrangement as discussed by the Guangdong, Hong Kong and Macao governments.

The Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) of the HZMB

The HKBCF is located on an artificial island of about 150 hectares reclaimed from the open waters off the northeast of the Hong Kong International Airport (including about 130 hectares for the HKBCF and about 20 hectares for the southern landfall of the Tuen Mun-Chek Lap Kok Link (TM-CLKL)). The works of the HKBCF include reclamation, construction of cargo and passenger clearance and vehicle inspection facilities (including the Passenger Clearance Building), offices for frontline departments (such as the Immigration Department and the Customs and Excise Department), road networks, public transport interchange, and associated civil works, traffic control and surveillance systems and landscaping works, etc.

The 12 km-long HKLR comprises (i) a 9.4 km-long viaduct section between the HKSAR boundary and Scenic Hill on the Airport Island; (ii) the 1 km-long Scenic Hill Tunnel; and (iii) a 1.6 km-long at-grade road on the new reclamation formed along the east coast of the Airport Island connecting to the HKBCF. The HKLR project includes the construction of a dual three-lane highway connecting the HZMB Main Bridge at the HKSAR boundary with the HKBCF; and the associated civil, structural, geotechnical, marine, environmental protection, landscaping and drainage works. Other facilities include installation of street lighting, traffic aids (including sign gantries), fire hydrants, traffic control and surveillance systems, E&M works, etc.

According to the latest works progress, the Highways Department (HyD) assesses that the HKBCF and the HKLR projects will achieve readiness for commissioning by end 2017. The HyD and its resident site staff have been closely monitoring the works progress of the Hong Kong projects and will take appropriate measures to ensure that the works are progressed as scheduled.

The LegCo Finance Committee approved the funding applications for increasing the approved project estimates for the HKLR and the HKBCF projects in May 2012 and January 2016 respectively. The approved project estimate for the former has increased from \$16.1899 billion to \$25.0472 billion, while that for the latter has increased from \$30.4339 billion to \$35.8950 billion.

TM-CLKL

The TM-CLKL project comprises the construction of a dual two-lane viaduct between the HZMB HKBCF and North Lantau (Southern Connection), the construction of a dual two-lane sub-sea tunnel between Tuen Mun Area 40 and the HZMB HKBCF (Northern Connection), the construction of a toll plaza and associated structures, and ancillary works

including site formation, slope, natural terrain hazard mitigation, drainage, sewerage, water supplies, utilities, environmental protection, landscaping, E&M works, retaining walls, traffic and control surveillance system, etc.

The total expenditure for the TM-CLKL is estimated at \$46.708 billion, which includes \$1.91 billion for the Public Works Programme (PWP) Item 6846TH “TM-CLKL – detailed design, site investigation and advance works” and \$44.798 billion for the PWP Item 6857TH “TM-CLKL – construction works”. At this stage, the project contingency is sufficient to cover the additional costs currently anticipated, including the associated construction cost for a reasonable design amendment scheme.

According to the latest programme submitted by the contractor of the works for the TM-CLKL Southern Connection, the HyD anticipated that if no other unforeseen conditions arose in the future, all the works could be completed in the first half of 2019 at the earliest. As for the Northern Connection, the HyD and the consultant engineers conducted a preliminary assessment and considered that if the contractors were fully cooperative to complete a reasonable design amendment in a timely manner and expeditiously catch up with the work progress, they could strive to complete the tunnel works contract in the end of 2019 at the earliest and all construction works of the TM-CLKL Northern Connection in 2020.

Tuen Mun Western Bypass (TMWB)

Regarding the TMWB, the HyD is making preparations for the commencement of further investigation study and preliminary design in the third quarter of 2017 for the latest proposed alignment scheme. The study will include a review on the construction cost, implementation arrangement and works programme.

The Transport and Housing Bureau (Transport Branch) has been deploying existing manpower resources to oversee the implementation of the above works projects as part of their normal duties.

(b)

The contract number, list of contractors, contract sum, number of workers and number of industrial accidents involved in each contract of the HZMB HKBCF, the HKLR and the TM-CLKL projects are set out in the table below:

HZMB HKBCF

Contract number	Contractor	Contract sum (\$ billion)	Number of workers	Number of industrial accidents (as at February 2017)
Contract No. : HY/2010/02 HZMB HKBCF - Reclamation Works	China Harbour Engineering Co. Ltd.	7.0	About 3 500	38

Contract number	Contractor	Contract sum (\$ billion)	Number of workers	Number of industrial accidents (as at February 2017)
Contract No.: HY/2013/01 HZMB HKBCF – Passenger Clearance Building	Leighton - Chun Wo Joint Venture	8.4		
Contract No.: HY/2013/02 HZMB HKBCF – Infrastructure Works Stage I (Western Portion)	China Harbour Engineering Co. Ltd.	2.4		
Contract No.: HY/2013/03 HZMB HKBCF – Vehicle Clearance Plazas and Ancillary Buildings and Facilities	China Harbour Engineering Co. Ltd.	7.7		
Contract No.: HY/2013/04 HZMB HKBCF – Infrastructure Works Stage II (Southern Portion)	China State Construction Engineering (Hong Kong) Limited	2.3		
Contract No.: HY/2013/05 HZMB HKBCF and HKLR, and TM-CLKL Southern Connection – Traffic Control and Surveillance System	JSI - Autotoll Joint Venture	0.3		
Contract No.: HY/2013/06 HZMB HKBCF – Automatic Vehicle Clearance Support System	ATAL Technologies Limited	0.2		
Contract No.: HY/2014/04 HZMB HKBCF – Gantry Type X-ray Vehicle Inspection System	Rapiscan Systems Pte Ltd	0.2		

Contract number	Contractor	Contract sum (\$ billion)	Number of workers	Number of industrial accidents (as at February 2017)
Contract No.: HY/2014/05 HZMB HKBCF – Remaining Ancillary Buildings and Facilities	Leighton - Chun Wo Joint Venture	1.2		

HZMB HKLR

Contract number	Contractor	Contract sum (\$ billion)	Number of workers	Number of industrial accidents (as at February 2017)
Contract No.: HY/2011/03 HZMB HKLR – Section between Scenic Hill and HKBCF	China State Construction Engineering (Hong Kong) Ltd.	8.9	About 1 900	160
Contract No.: HY/2011/09 HZMB HKLR – Section between the HKSAR Boundary and Scenic Hill	Dragages - China Harbour - VSL Joint Venture	12.9		

TM-CLKL

Contract number	Contractor	Contract sum (\$ billion)	Number of workers	Number of industrial accidents (as at February 2017)
Contract No.: HY/2012/07 TM-CLKL – Southern Connection Viaduct Section	Gammon Construction Limited	8.7	About 2 400	66
Contract No.: HY/2012/08 TM-CLKL – Northern Connection Sub-sea Tunnel Section	Dragages - Bouygues Joint Venture	18.2		

Contract number	Contractor	Contract sum (\$ billion)	Number of workers	Number of industrial accidents (as at February 2017)
Contract No.: HY/2013/12 TM-CLKL – Northern Connection Toll Plaza and Associated Works	CRBC - KADEN Joint Venture	3.0		
Contract No.: HY/2014/17 TM-CLKL – Northern Connection Tunnel Buildings, Electrical and Mechanical Works	Tender evaluation in progress	-	-	-
Contract No.: HY/2014/10 TM-CLKL – Northern Connection Traffic Control and Surveillance System	Tender under preparation	-	-	-

As for the HZMB Main Bridge, the HZMB Authority is directly responsible for its construction and management. We do not have readily available information on the details of the relevant contracts of the HZMB Main Bridge and the number of workers involved. Since the HZMB Main Bridge is in Mainland waters, any industrial accidents or work injuries occurred should be handled in accordance with the laws of the relevant territory. The contractors are required to report such cases to the HZMB Authority and the relevant local government department(s) as appropriate. We do not have readily available information on the industrial accidents or work injuries relating to the contracts of the HZMB Main Bridge.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)306

(Question Serial No. 7198)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following information in table form:

- (1) the expenditure incurred by the Transport and Housing Bureau (THB) on publicity on the Internet/social media in 2016-17, the manpower involved and the percentage this item accounts for in the total expenditure, with all information set out by publicity channel;
- (2) the means adopted by the THB to assess whether the above initiatives are effective and value for money; and
- (3) the estimated expenditure to be incurred by the THB on the above initiatives in 2017-18 and the manpower to be involved.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 54)

Reply:

- (1) The expenditures incurred by the Transport and Housing Bureau (THB) on publicity on the Internet/social media in 2016-17 and the manpower involved are tabulated below:

Name of item	Internet/social media publicity channel	Purpose and contents	Expenditure on publicity	Manpower
“Any Walker” Facebook page	Facebook	To enhance public understanding of the local public transport system, transport professions and transport infrastructure, and to strengthen interactions with the public through setting up a dedicated page on the social media platform.	For setting up the “Any Walker” Facebook page and updating the contents: \$128,800	The work was undertaken by existing staff as part of their duties. There is no separate breakdown.
Hong Kong Maritime Industry Week 2016	Webpages (desktop and mobile versions)	To promote the Hong Kong Maritime Industry Week.	For developing the webpages, maintaining the system and updating the contents: \$80,000	
Hong Kong Maritime and Port Board (HKMPB)	YouTube, Facebook, LinkedIn, Twitter, Weibo	To provide information about the HKMPB, introduce the logistics and maritime industries in Hong Kong, and promote the Hong Kong Maritime Industry Week.	<p>The routine operation of the social media platform is absorbed by existing manpower and resources. There is no separate breakdown of the resources involved.</p> <p>The expenditures on promoting the Hong Kong Maritime Industry Week are as follows:</p> <p>Facebook: \$19,490</p> <p>LinkedIn: \$19,979</p> <p>Twitter: \$8,632</p> <p>YouTube and Weibo: no additional expenditure is involved</p>	

The expenditures on the above items account for 0.12% of the revised estimate of the total recurrent expenditure.

- (2) The objectives of setting up dedicated pages on online social media and launching promotion on these social media are to enhance interactions with the public and increase coverage of information dissemination, so as to achieve the purpose of disseminating information and promoting activities. The total numbers of views and interactions of the above publicity channels have exceeded 500 000, showing that these channels are effective to a certain extent.
- (3) The estimated expenditure to be incurred by the THB on the above initiatives in 2017-18 and the manpower to be involved are tabulated below:

Name of item	Internet/social media publicity channel	Expenditure on publicity	Manpower
“Any Walker” Facebook page	Facebook	For updating the contents of the “Any Walker” Facebook page: \$55,200	The work is undertaken by existing staff as part of their duties. There is no separate breakdown.
Hong Kong Maritime Week 2017	Webpages (desktop and mobile versions)	For developing the webpages, maintaining the system and updating the contents: \$60,000	
HKMPB	YouTube, Facebook, LinkedIn, Twitter, Weibo	The routine operation of the social media platform is absorbed by existing manpower and resources. There is no separate breakdown of the resources involved. For promoting the Hong Kong Maritime Week 2017: \$50,000	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)307

(Question Serial No. 6839)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Financial Secretary Paul CHAN announced in his 2017-18 Budget Speech that the Government would offer tax concessions to attract aircraft leasing companies to develop their business in Hong Kong. In this connection, what specific tax concessions and other policy initiatives will be introduced by the Government to promote the development of aircraft leasing business in Hong Kong in the coming 3 years? What is the expenditure involved?

Asked by: Hon WONG Ting-kwong (Member Question No. 31)

Reply:

To make the best use of our strengths to develop aircraft leasing business, the Government submitted proposals to the Legislative Council (LegCo) Panel on Economic Development, including the tax rate on the qualifying profits of qualifying aircraft lessors and qualifying aircraft leasing managers at 8.25%, and the taxable amount of lease payments derived from leasing an aircraft to a non-Hong Kong aircraft operator by a qualifying aircraft lessor at 20% of the tax base (i.e. gross lease payments less deductible expenses excluding tax depreciation). It is expected that the development of aircraft leasing business in Hong Kong will promote diversification of the economy, create new jobs and generate revenue.

In March 2017, the Government introduced an amendment bill on the Inland Revenue Ordinance to the LegCo to provide details of the implementation of the new dedicated tax regime for LegCo's scrutiny.

The Transport and Housing Bureau, the Financial Services and the Treasury Bureau, the Inland Revenue Department and other relevant government agencies (such as Invest Hong Kong) will continue to deploy existing manpower and resources to take forward the work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)308

(Question Serial No. 4161)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please tabulate the average daily patronage of various ferry routes (inner harbour ferry routes, outlying island ferry routes and kaito services) in Hong Kong in each month of each of the past 3 years.

Asked by: Hon CHAN Chi-chuen (Member Question No. 120)

Reply:

According to the data provided by the ferry operators, the average daily patronage of various ferry routes (inner harbour routes, outlying island routes and kaito) in Hong Kong in each month of 2014, 2015 and 2016 are provided in the **Annex**.

**Average daily patronage of various ferry routes (inner harbour routes, outlying island routes and kaito)
in Hong Kong in each month of 2014, 2015 and 2016**

Inner harbour routes

Inner Harbour Routes	Average daily patronage in each month of 2014 ^{Note (1)}											
	January	February	March	April	May	June	July	August	September	October	November	December
Tsim Sha Tsui—Central	39 200	39 400	36 500	39 100	35 500	35 400	37 800	40 200	34 100	38 400	39 100	46 100
Tsim Sha Tsui—Wan Chai	19 600	19 500	18 700	19 600	17 200	18 600	24 000	22 800	16 100	19 100	17 700	18 000
North Point — Hung Hom	4 500	4 300	4 400	4 100	4 100	4 100	4 100	4 100	4 300	5 000	4 800	4 500
North Point—Kowloon City	3 400	3 200	3 300	3 100	3 100	3 100	3 100	3 100	3 300	3 800	3 600	3 400
North Point—Kwun Tong	1 300	1 200	1 300	1 400	1 300	1 400	1 400	1 400	1 400	1 500	1 400	1 300
Sai Wan Ho—Sam Ka Tsuen	590	600	600	660	570	580	560	550	630	650	530	550
Sai Wan Ho—Kwun Tong	880	820	920	910	890	930	940	870	940	980	920	900

Note:

(1) The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included in the above table.

Inner Harbour Routes	Average daily patronage in each month of 2015 ^{Note (1)}											
	January	February	March	April	May	June	July	August	September	October	November	December
Tsim Sha Tsui – Central	43 000	45 500	35 800	39 000	35 400	34 000	40 000	43 000	35 400	39 800	40 000	46 200
Tsim Sha Tsui – Wan Chai	16 100	17 600	15 400	15 600	13 400	14 500	17 500	17 100	13 400	15 400	14 900	15 700
North Point – Hung Hom	4 600	4 400	4 500	4 200	4 100	4 300	4 100	4 100	4 300	4 200	4 500	4 300
North Point – Kowloon City	3 400	3 300	3 400	3 100	3 100	3 200	3 100	3 100	3 200	3 200	3 400	3 200
North Point – Kwun Tong	1 400	1 200	1 400	1 300	1 300	1 500	1 400	1 400	1 400	1 400	1 600	1 500
Sai Wan Ho – Sam Ka Tsuen	470	470	480	540	460	480	420	430	450	440	510	450
Sai Wan Ho – Kwun Tong	720	640	720	710	660	790	700	700	730	720	840	750

Note:

(1) The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included in the above table.

Inner Harbour Routes	Average daily patronage in each month of 2016 ^{Note (1)}											
	January	February	March	April	May	June	July	August	September	October	November	December
Tsim Sha Tsui—Central	37 600	45 000	35 400	36 200	38 000	34 000	39 800	40 200	35 100	40 000	39 200	49 800
Tsim Sha Tsui—Wan Chai	12 800	14 000	13 000	13 600	12 200	12 300	16 200	16 300	12 600	15 300	14 800	16 700
North Point — Hung Hom	4 200	4 100	4 200	4 200	4 400	4 100	4 100	4 000	4 300	4 000	3 900	3 800
North Point—Kowloon City	3 100	3 100	3 200	3 200	3 300	3 100	3 100	3 000	3 200	3 000	3 000	2 800
North Point—Kwun Tong (via Kai Tak) ^{Note (2)}	1 400	1 300	1 400	1 500	1 500	1 500	1 400	1 500	1 500	1 500	1 600	1 500
Sai Wan Ho—Sam Ka Tsuen	350	470	420	410	510	410	490	480	410	540	480	550
Sai Wan Ho—Kwun Tong	670	700	720	760	880	820	830	840	950	840	940	870

Note:

- (1) The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included in the above table.
- (2) Starting from 3 December 2016, the “North Point—Kwun Tong” licensed ferry service is routed via Kai Tak Runway Park Pier.

Outlying Island Routes

Outlying Island Routes	Average daily patronage in each month of 2014											
	January	February	March	April	May	June	July	August	September	October	November	December
Central – Cheung Chau	23 800	27 600	25 500	29 900	25 400	23 800	26 200	29 500	23 400	25 100	25 400	23 800
Central – Mui Wo	5 300	5 800	5 700	6 200	5 300	5 600	5 800	6 500	5 700	6 000	6 200	5 500
Central – Peng Chau	6 600	6 600	6 500	6 900	6 300	6 400	6 400	6 500	6 600	6 600	6 800	6 700
Central – Yung Shue Wan	8 700	8 900	8 800	10 200	8 600	8 500	8 600	9 600	8 600	9 500	9 700	8 600
Central – Sok Kwu Wan	1 200	1 500	1 200	1 700	1 000	930	1 100	1 200	990	1 400	1 400	1 200
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	820	880	860	1 100	790	860	890	980	820	1 000	950	760
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	1 000	1 100	1 000	1 100	990	990	1 100	1 100	1 000	1 100	1 100	980
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	810	810	820	990	780	780	720	780	820	930	910	810
Aberdeen – Sok Kwu Wan (via Mo Tat)	580	580	580	810	770	610	670	670	640	740	660	570
Central – Discovery Bay	11 900	11 900	12 300	12 200	11 800	12 200	9 900	11 200	11 900	11 900	12 200	11 700
Discovery Bay – Mui Wo	230	300	280	310	300	290	150	170	320	370	300	190
Ma Wan – Central	3 100	3 100	3 100	3 200	3 000	3 100	3 100	3 100	3 100	2 900	3 000	3 000
Ma Wan – Tsuen Wan	270	290	240	350	290	300	310	340	270	330	280	250
North Point – Joss House Bay ^{Note (1)}	-	-	-	3 700	-	-	-	-	-	-	-	-

Note:

(1) The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

Outlying Island Routes	Average daily patronage in each month of 2015											
	January	February	March	April	May	June	July	August	September	October	November	December
Central – Cheung Chau	23 900	27 400	25 900	31 100	26 300	23 600	25 300	29 100	25 100	25 900	26 900	25 400
Central – Mui Wo	5 500	5 700	5 600	6 300	5 700	5 600	5 500	6 100	6 000	6 200	6 500	5 600
Central – Peng Chau	6 700	6 800	6 800	7 100	6 600	6 700	6 500	6 700	7 100	7 100	7 200	7 100
Central – Yung Shue Wan	8 900	9 600	8 800	10 300	9 000	8 400	8 100	8 800	9 100	9 500	9 800	9 000
Central – Sok Kwu Wan	1 300	1 500	1 200	1 700	1 200	970	940	1 100	1 100	1 400	1 400	1 200
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	880	1 000	950	1 200	920	840	840	930	1 300	1 500	1 500	1 300
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	1 000	1 100	1 100	1 200	1 000	1 000	1 000	1 100	1 000	1 000	1 100	1 000
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	810	830	840	1,000	950	840	700	770	850	870	880	810
Aberdeen – Sok Kwu Wan (via Mo Tat)	620	630	620	810	660	690	600	620	640	670	600	560
Central – Discovery Bay	11 800	11 700	12 100	12 300	11 800	11 900	9 600	11 700	11 700	11 700	12 300	11 900
Discovery Bay – Mui Wo	300	260	290	320	300	290	140	140	330	310	320	200
Ma Wan – Central	3 000	3 000	3 000	3 000	2 900	3 100	2 900	3 000	3 100	3 100	3 200	3 100
Ma Wan – Tsuen Wan	260	330	280	360	320	280	290	320	310	320	290	280
Cheung Chau – Aberdeen ^{Note (1)}	-	-	-	-	-	-	-	530	610	540	500	400
North Point – Joss House Bay ^{Note (2)}	-	-	-	3 500	-	-	-	-	-	-	-	-

Note:

(1) The “Cheung Chau – Aberdeen” licensed ferry service has come into operation since 8 August 2015.

(2) The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

Outlying Island Routes	Average daily patronage in each month of 2016											
	January	February	March	April	May	June	July	August	September	October	November	December
Central – Cheung Chau	21 900	26 200	26 200	25 000	26 700	23 200	26 700	26 700	23 800	25 800	25 100	26 800
Central – Mui Wo	5 000	5 700	5 800	5 700	5 800	5 600	6 000	5 800	5 600	6 500	6 500	6 200
Central – Peng Chau	6 700	6 600	6 800	7 100	6 600	6 700	6 500	6 700	7 100	7 100	7 200	7 100
Central – Yung Shue Wan	8 900	9 200	8 800	10 300	9 000	8 400	8 100	8 800	9 100	9 500	9 800	9 000
Central – Sok Kwu Wan	1 300	1 400	1 200	1 700	1 200	970	940	1 100	1 100	1 400	1 400	1 200
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	1 200	1 500	1 600	1 700	1 600	1 500	1 700	1 500	1 500	1 500	1 500	1 600
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	940	1 100	1 000	1 000	1 000	990	1 000	950	940	1 000	1 000	1 000
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	780	840	840	880	890	750	720	700	830	880	830	830
Aberdeen – Sok Kwu Wan (via Mo Tat)	520	590	630	650	810	530	660	540	590	650	550	650
Central – Discovery Bay	11 000	11 300	11 400	11 200	11 600	11 300	9 600	10 700	11 200	11 200	12 000	11 500
Discovery Bay – Mui Wo	250	290	270	260	320	250	140	99	310	350	290	240
Ma Wan – Central	2 900	2 900	2 900	3 000	3 100	3 000	2 800	2 900	3 000	2 900	3 100	3 000
Ma Wan – Tsuen Wan	260	300	290	290	330	270	310	290	280	280	250	280
Cheung Chau – Aberdeen	360	550	620	640	540	380	440	410	420	510	400	490
North Point – Joss House Bay ^{Note (1)}	-	-	-	3 200	-	-	-	-	-	-	-	-

Note:

(1) The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

Kaito

Kaito	Average daily patronage in each month of 2014 ^{Note (1)}											
	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen — Mo Tat — Sok Kwu Wan	72	69	71	66	101	79	87	100	93	91	90	86
Aberdeen — Stanley/Po Toi Island	110	84	110	210	110	80	88	98	100	170	180	120
Cheung Chau Public Pier — Sai Wan	97	97	97	110	96	95	100	100	93	100	100	96
Peng Chau — Discovery Bay (via Trappist Monastery)	1 400	1 500	1 400	1 500	1 400	1 500	1 400	1 400	1 500	1 400	1 500	1 400
Sam Ka Tsuen — Tung Lung Chau	120	120	150	180	73	99	100	130	190	200	180	180
Sha Tau Kok — Kat O	66	53	72	81	60	63	60	65	63	86	64	65
Ma Liu Shui — Tung Ping Chau	210	260	280	630	270	390	490	540	500	600	500	350
Wong Shek — Tap Mun/Ko Lau Wan/Chek Keng	270	280	250	270	250	250	280	320	290	340	310	340
Ma Liu Shui — Sham Chung/Lai Chi Chong/Tap Mun/Ko Lau Wan/Chek Keng/Wong Shek	130	140	130	180	140	150	160	190	170	190	180	180
Wong Shek — Wan Chai/Chek Keng	220	190	200	270	160	180	160	210	190	270	290	280
Aberdeen Praya Public Landing Steps — Ap Lei Chau/Aberdeen Wholesale Fish Market Kaito Pier	4 900	5 100	5 100	5 200	4 700	5 000	4 600	4 300	5 200	5 300	4 900	5 500

Note:

- (1) Given that the majority of the kaito services have no fixed schedule due to comparatively low patronage, unstable demand and susceptibility to weather conditions and holidays, such services are not included in the above table.

Kaito	Average daily patronage in each month of 2015 ^{Note (1)}											
	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen — Mo Tat — Sok Kwu Wan	85	81	85	80	81	110	81	96	84	83	89	79
Aberdeen — Stanley/Po Toi Island	180	140	250	290	270	150	120	150	170	200	220	180
Cheung Chau Public Pier — Sai Wan	97	100	97	110	97	99	100	110	94	110	110	100
Peng Chau — Discovery Bay (via Trappist Monastery)	1 400	1 400	1 400	1 600	1 500	1 500	1 500	1 400	1 500	1 400	1 600	1 500
Sam Ka Tsuen — Tung Lung Chau	170	210	140	320	130	130	94	75	200	190	310	210
Sai Wan Ho — Tung Lung Chau ^{Note (2)}	-	-	-	-	-	65	150	170	290	180	390	240
Sha Tau Kok — Ap Chau/Kat O ^{Note (3)}	76	74	90	85	-	-	-	-	31	81	71	54
Ma Liu Shui — Tung Ping Chau	350	350	380	640	430	490	500	560	620	590	660	390
Wong Shek — Tap Mun/Ko Lau Wan/Chek Keng	270	270	260	280	270	280	260	290	270	370	320	320
Ma Liu Shui — Sham Chung/Lai Chi Chong/Tap Mun/Ko Lau Wan/Chek Keng/Wong Shek	140	160	140	210	140	150	150	180	180	190	180	170
Wong Shek — Wan Chai/Chek Keng	200	250	190	240	170	170	130	150	220	150	270	260
Aberdeen Praya Public Landing Steps — Ap Lei Chau/Aberdeen Wholesale Fish Market Kaito Pier	5 000	5 300	5 400	5 500	5 300	5 800	5 600	5 500	5 700	5 400	6 000	5 600

Note:

- (1) Given that the majority of the kaito services have no fixed schedule due to comparatively low patronage, unstable demand and susceptibility to weather conditions and holidays, such services are not included in the above table.
- (2) The kaito service plying between Sai Wan Ho and Tung Lung Chau has come into operation since 20 June 2015.
- (3) The kaito service plying between Sha Tau Kok and Kat O had suspended operation between May and August 2015 and an additional berthing point has been provided at Ap Chau since 20 November.

Kaito	Average daily patronage in each month of 2016 ^{Note (1)}											
	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen — Mo Tat — Sok Kwu Wan	73	83	69	80	90	81	84	86	79	77	88	92
Aberdeen — Stanley/Po Toi Island	140	120	220	230	210	160	160	140	170	280	220	290
Cheung Chau Public Pier — Sai Wan	99	100	100	110	100	100	110	110	96	100	100	100
Peng Chau — Discovery Bay (via Trappist Monastery)	1 600	1 600	1 700	1 700	1 700	1 600	1 500	1 600	1 600	1 600	1 600	1 500
Sam Ka Tsuen — Tung Lung Chau	130	140	230	150	250	120	140	190	250	430	460	560
Sai Wan Ho — Tung Lung Chau	200	230	430	270	370	250	280	250	300	440	600	580
Sai Kung — Town Island (Operation Dawn Pier) ^{Note (2)}	15	31	27	28	27	29	25	21	23	20	23	26
Sha Tau Kok — Ap Chau/Kat O	48	55	86	74	67	54	68	72	120	65	56	52
Ma Liu Shui — Lai Chi Wo ^{Note (3)}	58	96	210	140	180	49	92	98	170	210	270	270
Ma Liu Shui — Tung Ping Chau	240	250	350	430	560	470	630	600	610	760	770	620
Wong Shek — Tap Mun/Ko Lau Wan/Chek Keng	260	260	260	260	260	260	250	300	280	340	350	400
Ma Liu Shui — Sham Chung/Lai Chi Chong/Tap Mun/Ko Lau Wan/Chek Keng/Wong Shek	140	150	180	200	160	140	170	180	180	190	210	250
Wong Shek — Wan Chai/Chek Keng	180	190	200	140	150	150	200	170	150	180	270	210
Aberdeen Praya Public Landing Steps — Ap Lei Chau/Aberdeen Wholesale Fish Market Kaito Pier	5 400	6 500	5 800	5 700	6 100	5 700	5 200	5 800	5 800	5 600	5 800	5 900
Kwun Tong — Kai Tak ^{Note (4)}	-	-	-	660	460	160	140	130	120	190	340	-

Note:

- (1) Given that the majority of the kaito services have no fixed schedule due to comparatively low patronage, unstable demand and susceptibility to weather conditions and holidays, such services are not included in the above table.
- (2) The kaito service plying between Sai Kung and Town Island (Operation Dawn Pier) has come into operation since 2 January 2016.
- (3) The kaito service plying between Ma Liu Shui and Lai Chi Wo has come into operation since 1 January 2016.
- (4) The kaito service plying between Kwun Tong and Kai Tak commenced operation on 9 April 2016 but ceased operation on 3 December in the same year.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)309****(Question Serial No. 3526)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of newly registered private cars and other vehicle classes in the past 5 years with breakdown by fuel type.

Asked by: Hon CHAN Hak-kan (Member Question No. 63)Reply:

The numbers of newly registered vehicles in the past 5 calendar years with breakdown by vehicle class and fuel type are tabulate below:

2012

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total
Motorcycle	3 590	0	13	0	3 603
Private car	44 817	58	108	0	44 983
Taxi	0	0	0	300	300
Franchised bus	0	277	0	0	277
Non-franchised public bus	0	654	0	0	654
Private bus	0	96	0	0	96
Public light bus	0	12	0	34	46
Private light bus	0	199	0	90	289
Goods vehicle	83	7 276	7	0	7 366
Special purpose vehicle	2	73	11	14	100

2013

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	4 346	0	14	0	4 360
Private car	44 998	349	35	0	45 382
Taxi	14	0	33	718	765
Franchised bus	0	458	1	0	459
Non-franchised public bus	0	497	0	0	497
Private bus	0	54	3	0	57
Public light bus	0	18	0	29	47
Private light bus	0	234	0	104	338
Goods vehicle	36	9 189	24	0	9 249
Special purpose vehicle	6	123	20	12	161

2014

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 109	0	25	0	5 134
Private car	44 245	1 546	845	0	46 636
Taxi	0	0	15	1 699	1 714
Franchised bus	0	455	0	0	455
Non-franchised public bus	0	712	4	0	716
Private bus	0	52	0	0	52
Public light bus	0	40	0	52	92
Private light bus	0	342	0	95	437
Goods vehicle	41	13 221	9	0	13 271
Special purpose vehicle	3	85	2	9	99

2015

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	6 037	0	0	0	6 037
Private car	46 122	1 593	2 607	0	50 322
Taxi	0	0	0	2 340	2 340
Franchised bus	0	866	8	0	874
Non-franchised public bus	0	737	3	0	740
Private bus	0	62	1	0	63
Public light bus	0	73	0	91	164
Private light bus	0	369	0	35	404
Goods vehicle	10	14 446	11	0	14 467
Special purpose vehicle	2	82	7	17	108

2016

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 542	0	2	0	5 544
Private car	36 266	1 896	3 020	0	41 182
Taxi	2	0	1	1 819	1 822
Franchised bus	0	836	5	0	841
Non-franchised public bus	0	803	0	0	803
Private bus	0	88	0	0	88
Public light bus	0	113	0	101	214
Private light bus	0	219	4	100	323
Goods vehicle	27	10 760	11	0	10 798
Special purpose vehicle	1	150	4	18	173

- End -

CONTROLLING OFFICER'S REPLY

THB(T)310

(Question Serial No. 4109)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Estimates have mentioned that the Government will allocate a sum of \$88.27 million to provide subsidies to franchised bus companies for improving the facilities of bus stops. Please provide the number of bus stops expected to be improved and the implementation timetable.

Asked by: Hon CHAN Han-pan (Member Question No. 63)

Reply:

The Government has earmarked \$88.27 million to subsidise franchise bus companies to install seats at about 2 700 covered bus stops and real-time arrival information display panels at about 1 300 covered bus stops with electrical installations (note). In light that a large number of bus stops will be involved, the subsidy scheme will be launched in phases. It is expected that all the suitable covered bus stops will be installed with seats and/or display panels in 2019-20. The details of the locations of the bus stops covered by the subsidy scheme and the years when construction works are expected to commence have been set out in the paper submitted by the Transport Department ("TD") to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website at the following link:
(http://www.td.gov.hk/tc/publications_and_press_releases/consultation_papers/transport_department/index.html).

Note: Regarding real-time arrival information display panels, the Government will provide subsidies to franchised bus companies for installation of display panels at covered bus stops with electrical installations on a matching basis, i.e. for every display panel which a franchised bus company has committed to install, the Government will provide subsidies for installation of another display panel. The number of display panels stated in this reply includes those funded respectively by the Government and franchised bus companies for the installation work under the above arrangement.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)311****(Question Serial No. 6836)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the tunnels and bridges operated by the Government:

- (1) Please provide information on the respective management fees payable to the contractors for management, operation and maintenance (MOM) services of the following tunnels and bridges and the names of these contractors in the table below:

	2016-17 surplus/(deficit) (\$)	2015-16 surplus/(deficit) (\$)	2014-15 surplus/(deficit) (\$)
Cross-Harbour Tunnel			
Lion Rock Tunnel			
Shing Mun Tunnels			
Tseung Kwan O Tunnel			
Aberdeen Tunnel			
Eagle's Nest Tunnel			
Lantau Link			

Asked by: Hon CHAN Han-pan (Member Question No. 7)Reply:

The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and the management fees payable to the contractors from 2014-15 to 2016-17 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2016-17	2015-16	2014-15
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited/Serco Group (H.K.) Limited ^{Note 1}	70	63	63

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2016-17	2015-16	2014-15
Lion Rock Tunnel	Greater Lucky (H.K.) Company Limited	35	34	34
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	34	33	33
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	34	33	33
Aberdeen Tunnel	Transport Infrastructure Management Limited	45	43	40
Route 8K ^{Note 2}	Serco Lam JV	102	101	101
Route 8T ^{Note 2}		57	57	57
Lantau Link ^{Note 3}	TIML MOM Limited	111	106	104
Non-Lantau Link ^{Note 3}		114	109	106
Note 1 - Chun Wo Tunnel Management Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 1 November 2016 upon expiry of the previous MOM contract				
Note 2 - The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). The Eagle’s Nest Tunnel forms part of Route 8K.				
Note 3 - The MOM contract for the Tsing Ma Control Area covers both the Lantau Link and the non-Lantau Link portion.				

The operating results (before tax) of the above tunnels and bridges for the past 3 years are as follows:

	2015-16 surplus/(deficit) (\$ million)	2014-15 surplus/(deficit) (\$ million)	2013-14 surplus/(deficit) (\$ million)
Cross-Harbour Tunnel ^{Note 1}	678.3	667.8	666.0
Lion Rock Tunnel ^{Note 2}	201.6	192.4	195.2
Shing Mun Tunnels ^{Note 2}	33.1	38.4	37.5
Tseung Kwan O Tunnel ^{Note 2}	46.5	44.2	43.2
Aberdeen Tunnel ^{Note 2}	47.3	45.2	51.0
Route 8K (Eagle’s Nest Tunnel forms part of Route 8K) ^{Note 2}	(121.6)	(120.3)	(141.6)
Lantau Link ^{Note 2}	283.0	247.1	222.4

Note 1: The Cross-Harbour Tunnel was a “Build-Operate-Transfer” project. The capital cost of the Cross-Harbour Tunnel was not contributed by the Government. The figures provided in the above table represent the difference between revenue (including the tolls) and management fee paid to the contractor for the year concerned.

Note 2: These tunnels and bridges were constructed by the Government. The operating results have taken into account the depreciation charges of the capital costs of the tunnels and bridges for the years concerned.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)312****(Question Serial No. 7083)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the bus routes currently plying the 3 road harbour crossings and the 3 land tunnels between Kowloon and Sha Tin as well as the annual toll revenue collected from buses using the respective tunnels by completing the table below.

Tunnel name	Number of bus routes plying	Toll revenue collected from buses last year
Cross Harbour Tunnel		
Eastern Harbour Crossing		
Western Harbour Crossing		
Lion Rock Tunnel		
Tate's Cairn Tunnel		
Eagle's Nest Tunnel		

Asked by: Hon CHAN Han-pan (Member Question No. 19)Reply:

The numbers of franchised bus routes currently plying the 3 road harbour crossings and 3 land tunnels between Kowloon and Sha Tin are set out below:

Tunnel name	Number of franchised bus routes plying#
Cross Harbour Tunnel	33
Eastern Harbour Crossing	21
Western Harbour Crossing	30
Lion Rock Tunnel	32
Tate's Cairn Tunnel	28
Eagle's Nest Tunnel	17

#Routes of the same group are counted once only.

The toll collection systems of the tunnels keep the record of toll collected for the vehicle class of “bus” (i.e. including single-deck and double-deck, franchised and non-franchised buses) only. The toll revenues collected from buses by respective tunnels in 2016 are tabulated as follows:

Tunnel name	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) in 2016 (\$ million)
Cross Harbour Tunnel	42
Eastern Harbour Crossing	72
Western Harbour Crossing	241
Tate’s Cairn Tunnel	61
Eagle’s Nest Tunnel	5
Lion Rock Tunnel	Not applicable ^{Note 1}

Note 1: Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep the record of toll collected for individual vehicle class, the Transport Department does not have records of buses using the toll collection system of Lion Rock Tunnel.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)313

(Question Serial No. 3682)

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:

1. In 2017-18, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
2. In 2017-18, will the Government make reference to neighbouring regions, such as Taiwan and Japan, to improve the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
3. In 2017-18, will the Government comprehensively review the strategy of “according priority to railways” to determine the need for continuous expansion of the railway system? If yes, what are the details and estimated expenditure involved?
4. In 2017-18, will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area? If yes, what are the details and estimated expenditure involved?
5. In 2017-18, will the Government comprehensively develop cycle track network in all new development areas under planning? If yes, what are the details and estimated expenditure involved?
6. In 2017-18, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
7. In 2017-18, will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport service? If yes, what are the details and estimated expenditure involved?

8. In 2017-18, will the Government conduct a comprehensive review on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and estimated expenditure involved?
9. In 2017-18, will the Government comprehensively examine the adequacy of the supply of urban, New Territories and Lantau taxis and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure involved?
10. Has the Government conducted any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach” over the past 5 years? If yes, what were the details and specific expenditure involved? Will the Government conduct any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach”? If yes, what are the details and estimated expenditure involved?
11. Regarding the Public Transport Strategy Study (PTSS) to be conducted in 2017-18, what are the details and estimated expenditure involved? Will the Government consult the public on this, and what are the details and estimated expenditure involved?
12. In carrying out the PTSS in 2017-18, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a “bicycle-friendly” city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public on this, and what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (Member Question No. 511)

Reply:

1, 2, 4, 5 & 6

The Government is committed to creating a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones owing to road safety considerations, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities are frequent, with many vehicles passing by and needing to stop temporarily, such as public transport vehicles needing to pick up and set down passengers. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in urban areas. Moreover, given the relatively limited road space in urban areas in general, if cycle tracks or dedicated cycle lanes are to be designated on the road space, the existing walkways or carriageways will

need to be narrowed, inevitably bringing inconvenience to other road users, aggravating road traffic congestion, and easily causing traffic accidents. Allowing a large number of bicycles to share the busy roads in urban areas with other vehicles without dedicated cycle tracks or dedicated cycle lanes will also increase the risks of accidents. In view of the above, the Government currently does not have plan to designate cycle tracks or dedicated cycle and motorcycle lanes on existing roads in urban areas.

As for new development areas in urban areas, the Government will consider introducing cycle track networks in suitable projects during the planning stage. For instance, in the new development area at the former site of the Kai Tak Airport, the Government has planned an approximately 13 kilometres long cycle track. The lengths of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are tabulated below. Since the construction of the related cycle tracks will not commence in 2017-18, there is no estimated expenditure for the construction works this year.

	New development area	Length of cycle track (kilometres)
1	Development of Anderson Road Quarry site	2.6
2	Tung Chung New Town Extension	12
3	Kai Tak Development	13
4	Advance works at Kwu Tung North and Fanling North New Development Areas	3
5	Hung Shui Kiu New Development Area	20
6	Yuen Long South development project	12.5
7	Infrastructure works for public housing development at Area 54, Tung Chung	0.5

Regarding improvement to the existing cycle tracks, the Transport Department (TD) engaged a consultant to study how to improve the cycle tracks and cycling facilities in 9 new towns in the New Territories. The consultant had drawn up about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years.

As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction procedures, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the related works are yet to be determined.

3. With a dense population and limited road space in Hong Kong, it is a challenge for us to provide fast and reliable public transport services for millions of passenger trips every day. At present, our railway network carries over 5 million passenger trips every day, accounting for about 40% of the total number of public transport passenger trips. Development of railway network can significantly speed up passenger flows, which cannot be easily achieved by other public transport modes. Other densely

populated cities, such as Singapore, Tokyo, Seoul, London and New York, also heavily rely on railways as their mass transit systems.

The development of rail transport can help reduce reliance on road-based transport system, alleviate road traffic congestion and reduce air pollution caused by vehicle emissions. It can also release the development potential of the areas along the railways, conducive to the housing and economic development. The Railway Development Strategy 2014 recommended that 7 new railway projects be completed before 2031. We will continue with the detailed planning work of the Northern Link (and the Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension (and the Tung Chung East Station) in 2017-18. The Government will continue to pursue the policy of using railways as the backbone of our passenger transport system on the one hand, and will strive to develop a multi-modal public transport system on the other.

7. At present, there are 5 bus companies operating 6 bus franchises. The franchises, which last for 10 years, will expire between 2023 and 2027. Upon expiry of the franchises, whether new franchises will be granted through open tender will be determined nearer the expiry date. According to the established practice, an incumbent grantee which is able to prove its ability to provide proper and efficient services and is willing to further invest in franchised bus operation may in general apply for a new franchise through direct negotiations with the Government. Prior consultations with the Legislative Council (LegCo) and the public will be conducted. The TD currently does not have any plan to re-tender the franchises of all the bus routes, but it will continue to ensure that the franchised bus operators provide proper and efficient public bus services for passengers through ongoing monitoring and regulating work.
8. The TD has all along been closely monitoring the operation and quality of public transport services in different districts in Hong Kong, and will make adjustments to the services in accordance with the demand of passengers. When there are proven needs for new or enhanced services, the TD will make necessary arrangements in conjunction with the operators to meet the needs. Close liaison with the relevant District Councils will be maintained in the process. The work to review and monitor the public transport services is undertaken on an ongoing basis by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.
9. The Government reviewed the taxi service level in the Topical Study under the PTSS and the findings of the review were reported to the LegCo Panel on Transport (the Panel) in June 2015. The details were set out in the discussion paper submitted by the Government to the Panel and the paper can be downloaded from the website of the LegCo (<http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150616cb4-1143-3-e.pdf>). The findings of the study show that the service level of urban and New Territories taxis has largely remained stable in recent years and the supply is also generally adequate. As for Lantau taxis, having regard to the demand for taxi service, operating situation of the taxi trade, and likely impact of the increase in the number of taxis on traffic conditions, the Government issued 25 new Lantau taxi

licences by open tender in December 2015. The new Lantau taxis commenced operation in the second quarter of 2016.

The TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the numbers of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation posts across the territory, as well as soliciting views from the taxi trade and passengers. In 2017-18, the estimated expenditure to be incurred by the TD for engaging consultants to conduct service level surveys is about \$1.46 million. Monitoring and following up on the surveys are undertaken by the existing staff of the TD.

10. In the past several years, the TD rationalised the franchised bus services using the Area Approach in Sha Tin, Tai Po, Tsing Yi and Yuen Long. The Area Approach rationalisation in these districts has been completed. Before implementation of the rationalisation proposals, prior consultations with the Traffic and Transport Committees (TTCs) of the District Councils concerned were conducted from February to October 2014. Papers setting out the details of the proposals were issued and uploaded to the TD's website. Representatives from the TD and franchised bus operators also attended meetings of the TTCs to brief members on the details and exchange views with them. The work involved in bus route rationalisation is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for such work.
11. Since late 2014, the Government has progressively rolled out the 2 parts of the PTSS, namely the Role and Positioning Review (RPR) and the Topical Study, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some important and more time-sensitive topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public views towards taxi and public light bus (PLB) services, we have accorded priority to the reviews of these 2 services under the RPR. The study on PLB services has been completed, in which we recommend increasing the maximum seating capacity of PLBs (i.e. green minibuses and red minibuses) from 16 to 19 seats. This can enhance the overall carrying capacity of PLBs to cater for the passenger demand, in particular during peak periods. We briefed the Panel on the study outcome and implementation details and canvassed the members' views in December 2016. We are preparing for the necessary legislative amendments. Meanwhile, we are studying how to enhance personalised and point-to-point transport services (including the proposed introduction of franchised taxis (formerly known as "premium taxis")) to meet the demand of different passenger groups. We have briefed the Panel on the progress of the study and canvassed Members' views in June 2016, and will report on the matter further in April 2017.

Moreover, we reported to the Panel the results of all 8 Topical Studies within 2014-15 and 2015-16 legislative years. These included the service level of franchised bus

service, school bus service, seating capacity of PLBs, supply of taxis, taxi fuel surcharge, statutory cap on the PLBs, review of ferry service and accessible public transport services for people with disabilities.

The whole PTSS is expected to be completed in mid-2017. A consolidated report will then be released. For the RPR, a sum of \$9.5 million has been earmarked for commissioning the consultancy studies. The revised estimated expenditure for 2017-18 is \$2.205 million. The Topical Study is carried out by using existing resources.

12. The PTSS will focus on public transport-related issues that are of long-standing concerns to the public transport trades and the public, and have been given priority as they are time-sensitive. Cycling is not a public transport mode, so it is outside the PTSS. We will continue to foster a “bicycle-friendly” environment in the new towns and the new development areas.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)314

(Question Serial No. 3683)

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:

1. Please provide the average daily passenger journeys of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2016.
2. Please provide the average daily passenger journeys of the Citybus (CTB) routes from January to December 2016.
3. Please provide the average daily passenger journeys of the New World First Bus (NWFB) routes from January to December 2016.
4. Please provide the average daily passenger journeys of the "Star" Ferry services from January to December 2016.
5. Please provide the average daily passenger journeys of each of the railway lines (including the Light Rail) of the MTR Corporation Limited (MTRCL) from January to December 2016.
6. Please provide the average daily passenger journeys of urban taxis from January to December 2016.
7. Please provide the average daily passenger journeys of New Territories taxis from January to December 2016.
8. Please provide the average daily passenger journeys of Lantau taxis from January to December 2016.
9. Please provide the average daily passenger journeys of red minibus (RMB) service across the territory from January to December 2016.
10. Please provide the average daily passenger journeys of green minibus (GMB) service across the territory from January to December 2016.

11. Please provide the average daily passenger journeys of tram services from January to December 2016.

Asked by: Hon CHAN Tanya (Member Question No. 512)

Reply:

1. The average daily passenger journeys of all the KMB routes from January to December 2016 are set out below:

Month	Average daily passenger journeys ('000)
January	2 637.6
February	2 618.7
March	2 634.0
April	2 695.4
May	2 700.1
June	2 691.3
July	2 696.9
August	2 673.7
September	2 820.9
October	2 690.1
November	2 818.0
December	2 785.8

2. CTB has been granted 2 franchises to operate (i) the Hong Kong Island and Cross-Harbour Bus Network and (ii) the Airport and North Lantau Bus Network. The average daily passenger journeys of all the routes under the 2 franchises from January to December 2016 are set out below:

Month	Average daily passenger journeys ('000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
January	530.4	76.3
February	524.7	75.8
March	522.6	77.4
April	534.1	78.4
May	540.0	78.9
June	539.4	81.1
July	541.4	83.1
August	540.6	82.3
September	556.9	80.9
October	539.9	79.0
November	559.4	81.0
December	551.2	84.3

3. The average daily passenger journeys of all the NWFB routes from January to December 2016 are set out below:

Month	Average Daily Passenger journeys (‘000)
January	448.4
February	448.3
March	447.7
April	459.7
May	460.5
June	456.5
July	460.0
August	454.0
September	472.8
October	455.4
November	470.8
December	468.3

4. The “Star” Ferry Company Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily passenger journeys of the two ferry routes from January to December 2016 are set out below:

Month	Average Daily Passenger journeys (‘000)
January	50.4
February	59.0
March	48.5
April	49.9
May	50.2
June	46.2
July	56.1
August	56.5
September	47.7
October	55.2
November	54.0
December	66.5

5. The average daily passenger journeys of various MTR railway lines from January to December 2016 are set out below:

Month	Average daily passenger journeys (‘000) ^{Note (1)}											
	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line ^{Note (2)}	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
January	568.9	1 016.1	966.4	Not applicable	315.9	219.7	15.2	43.0	1 003.5	140.9	418.3	480.5
February	563.5	960.3	937.0	Not applicable	313.4	218.9	17.1	39.9	955.5	136.9	409.7	469.2
March	557.1	969.9	938.5	Not applicable	314.8	215.7	13.1	43.7	977.2	137.3	410.1	469.9

Month	Average daily passenger journeys ('000) ^{Note (1)}											
	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line ^{Note (2)}	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
April	559.8	980.4	947.2	Not applicable	320.6	216.1	13.6	45.9	988.0	139.7	412.4	483.5
May	554.5	976.8	945.0	Not applicable	315.3	216.7	13.1	40.7	949.6	139.3	412.8	488.3
June	564.2	989.0	953.6	Not applicable	319.9	219.7	13.8	43.8	930.0	141.4	414.2	499.7
July	564.1	1 007.6	958.5	Not applicable	315.6	222.9	17.7	45.0	945.1	137.9	417.5	492.5
August	565.7	1 017.0	966.5	Not applicable	311.1	227.5	17.7	43.1	941.9	136.6	421.0	476.5
September	584.6	1 020.4	980.1	Not applicable	335.7	227.4	12.1	46.2	1 008.1	152.1	430.2	516.1
October	578.8	997.6	950.3	Not applicable	321.2	223.7	14.3	46.4	974.8	146.0	415.8	491.8
November	645.6	1 051.7	1 025.2	Not applicable	338.3	233.2	12.7	44.0	1 017.4	156.1	439.6	504.1
December	631.7	1 068.7	1 005.0	66.3	327.1	235.5	18.3	47.1	1 001.6	147.4	443.2	487.6

- Note:
- (1) As MTR is a railway network and the system is open within the network, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures were calculated based on passengers' entry stations.
 - (2) The South Island Line commenced operation on 28 December 2016.

6. The average daily passenger journeys of urban taxis from January to December 2016 are set out below:

Month	Average daily passenger journeys of urban taxi ('000)
January	736.0
February	732.6
March	726.4
April	737.6
May	735.9
June	754.7
July	755.2
August	738.3
September	747.9
October#	728.9
November#	749.8
December#	720.6

Provisional figure

7. The average daily passenger journeys of New Territories taxis from January to December 2016 are set out below:

Month	Average daily passenger journeys of New Territories taxi ('000)
January	188.5
February	189.8

Month	Average daily passenger journeys of New Territories taxi ('000)
March	184.1
April	186.4
May	187.4
June	195.1
July	195.3
August	189.5
September	193.2
October#	184.4
November#	202.9
December#	191.5

Provisional figure

8. The average daily passenger journeys of Lantau taxis from January to December 2016 are set out below:

Month	Average daily passenger journeys of Lantau taxi ('000)
January	3.1
February	2.4
March	2.8
April	2.8
May	3.2
June	4.0
July	4.1
August	3.5
September	3.6
October#	3.7
November#	3.8
December#	3.5

Provisional figure

Note: 25 newly licensed Lantau taxis progressively came into service from April to August 2016.

9. The average daily passenger journeys of RMBs from January to December 2016 are set out below:

Month	Average daily passenger journeys ('000)
January	313.6
February	306.6
March	307.7
April	314.2
May	304.0
June	309.9
July	305.8
August	312.7

Month	Average daily passenger journeys ('000)
September	306.0
October	297.4
November	308.7
December	300.7

10. The average daily passenger journeys of all the GMB routes from January to December 2016 are set out below:

Month	Average daily passenger journeys ^{Note} ('000)
January	1 517.5
February	1 484.3
March	1 514.6
April	1 529.0
May	1 534.7
June	1 551.6
July	1 530.3
August	1 504.9
September	1 561.2
October	1 519.6
November	1 555.8
December	1 520.1

Note: Figures are subject to revision upon further verification based on the annual returns submitted by GMB operators by end March 2017.

11. The average daily passenger journeys of all the tram routes from January to December 2016 are set out below:

Month	Average daily passenger journeys ('000)
January	175.5
February	172.4
March	171.5
April	175.0
May	178.8
June	169.9
July	171.8
August	176.1
September	179.6
October	178.1
November	180.9
December	193.4

- End -

CONTROLLING OFFICER'S REPLY

THB(T)315

(Question Serial No. 3684)

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:

1. In 2017-18, will the Transport Department (TD) review the opening up of South Lantau Road on Lantau Island to outside vehicles and conduct public consultation? If yes, what are the details and expenditure involved?
2. In 2017-18, will the TD formulate local public transport arrangement proposals relating to the Hong Kong-Zhuhai-Macao Bridge (HZMB) and consult the relevant trades? If yes, what are the details and expenditure involved?
3. In 2017-18, what is the expenditure to be incurred in implementing the “Universal Accessibility” (UA) Programme? Please provide in detail the locations of public footbridges, elevated walkways and subways to be constructed under the programme in 2017-18.
4. Please provide the details and expenditure involved in introducing intelligent transport systems for 2017-18.

Asked by: Hon CHAN Tanya (Member Question No. 513)

Reply:

1. In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes with a view to promoting tourism and local economy in the area. Having considered the concerns raised by different stakeholders during consultation, the TD decided to take forward the proposal in phases. The first phase, which involved allowing 10 more tour coaches and 25 private cars to enter South Lantau, has been implemented since December 2015 and February 2016 respectively.

The TD is monitoring the impact of the first phase and will review in 2017-18 the implementation schedule for the second phase with due regard to the traffic condition as well as the supply and utilisation of parking spaces in South Lantau. The related

review work is undertaken by the existing staff of the TD as part of their regular duties. No additional expenses are involved.

2. Upon the commissioning of the HZMB, the Hong Kong Boundary Crossing Facilities (HKBCF) of the HZMB will be served by local public transport services, such as franchised bus, green minibus and taxi, to facilitate access by members of the public from different places. The Government already consulted the Legislative Council Panel on Transport on the proposed public transport arrangements of the HKBCF in February 2016, and attended the special meeting of the Panel on Transport held in April 2016 to listen to the views of representatives from different organisations. The TD also consulted relevant trades and attended meetings of the District Councils (DCs) and the Lantau Development Advisory Committee to gather views from different sectors. The TD is reviewing the local transport arrangements upon the commissioning of the HZMB in light of the latest progress of the Tuen Mun – Chek Lap Kok Link project and the views gathered in the consultation exercise conducted earlier. The review is underway and new transport arrangements will be announced in due course. The work involved is undertaken by the existing staff of the TD as part of their regular duties. No additional expenses are involved.
3. The TD provides traffic and transport advice to the Highways Department (HyD) to facilitate delivery of projects under the UA Programme. The above work is undertaken by the staff of the TD as part of their regular duties. No additional expenses are involved.

The Government has all along been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD) where technically feasible (now known as the Original Programme under the UA Programme) on the recommendation of the Equal Opportunities Commission. Apart from continuing with the implementation of projects under the Original Programme, the Government launched the Expanded Programme under the UA Programme in August 2012. In the first half of 2013, all the 18 DCs were invited to prioritise the new projects proposed by the public in their districts. Each DC selected 3 public walkways for priority implementation under the Expanded Programme. The Government is now actively taking forward a total of 205 projects under the UA Programme. As at 28 February 2017, 49 projects have been completed, 133 are under construction and 11 are expected to commence in 2017-18. The remaining projects will commence construction as soon as possible upon completion of detailed design and other related works.

Moreover, the HyD is inviting the DCs to further nominate not more than 3 existing walkways in each district for implementation in the next phase of the UA Programme. The walkways eligible for consideration by the DCs will no longer be confined to public walkways maintained by the HyD, provided that certain criteria are met.

The list of projects under the UA Programme and their present status are at Annex.

4. The TD is currently taking forward the development and studies on the following intelligent transport systems. The estimated total expenditure of the related work in 2017-18 is about \$47.2 million with details provided below:

- (a) Study on installation of smart devices at signalised pedestrian crossings for the elderly:
The study commenced in September 2016 for anticipated completion in 2018. The estimated expenditure in 2017-18 is \$1.8 million.
- (b) Installation of traffic detectors along some strategic routes:
The consultancy agreement for investigation, design and construction regarding this project commenced in December 2016. The design work is expected to be completed in the third quarter of 2017. Site installation of traffic detectors is expected to commence in 2018 in phases. The first phase of traffic detectors will be commissioned by the end of 2019 whereas the remaining detectors by the end of 2020. The estimated value of the consultancy agreement in 2017-18 is about \$2.1 million.
- (c) Development of the traffic and incident management system:
Design, supply, implementation and maintenance contract has commenced for anticipated completion by the end of 2017. The estimated expenditure in 2017-18 is \$15.7 million.
- (d) Upgrading of the transport information system:
The TD commenced tender exercise for this project in December 2016 and assessment of tenders is now underway. The contract is expected to be awarded in mid-2017 and the project is expected to be completed at the end of 2018. The estimated expenditure in 2017-18 is \$13.3 million.
- (e) Enhancing the HKeTransport service:
The project of enhancing HKeTransport to facilitate the use by the elderly commenced in April 2016 for anticipated completion by mid-2017. The estimated expenditure in 2017-18 is \$1.6 million. At the same time, to facilitate passengers to better plan their journeys and know their waiting time, the TD is discussing with franchised bus companies regarding adding a new feature in HKeTransport for providing real-time bus arrival information of different bus routes. A hyperlink to the bus routes operated by the Kowloon Motor Bus Company (1933) Limited will firstly be introduced in the first half of this year.
- (f) Replacement of the area traffic control and closed circuit television systems for Tai Po and North Districts:
The project will commence in the second quarter of 2017 for anticipated completion in early 2019. The estimated expenditure in 2017-18 is \$11 million.
- (g) Replacement of 17 traffic control boxes on Hong Kong Island and in the New Territories and connection to the central computer:
The project commenced in September 2016 for anticipated completion in early 2018. The estimated expenditure in 2017-18 is \$1.7 million.

Original Programme:

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

HyD Structure No.	Location	Present Status
Wan Chai District		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom South Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction

HyD Structure No.	Location	Present Status
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
Sham Shui Po District		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
Wong Tai Sin District		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
Yau Tsim Mong District		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Cheong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction

HyD Structure No.	Location	Present Status
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
North District		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction

HyD Structure No.	Location	Present Status
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
Tai Po District		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed

HyD Structure No.	Location	Present Status
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central and Western District		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
Eastern District		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92& HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
Kowloon City District		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
Kwun Tong District		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction

HyD Structure No.	Location	Present Status
Yau Tsim Mong District		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
Islands District		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Ching District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
Sai Kung District		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
Shat Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
Tai Po District		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction

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

- End -

CONTROLLING OFFICER'S REPLY**THB(T)316****(Question Serial No. 3685)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Please provide the average daily numbers of traffic incidents in Hong Kong from January to December 2016.

Asked by: Hon CHAN Tanya (Member Question No. 514)Reply:

The average daily numbers of traffic or transport incidents handled by the Emergency Transport Co-ordination Centre (ETCC) of the Transport Department from January to December 2016 are set out below:

Month	Average daily number of traffic or transport incidents^{Note}
January	17.8
February	13.1
March	12.9
April	14.6
May	14.1
June	14.1
July	12.7
August	13.7
September	15.1
October	14.6
November	13.7
December	11.4

Note: A traffic or transport incident refers to a non-recurring event that causes a reduction of road capacity or a service disruption of public transport services. These incidents are counted on a location/event basis. For example, a public event necessitating a road closure for several hours will be counted as 1 incident. Similarly, a traffic accident at a location resulting in traffic congestion at that

location and in the nearby areas will be counted as 1 incident. Separately, the Hong Kong Police Force is responsible for handling traffic incidents/accidents at the scene. They will take into account the likely traffic and transport implications before referring certain incidents to the ETCC for monitoring and necessary follow-up actions. The number of incidents in the table above did not include those handled by the Police at the scene but not referred to the ETCC for follow-up actions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)317****(Question Serial No. 5709)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of disabled persons holding driving licences in the past 5 years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2487)Reply:

In accordance with section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking. The Transport Department maintains statistics on the numbers of aforementioned disabled persons holding full driving licences, but does not have a breakdown by type of disability.

The information for the past 5 years is tabulated below:

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2012	2 335
2013	2 428
2014	2 523
2015	2 596
2016	2 688

- End -

CONTROLLING OFFICER'S REPLY

THB(T)318

(Question Serial No. 5710)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Driving system technologies for disabled persons have become increasingly mature nowadays. Will the Government consider allowing disabled persons in Hong Kong to use hi-tech driving systems introduced from overseas, such as use of control lever in lieu of steering wheel and installations to accommodate the entire wheelchair at the driver's seat?
2. How can the prevailing policies on vehicle modifications cater to the needs of disabled persons and the development of new driving systems for disabled persons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2488)

Reply:

1. The Transport Department (TD) has been processing applications from disabled persons for vehicle modifications and addition of ancillary equipment in their vehicles to meet their driving needs. Under the current arrangements, applicants can approach the TD and the Community Rehabilitation Service Support Centre (CRSSC) of the Hospital Authority for driving ability and professional assessments. Where necessary, the CRSSC will propose equipment modifications that suit the needs of the applicants. Subject to the results of the assessments, the applicants can arrange vehicle modifications themselves and then have the vehicles inspected by the TD. After passing the inspections, the applicants will be able to drive the modified vehicles on roads legally. As of today, the TD has not received any applications for replacing the steering wheel with control lever or accommodating the entire wheelchair at the driver's seat.
2. Any driving systems using new technologies will have to be assessed on a case-by-case basis to ensure that any vehicle modifications will not adversely affect vehicle operation, driving performance and road safety. Subject to this arrangement, the TD supports the development of new driving systems for disabled persons and will facilitate their driving needs as far as practicable.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)319

(Question Serial No. 5713)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. There is a shortage of driving instructors and modified training vehicles for teaching disabled persons in Hong Kong. With falling number of driving instructors engaged in teaching disabled persons, what is the Government policy of encouraging disabled persons to learn to drive?
2. How will the Government address the problem of falling number of driving instructors engaged in teaching disabled persons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2491)

Reply:

At present, disabled persons who wish to apply for a learner's driving licence can approach the Transport Department (TD) for a driving ability assessment. If needed, the TD may refer them to the Community Rehabilitation Service Support Centre of the Hospital Authority for professional assessment and suggestions on vehicle modifications and additional ancillary equipment. If they are assessed to be physically fit for driving, they can enroll in training programmes offered by designated driving schools or learn to drive with private driving instructors, just like any other learner drivers. If their level of disability requires them to drive a modified vehicle, they can enroll in designated driving schools that provide modified vehicles or learn to drive with private driving instructors who have modified vehicles. According to the understanding of the TD, some of the designated driving schools and private driving instructors have modified vehicle with equipment which is tailored to driving training for disabled persons. Moreover, the TD is considering making disabled person driving training and provision of vehicles for such purpose a condition for operating designated driving school.

The Government has been actively taking forward measures to encourage and assist disabled persons to integrate into the society. In respect of driving training of disabled persons, eligible disabled persons are exempted from the fees for driving test and driving licence (applicable to private car, motorcycle or motor-tricycle). When purchasing vehicles, they are also exempted from vehicle licence fee (applicable to motorcycle,

motor-tricycle and private car with cylinder capacity not exceeding 1 500 cubic centimetres) and motor vehicles first registration tax on the first \$300,000 of the taxable value of the vehicle concerned or transfer of vehicle ownership fee. Eligible disabled drivers can also obtain free tickets for passing government tunnels/tolled area for one of their registered private cars, motorcycles or motor-tricycles and are entitled to the waiving of fuel duty, issue of Disabled Person's Parking Permit, use of parking spaces designated for disabled persons and on-street metered parking spaces for free and half-price concession for using designated parking spaces in government multi-storey car parks under TD's management.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)320

(Question Serial No. 5715)

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:

Companies or individuals who provide vehicle modification service for disabled persons are grossly inadequate in Hong Kong. Please provide a list of companies or individuals who provide vehicle modification service for disabled persons and explain whether there is any policy to address the problem of inadequate professionals for providing vehicle modification service for disabled persons.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2493)

Reply:

The Transport Department (TD) does not maintain a list of designated companies or individuals who provide vehicle modification service for disabled persons. At present, when selling vehicles to disabled person for commuting purpose, vehicle dealers will generally provide ancillary and modification services for them. There are sufficient registered professional engineers who can provide vehicle modification service in Hong Kong. The TD will also vet and approve vehicle modification applications and arrange for vehicle examination expeditiously to ensure that the vehicles used on roads would satisfy the statutory requirements and are roadworthy.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)321****(Question Serial No. 5717)**

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:

At present, eligible disabled persons are provided with different tax concessions and policy support when purchasing petrol vehicles. With growing popularity of diesel and electric private cars, please provide details of concessions and policy support provided to eligible disabled persons for purchasing these 2 types of vehicles. If no, what are the reasons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2495)

Reply:

In accordance with section 2 of the Road Traffic Ordinance (Cap 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking.

Disabled persons meeting the above definition may apply to the Transport Department (TD) for exemption from payment of the following taxes/fees when first registering or using a private car/motorcycle/motor tricycle (hereunder referred to motor vehicle), regardless of whether the motor vehicle is propelled by petrol, diesel or electricity:

1. first registration tax on the first \$300,000 of the taxable value of a motor vehicle (only applicable to disabled persons who have not registered a motor vehicle subject to the exemption of the motor vehicles first registration tax within the previous 5 years);
2. transfer of ownership fee for a motor vehicle (when submitting transfer applications, disabled persons must not own another motor vehicle which has been exempted from the transfer of ownership fee);
3. parking charges of on-street designated parking spaces for disabled persons and metered parking spaces;
4. half-fare concession on parking charges at car parks under the management of TD; and
5. toll charges for government tunnels, Tsing Ma Control Area and Tsing Sha Control Area.

In addition, if a disabled person is considered to be fit for driving by the TD, he/she can apply for exemption from payment of vehicle licence fee^(Note 1) for 1 petrol or diesel motor vehicle registered in his/her name and driven by him/her. For electric private cars, as their licence fee is significantly lower than those of petrol or diesel private cars^(Note 2), no special exemption is being provided to persons with disabilities.

(Note 1) Vehicles in respect of which applications for exemption from payment of vehicle licence fee can be made would include private cars with cylinder capacity not exceeding 1 500 cubic centimetres, motorcycles and motor tricycles. Where the cylinder capacity of the engine of a private car exceeds 1 500 cubic centimetres, the annual licence fee should be calculated by the deduction from the appropriate annual fee in respect of a private car (as set out in the legislation) of which the cylinder capacity of the engine does not exceed 1 500 cubic centimeters.

(Note 2) Licence fee of electric private cars currently on sale at the market ranges between about \$600 and \$1,100 while that of petrol / diesel private cars ranges between \$3,815 and \$12,675.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)322

(Question Serial No. 5719)

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:

Vehicles currently using different tunnels and Tsing Ma Bridge can make use of an automatic toll collection system but users of the system are required to pay administration fees. Has the Government considered introducing an Octopus toll collection system at government tunnels and Tsing Ma Bridge and requesting the private companies managing the tunnels to adopt the Octopus toll collection system?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2497)

Reply:

To meet public expectation and provide convenience to motorists, the Transport Department (TD) will install “stop-and-go” electronic payment facilities at manual toll booths of government tolled tunnels and roads. The TD has selected 2 electronic payment service providers through open tender to process 4 electronic payment means between them, viz. Octopus, Visa payWave, MasterCard contactless and UnionPay QuickPass. Motorists may therefore pay tolls by any of the 4 electronic payment means at government tolled tunnels and roads after the electronic payment facilities are installed.

The Government submitted the relevant legislative amendments to the Legislative Council (LegCo) in March this year. Subject to the support of the LegCo, the TD plans to implement the first phase of the “stop-and-go” electronic payment project in mid-2017 covering the Shing Mun Tunnels, followed by the second phase (i.e. from end 2017 to early 2018) covering the remaining 6 tolled tunnels and roads (namely the Aberdeen Tunnel, Cross-Harbour Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Lantau Link and Tsing Sha Highway). The TD also plans to install “stop-and-go” electronic payment facilities at the Eastern Harbour Crossing no later than early 2019. For tunnels operated on a “Build-Operating-Transfer” basis (i.e. the Western Harbour Crossing, Tate’s Cairn Tunnel and Tai Lam Tunnel) and tunnel owned by private company (i.e. the Discovery Bay Tunnel), we have written to the tunnel companies concerned to encourage them to consider providing similar electronic payment facilities.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)323

(Question Serial No. 5720)

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:

Eligible disabled drivers can apply for different toll tickets for using government tunnels and Tsing Ma Bridge for free. However, the use of paper tickets causes inconvenience to drivers with hand disabilities. Will the Government consider requesting the operator of automatic toll collection system to upgrade the system for enabling it to handle such tickets and also to exempt disabled drivers from paying administration fees? If no, does the Government have any policies to facilitate disabled drivers to use the toll tickets?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2498)

Reply:

To ensure that the free tickets issued by the Government are used by government approved disabled drivers for paying the tunnel tolls of designated vehicles, disabled drivers are required to use manual toll collection lanes so that toll collectors of tunnel operators can check the information. If drivers with hand disabilities encounter any problem in using the free tickets, toll collectors stand ready to offer help in collecting the tickets. Individual disabled drivers on special situations can also contact tunnel operators or the staff of TD's tunnels section in advance for discussing the arrangements for the collection of tickets. The TD and tunnel operators will provide the required assistance as far as practicable.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)324****(Question Serial No. 6651)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the number of registered vehicles that are wheelchair accessible (including all bus companies).

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 2334)Reply:

Details on transport services for wheelchair users under the regulation of the Transport Department (TD) are set out below:

Transport service	Operator	Number of registered wheelchair accessible vehicles (as at end 2016)
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	3 866
	Citybus Limited	911
	New World First Bus Services Limited	691
	Long Win Bus Company Limited	242
	New Lantao Bus Company (1973) Limited	57
MTR bus	MTR Corporation Limited	155
Taxi service	Individual taxi operators (the taxi fleets of Diamond Cab and SynCab)	81
Hire car	Individual hire car operators	22

Apart from the above transport modes, the TD also monitors the operation of the rehabus services provided by the Hong Kong Society for Rehabilitation, which has a fleet of 156 wheelchair accessible vehicles as at end 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)325****(Question Serial No. 4576)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport and Housing Bureau is responsible for monitoring the development of transport system of Hong Kong. In this connection, please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contractor	Average daily peak hour traffic volume	Average daily peak hour traffic volume/capacity (v/c) ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Aberdeen Tunnel									
Cross-Harbour Tunnel									
Eastern Harbour Crossing									
Western Harbour Crossing									
Kai Tak Tunnel									
Lion Rock Tunnel									
Tate's Cairn Tunnel									
Tseung Kwan O Tunnel									

Name of tunnel	Management, operation and maintenance (MOM) contractor	Average daily peak hour traffic volume	Average daily peak hour traffic volume/ capacity (v/c) ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Eagle's Nest Tunnel and Sha Tin Heights Tunnel									
Shing Mun Tunnels									
Cheung Tsing Tunnel									
Tai Lam Tunnel									
Nam Wan Tunnel									
Discovery Bay Tunnel									

Asked by: Hon KWOK Ka-ki (Member Question No. 72)

Reply:

The traffic volume data used in the calculation of v/c ratios shown in the table are based on data provided by respective tunnel operating companies, while traffic capacity data are calculated based on the number of traffic lanes provided at each tunnel and width of the tunnel concerned. However, actual traffic capacity of a tunnel is often affected by the traffic conditions of its connecting roads as well as downstream roads. For example, when traffic is busy, traffic queues may form as a result of frequent weaving and merging of vehicles coming from a number of connecting roads and traffic tailback on downstream roads. Under this situation, the actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width of the tunnel concerned. Moreover, the traffic capacity used in calculating the v/c ratio is also affected by other traffic factors, including proportions of different types of vehicles using the tunnel (if the proportion of heavy vehicles using a tunnel is comparatively higher, the actual capacity of the tunnel will be comparatively lower), geometric data of the road sections (e.g. the gradients and curvatures) as well as the existence of extensive merging and weaving activities along the roads sections, etc. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of roads. Very often, additional and more complicated traffic data need to be collected for in-depth professional analysis.

As most of the government tunnels were built a long time ago, the TD does not have the relevant reports on traffic volume studies when these tunnels were built. As such, we

cannot provide data on peak hour and non-peak hour traffic volume and estimated v/c ratio during construction in respect of these tunnels.

The peak hour and non-peak hour traffic volume^{Note 1} of each of the tunnels in Hong Kong and their respective v/c ratio are provided below:

(I) Tolled tunnels						
Name of tunnel	MOM operator	Direction	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	1 600	0.6	1 100	0.4
		Southbound	1 900	0.7	1 300	0.5
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2 700	1.0	2 200	0.8
		Southbound	2 800	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2 600	1.0	1 400	0.5
		Southbound	2 700	1.0	1 300	0.5
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd.	Northbound	2 500	0.6	1 200	0.3
		Southbound	2 500	0.6	1 200	0.3
Lion Rock Tunnel	Greater Lucky (H.K.) Co., Ltd	Northbound	2 500	1.0	1 800	0.7
		Southbound	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Tate's Cairn Tunnel Co. Ltd.	Northbound	2 200	0.8	1 000	0.4
		Southbound	2 200	0.8	900	0.3
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	2 700	1.0	1 600	0.6
		Eastbound	2 700	1.0	1 700	0.7
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Westbound	2 000	0.4	1 000	0.2
		Eastbound	2 200	0.5	800	0.2

Note 1: The figures refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions in 2016. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays. Non-peak hours refer to the remaining hours other than the 6 peak hours in the morning and afternoon during the 24 hour on weekdays.

(I) Tolled tunnels						
Name of tunnel	MOM operator	Direction	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Shing Mun Tunnels	Greater Lucky (H.K.) Co., Ltd	Westbound	1 800	0.7	900	0.3
		Eastbound	1 800	0.7	900	0.3
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	1 800	0.4	1 100	0.2
		Southbound	2 300	0.5	1 100	0.2

(II) Non-tolled tunnels ^{Note 2}				
Name of tunnel	MOM operator	Direction	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	1 200	0.5
		Eastbound	1 000	0.4
Cheung Tsing Tunnel	Transport Infrastructure Management Limited	Westbound	1 500	0.3
		Eastbound	1 700	0.4
Nam Wan Tunnel	Serco Lam JV	Westbound	900	0.2
		Eastbound	1 100	0.2

Note 2: For non-tolled tunnels including Kai Tak Tunnel, Cheung Ching Tunnel and Nam Wan Tunnel, without the installation of toll collection systems through which records can be obtained, it is not possible to provide a breakdown of the figures for peak hours and non-peak hours. The figures of the non-tolled tunnels in the table are the average hourly vehicular flows for both directions in 2016 and their respective average v/c ratio.

As the Discovery Bay Tunnel is built and managed by a private company and for the exclusive use of authorised vehicles, the government does not have the relevant figures. The Discovery Bay Road Tunnel Co. Ltd. is responsible for the management, operation and maintenance of the tunnel.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)326****(Question Serial No. 4580)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

1. the operating expenditure and revenue of Lantau Link in the past 5 years; and
2. whether Lantau Link has achieved full cost recovery and a financially break-even position?

Asked by: Hon KWOK Ka-ki (Member Question No. 77)Reply:

1. The operating expenditure and revenue of Lantau Link in the past 5 years are tabulated below:

	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (\$ million)	2014-15 (\$ million)	2015-16 (\$ million)
Revenue	445.2	463.4	492.7	525.6	562.9
Expenditure	274.7	275.1	270.3	278.5	279.9
Pre-tax profit	170.5	188.3	222.4	247.1	283.0

2. Since its opening on 22 May 1997, the capital cost of the Lantau Link has not yet been fully recovered. As for its operating accounts, Lantau Link has maintained a financially break-even position since 2007.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)327

(Question Serial No. 4584)

Head: (186) Transport Department

Subhead (No. & title): (001) Salaries

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Commissioner for Transport (the Commissioner) in 2016-17, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Commissioner in 2017-18.

Asked by: Hon KWOK Ka-ki (Member Question No. 82)

Reply:

The expenditure for 2016-17 and estimate for 2017-18 on the salaries of the Commissioner are both \$2.95 million. There is no job-related allowance or non-accountable entertainment allowance for the Commissioner. Eligible civil servants are granted regularly-paid allowances in accordance with relevant regulations and guidelines, and the expenditure involved is not funded under Head 186.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)328

(Question Serial No. 4659)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of lost trips of buses in Kwai Tsing District in the past 3 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 163)

Reply:

In 2014, 2015 and 2016, there were 86, 88 and 87 franchised bus routes terminating at or passing through Kwai Tsing District respectively. The average lost trip rates of these bus routes in 2014, 2015 and 2016 were about 2.1%, 0.9% and 1.1% respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)329

(Question Serial No. 4661)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the economic losses caused by lost trips of buses in Kwai Tsing District in the past 3 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 165)

Reply:

The Transport Department (TD) does not have information about the economic losses caused by lost trips of buses. Lost trips of buses will increase passengers' waiting time, thereby affecting and inconveniencing passengers to different extents. Overall speaking, the lost trip rates of routes serving Kwai Tsing District in the past 3 years were maintained at 2.1% or lower. The economic impact should be limited. The TD will continue to closely monitor and follow up on lost trip situations, and will from time to time urge franchised bus companies to actively adopt improvement measures to improve the stability of bus services.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)330

(Question Serial No. 4662)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the numbers of complaints lodged by residents of Kwai Tsing District about lost trips of buses in the past 3 years, as well as the manpower deployed by the Government to handle and follow up on such cases and the expenditure involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 166)

Reply:

The Transport Department (TD) handled 271, 205 and 215 complaints involving frequency of buses (including service delays and lost trips) in Kwai Tsing District in 2014, 2015 and 2016 respectively. The work involved in handling and following up on complaints about lost trips is undertaken by the existing staff of the TD as part of their normal duties and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)331****(Question Serial No. 4700)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the planning and development of bus services, will the Government advise on the lost trip rates of each of the franchised bus companies in each of the past 5 years? What measures will the Transport Department (TD) take to urge franchised bus companies to reduce lost trips?

Asked by: Hon KWOK Ka-ki (Member Question No. 206)Reply:

The lost trip rates of each of the franchised bus companies in each of the past 5 years are set out below:

Franchised Bus Company ^{Note 1}	2012	2013	2014 ^{Note 2}	2015	2016
KMB	4.6%	2.8%	2.6%	1.3%	1.5%
CTB(F1)	3.0%	2.0%	1.7%	1.7%	2.0%
CTB(F2)	1.0%	1.0%	0.8%	1.2%	1.7%
NWFB	4.7%	2.6%	2.3%	2.0%	2.4%
LW	2.6%	1.4%	1.7%	1.2%	0.7%
NLB	0.1%	0.1%	0.1%	0.0%	0.3%
Overall	4.2%	2.6%	2.4%	1.4%	1.6%

Note 1: KMB — Kowloon Motor Bus Company (1933) Limited

CTB(F1) — Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) — Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB — New World First Bus Services Limited

LW — Long Win Bus Company Limited

NLB — New Lantau Bus Company (1973) Limited

Note 2: The lost trip rates in 2014 took account of the first 3 quarters only to discount the impact of the Occupy Movement on the regularity of franchised bus services in the fourth quarter.

The regularity of franchised bus services involves service delays and lost trips. Service delays refer to situations that bus companies do operate departures that should be operated and yet buses do not depart or observe bus stops as scheduled while lost trips refer to situations that bus companies fail to operate departures that should be operated. Regarding the regularity of bus services, some of the factors are within the control of bus companies, such as shortages of drivers and vehicles, vehicle breakdown, etc. However, some of the factors are external, such as public events, traffic congestion, traffic accidents or inclement weather, etc. The TD has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by the franchised bus companies, conducting surveys regularly and taking note of passengers' complaints or suggestions. Moreover, since 2015, the TD has adopted a new method for calculating lost trip rates and adjusted the arrangements for issuing warning letters to the franchised bus companies regarding lost trip situations to compel them to adopt rectification measures and improve services more proactively. Bus companies have also taken more proactive measures in recruiting bus captains to ensure adequate manpower for the provision of services. With concerted efforts of different parties, lost trip situations of bus services have improved in recent years. The TD will continue to examine with bus companies the causes of lost trips, instruct them to tackle such causes within their control, and urge them to adopt suitable measures to address other external factors as far as possible.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)332

(Question Serial No. 4701)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been actively promoting the policy of using “railways as backbone”. In this connection, will the TD inform this Committee of:

1. the loading of each of the heavy rail lines during peak hours in the past 5 years; and
2. the loading of each of the light rail routes during peak hours in the past 5 years.

Asked by: Hon KWOK Ka-ki (Member Question No. 207)

Reply:

1. The loading of each of the heavy rail lines during peak hours in the past 5 years is at Annex 1.
2. The loading of each of the Light Rail routes during peak hours in the past 5 years is at Annex 2.

Annex 1

The loading per hour per direction during morning peak hours for critical links of each of the heavy rail lines in the past 5 years is as follows:

Line	Critical link	2012		2013		2014		2015		2016	
		6 ppsm ^{Note 1}	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
East Rail Line	Tai Wai to Kowloon Tong	71%	100%	71%	100%	71%	100%	66%	93%	66%	93%
West Rail Line	Kam Sheung Road to Tsuen Wan West	70%	98%	70%	99%	74%	104%	74%	104%	70%	99%
Ma On Shan Line	Che Kung Temple to Tai Wai	56%	78%	57%	80%	57%	80%	57%	80%	58%	81%
Tseung Kwan O Line	Yau Tong to Quarry Bay	71%	99%	72%	100.6%	72%	102%	69%	97%	69%	97%
Island Line	Tin Hau to Causeway Bay	68%	95%	66%	93%	67%	94%	69%	96%	69%	97%
South Island Line <small>Note 2</small>	Ocean Park to Admiralty	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	20%	28%
Kwun Tong Line	Shek Kip Mei to Prince Edward	65%	91%	67%	94%	67%	95%	66%	92%	67%	94%
Tsuen Wan Line	Tsim Sha Tsui to Admiralty	68%	96%	70%	98%	70%	98%	73%	102%	73%	103%
Disneyland Resort Line	Sunny Bay to Disneyland	21%	29%	25%	35%	19%	26%	23%	32%	21%	29%

Line		Critical link	2012		2013		2014		2015		2016	
			6 ppsm ^{Note 1}	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
Sharing tracks at some sections	Tung Chung Line	Olympic to Kowloon	61%	85%	60%	84%	61%	85%	61%	85%	61%	86%
	Airport Express Line	Tsing Yi to Airport	40%	47%	46%	54%	52%	61%	40%	47%	42%	49%

Note 1: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 persons (standing) per square metre (ppsm), adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

Note 2: The South Island Line was commissioned on 28 December 2016.

The loading in the busiest 1 hour of morning peak hours of each of the Light Rail routes in the past 5 years is as follows^{Note 3}:

Light Rail route	Loading in the busiest 1 hour of morning peak hours (%)				
	2012	2013	2014	2015	2016
505	96%	86%	77%	94%	74%
507	95%	78%	81%	93%	83%
610	86%	76%	97%	88%	85%
614 ^{Note 4}	83%	87%	79%	80%	69%
614P ^{Note 4}					
615 ^{Note 4}					
615P ^{Note 4}					
705	92%	86%	67%	69%	87%
706	85%	92%	78%	75%	91%
751	80%	98%	74%	74%	96%
751P	80%	88%	83%	77%	78%
761P	96%	86%	84%	83%	81%

Note 3: The loading of the Light Rail during peak hours is calculated based on a carrying capacity of about 200 passengers in a single-set Light Rail Vehicle (LRV). There are currently 4 generations of LRVs in operation, and vehicles of each generation vary slightly in their number of seats. According to the on-site observation during peak hours, the carrying capacity of a single-set LRV is about 200, which can be translated into a passenger density of 6-7 ppsm.

Note 4: The figures show the average loading of Route 614/614P and Route 615/615P. The MTR Corporation Limited indicated that the alignments of Routes 614 and 614P and Routes 615 and 615P overlap completely in Tuen Mun District, but Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station (yet, the busiest sections of these two routes are normally located along the sections overlapping with 614P and 615P in Tuen Mun District). For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P or to take Route 615 or 615P, and they can choose any one of the two routes for access to their destinations. Therefore, using average loading of the above 4 Light Rail routes can more accurately reflect the actual situation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)333****(Question Serial No. 4702)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for conducting vehicle examination. Will the TD provide:

1. the numbers of public light buses inspected by the TD's vehicle examination centres (VECs) and the numbers of public light buses failing such inspections with the reasons in the past 3 years;
2. the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
3. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (Member Question No. 208)Reply:

1. The numbers of public light buses inspected by government VECs and the numbers of public light buses failing such inspections in each of the years between 2014 and 2016 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate ¹
2014	4 477	200	4%
2015	4 479	232	5%
2016	4 452	231	5%

¹Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system or damage to bodywork.

2. There were 4 350 registered public light buses in Hong Kong as at end-2016, comprising 3 models, namely Toyota Coaster, Mitsubishi Rosa and Dongfeng Gemini. All 3 models had been involved in cases in which the vehicles concerned failed the inspections. The TD does not have a breakdown of such failure cases by manufacturer and vehicle model.
3. A vehicle should satisfy the requirements stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A) and the Road Traffic (Safety Equipment) Regulations (Cap 374F) before it is allowed to be run on roads. When inspecting public light buses, vehicle examiners of government VECs carry out examinations according to the related requirements stipulated in a handbook formulated by the TD in accordance with the above ordinances. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, etc. are inspected to ensure that a vehicle satisfies the statutory requirements and is roadworthy.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)334****(Question Serial No. 6802)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

It is mentioned in the Estimates that the average car journey speeds in urban areas in 2015 and 2016 were 22 and 21 kilometres/hour respectively. In this connection, will the Government inform this Committee of:

- (i) the reasons for the decrease in the average car journey speed in urban areas;
- (ii) the average traffic volume in urban areas in the past 3 years;
- (iii) the average car journey speed and traffic volume in each of the urban districts in Hong Kong and on the strategic roads listed in the following table in the past 3 years; and

	2014	2015	2016
Des Voeux Road West			
Des Voeux Road Central			
King's Road			
Queensway			
Nathan Road			
Others			

- (iv) the average car journey speed of the following urban public transport modes.

	2014	2015	2016
Franchised bus			
Green minibus (GMB)			
Taxi			

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 99)Reply:

- (i) The Government attaches great importance to resolving road traffic congestion issues. The Secretary for Transport and Housing invited the Traffic Advisory Committee (TAC) to conduct the Study of Road Traffic Congestion in Hong Kong. In the study report, the TAC pointed out that the recurrent causes of road traffic congestion can be broadly grouped into the following five categories:
- (a) limited scope for building more road transport infrastructure (e.g. new roads);
 - (b) excessive number of vehicles moving on the roads;
 - (c) road users competing the use of road space;
 - (d) management and enforcement issues; and
 - (e) road works.
- (ii) & (iii) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads from 2014 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)] ^Ω					
	2014 ^α		2015		2016	
	AM	PM	AM	PM	AM	PM
Des Voeux Road West (east bound)	10	11	12	13	11	13
Des Voeux Road West (west bound)	14	16	15	16	11	16
Des Voeux Road Central (east bound)	9	9	12	10	11	12
Des Voeux Road Central (west bound)	17	12	16	9	16	10
King's Road (east bound) ⁺	-	-	-	-	-	-
King's Road (west bound)	20	22	20	23	19	30
Queensway (east bound)	30	30	30	29	28	30
Queensway (west bound)	42	29	43	15	38	15
Nathan Road (south bound)	16	16	18	16	16	13
Nathan Road (north bound)	13	15	13	12	9	14

[@] They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

^Ω Figures are rounded to the nearest km/hr.

^α The Car Journey Time Survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the “Occupy Movement” in the usual survey period, the survey could only be conducted after the “Occupy Movement”

had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

+ The CJTS did not cover King's Road (east bound).

According to the Annual Traffic Census (ATC) published by the Transport Department (TD) in 2014 and 2015 (the data of the 2016 ATC are still being processed), the information on the traffic volume of various roads is as follows:

Road	Annual Average Daily Traffic* (number of vehicles)	
	2014	2015
Des Voeux Road West	12 660	12 910
Des Voeux Road Central	15 590	15 890
King's Road	26 950	27 740
Queensway	84 900	86 960
Nathan Road	46 860	46 820

* Including the two-way volume

The TD did not calculate the average traffic volume of urban roads while the traffic volume of other roads is available in the ATC published on the TD's website.

- (iv) The TD did not conduct the car journey speed survey on individual public transport modes.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)335****(Question Serial No. 6806)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the total numbers of traffic accidents, traffic accidents involving pedestrian casualties and traffic accidents involving cyclist casualties in the past 3 years.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 108)Reply:

The numbers of traffic accidents, traffic accidents involving pedestrian casualties and traffic accidents involving cyclist casualties in the past 3 years are tabulated below:

Year	Number of traffic accidents	Number of traffic accidents involving pedestrian casualties	Number of traffic accidents involving cyclist casualties
2014	15 790	3 489	2 278
2015	16 170	3 397	2 351
2016	16 099	3 319	1 934

- End -

CONTROLLING OFFICER'S REPLY

THB(T)336

(Question Serial No. 6814)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct any feasibility study on the bicycle-friendly policy that encourages commuting by bicycles in urban areas of Hong Kong in 2017-18? If yes, what are the details (including the government departments involved, expenditure, staff establishment, content, etc.)? If no, what are the reasons?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. 119)

Reply:

The Government is committed to creating a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve the existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. For example, the Transport Department (TD) engaged a consultant to study how to improve the cycle tracks and cycling facilities in 9 new towns in the New Territories. The consultant had drawn up about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years. As for the approximately 800 remaining improvement sites, since they involve comparatively complicated construction procedures, the TD needs to review the resources required and the urgency of the works and carry out the improvement works in phases. Moreover, the Chief Executive mentioned in the 2017 Policy Address that the Government will study how to assist organisations in operating self-financing community bicycle rental services on a non-profit making basis for providing the first and the last mile short-distance connection. The details are being worked out. The "Hong Kong 2030+", which is now in the public engagement phase, also advocates enhancing the cyclability in Hong Kong, which is a high-density compact city.

As for the urban areas, the traffic is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities (including boarding and alighting of passengers

by public transport vehicles) are frequent, with many vehicles passing by and needing to stop temporarily. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in highly developed urban areas. However, as for new development areas in urban areas, the Government will introduce cycle track networks in suitable projects during the planning stage. For instance, the Government proposed providing an approximately 13 kilometres long cycle track in the Kai Tak Development area and is conducting a feasibility study on this proposal.

In addition, when planning for the development of harbourfront areas, the Government will actively consider providing a “bicycle-friendly” environment, and where circumstances allow, will provide cycle tracks and related facilities, to facilitate the public to use bicycles for recreational or short-distance commuting purposes. The “Urban Design Study for the New Central Harbourfront” completed by the Development Bureau and the Planning Department (PlanD) in 2011 recommended the Government to consider, subject to detailed study, providing a cycle track for leisure purpose at the site planned for the permanent waterfront promenade at the new Central harbourfront. Separately, in the “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas”, which is underway, the PlanD also recommended allowing cyclists and pedestrians share the harbourfront. As for the proposed boardwalk of about 2 kilometres underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay, a cycle track with bicycle renting and bicycle parking facilities are also proposed to be provided on the boardwalk. In taking forward the related long-term developments, the Government will thoroughly consider and further study the feasibility of providing cycle tracks.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)337****(Question Serial No. 3754)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (a) How many traffic accidents occurred on the closed roads in South Lantau in the past 5 years? How many prosecution cases involved entry of such roads without valid permits?

	2012	2013	2014	2015	2016
Number of traffic accidents					
Number of prosecution cases involving entry of closed roads without valid permits					

- (b) How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February last year? How many places that have been issued are not used?

	2/20 16	3/201 6	4/201 6	5/201 6	6/201 6	7/201 6	8/201 6	9/201 6	10/20 16	11/20 16	12/20 16	1/201 7
Number of one-off places issued												
Number of unused places												

- (c) Please provide the monthly traffic flows on the closed roads in South Lantau in the past 3 years.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014												
2015												
2016												

Asked by: Hon LAW Kwun-chung, Nathan (Member Question No. 72)

Reply:

- (a) The numbers of traffic accidents occurring on the closed roads in South Lantau and the numbers of prosecution cases involving entry of such roads without valid permits in the past 5 years are provided below:

Year (Calendar year)	2012	2013	2014	2015	2016
Number of traffic accidents	42	47	43	47	40
Number of prosecution cases involving entry of closed roads in South Lantau without valid permits	611	637	823	1 007	932

- (b) Since the implementation of the Scheme on 26 February 2016, a total of 5 648 places have been allotted as at end February 2017, details of which are provided below:

	Number of places allotted
March 2016	528
April 2016	489
May 2016	471
June 2016	467
July 2016	468
August 2016	534
September 2016	459
October 2016	439
November 2016	473
December 2016	459
January 2017	409
February 2017	452

The Transport Department (TD) does not have information on the number of unused places of the Scheme.

- (c) The average daily traffic flows of major roads in South Lantau each year between 2013 and 2015 is provided below:

Year (Calendar year)	2013 (Number of vehicles)	2014 (Number of vehicles)	2015 (Number of vehicles)
Tung Chung Road	3 690	4 740	4 820
South Lantau Road	2 770	3 160	2 910
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 600	2 560	2 610
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 120	1 110	1 080

The traffic data for 2016 are being compiled and therefore are not available. The TD does not have statistics on traffic flow by month.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)338

(Question Serial No. 3413)

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:

Does your department provide sign language interpretation services? If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 217)

Reply:

The Transport Department (TD) currently does not provide sign language interpretation services for persons with hearing impairment. Members of the public can make use of a majority of the services provided by TD through mail, GovHK website or agents. In providing services to those in need, TD's staff members can make special arrangements to communicate with them (such as by writing) where necessary. According to TD's records, occasions where sign language interpretation service was required by persons with hearing impairment using TD's services were very rare. If there is a need, persons with hearing impairment may consider using sign language interpretation service offered by social welfare organisations so that sign language interpreters can accompany them to TD's offices to complete necessary procedures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)339

(Question Serial No. 6285)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the locations and numbers of bicycle parking spaces at the covered public transport interchanges (PTIs) managed by the Transport Department (TD), and those near railway stations, as well as the numbers of bicycles removed by the TD (and under joint-departmental operations) in the vicinity of the above locations due to parking problems and the number of such enforcement operations in the past 5 years.

Asked by: Hon MO Claudia (Member Question No. 57)

Reply:

There are currently a total of 176 bicycle parking spaces at the covered PTIs managed by the TD and about 12 500 bicycle parking spaces in the vicinity of MTR stations. These bicycle parking spaces do not include those not managed by the TD.

In the past 5 years, 55 joint-departmental clearance operations against illegally parked bicycles were conducted at covered PTIs under the management of TD, and a total of 929 bicycles were removed. This figure does not include the number of bicycles removed by other government departments from other locations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)340

(Question Serial No. 6287)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves regulating and monitoring the operation of public transport services. Last year, the Government proposed disbursing subsidies to franchised bus operators for installation of display panels for disseminating real-time bus arrival information and provision of seats at bus stops. In this connection, please advise on:

- (a) the locations of bus stops to be installed with display panels and seats, installation progress and expenditure involved, as well as the numbers of display panels and seats to be installed at bus stops and the associated subsidy amount received with breakdown by franchised bus operator; and
- (b) the party responsible for meeting the operating expenses and carrying out maintenance works after the installation of display panels, and the party who will pocket the advertising revenue from the display panels?

Asked by: Hon MO Claudia (Member Question No. 59)

Reply:

The Government has earmarked \$88.27 million to subsidise franchised bus companies to install seats at about 2 700 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations (note). In light that a large number of bus stops will be involved, the subsidy scheme will be launched in phases. It is expected that all the suitable covered bus stops will be installed with seats and/ or display panels by 2019-20.

In the first phase of the subsidy scheme, franchised bus companies will install seats at about 870 bus stops and display panels at about 380 bus stops. The total amount of subsidies involved is estimated to be about \$24 million. The actual expenditure will depend on the results of the tender exercises to be conducted by franchised bus companies for various works projects. Franchised bus companies will take forward the installation works of the first batch of seats/display panels within this year. The installation works are expected to

commence progressively in the second quarter of this year and can generally be completed within 1 year upon the commencement of works. The details of the locations of the bus stops covered by the subsidy scheme and the years when the construction works are expected to commence have been set out in the paper submitted by the TD to the Traffic and Transport Committees of the 18 District Councils in Hong Kong early this year. The paper is available at the TD's website of the following link:

(http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html)

Under this subsidy scheme, the Government's subsidies are only used for meeting the capital costs for installation of seats and display panels (together with the installation costs involved). The expenditure of daily maintenance, repair and data transfer (if applicable) in relation to these facilities will be absorbed by the franchised bus companies.

According to section 26 of the Public Bus Service Ordinance, any other revenue, including revenue from advertisements, derived from the use of fixed assets by a grantee, is to be regarded as operating receipts and shall be included in the Franchise Accounts. The above provision is applicable to the revenue of all the franchised bus companies from advertisements broadcast on display panels which are subsidised by the Government for their installation. In fact, the provision of real-time bus arrival information incurs operating costs to some extents. The advertisement revenue can help franchised bus companies meet the expenditure of the daily maintenance/repair and operation of these facilities, thereby easing the pressure for fare increases.

Note: Regarding real-time arrival information display panels, the Government will provide subsidies to franchised bus companies for installation of display panels at covered bus stops with electrical installations on a matching basis, i.e. for every display panel which a franchised bus company has committed to install, the Government will provide subsidies for installation of another display panel. The number of display panels stated in this reply includes those funded by the Government and franchised bus companies respectively for the installation work under the above arrangement.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)341****(Question Serial No. 6300)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) has indicated that it will continue to encourage franchised bus companies to deploy environment-friendly buses at busy corridors and continue to support the Environmental Protection Department to carry out environmental initiatives including retrofitting selective catalytic reduction devices on eligible in-service franchised buses, as well as trial of hybrid buses and electric buses. Please provide the following information:

- (a) What are the locations and details of franchised bus low emission zones (LEZs)? Please provide the information using the table below:

Location of LEZs	Number of bus routes operating in LEZs	Number of low emission buses operating in 3 LEZs	Number of temporarily deployed non-low emission buses operating in LEZs	Proportion of low emission buses operating in LEZs	Number of private cars passing through LEZs

- (b) Is there any quota system governing the number of franchised buses deployed to ply major trunk roads in the urban area? Please provide the information using the table below:

Location of roads with franchised bus quota	Franchised bus quota (please list by bus company)	Proportion of buses plying roads with bus quota	Number of minibuses plying roads with bus quota	Number of taxis plying roads with bus quota	Number of private cars plying roads with franchised bus quota

- (c) What were the upper limits on the numbers of vehicles deployed by various franchised bus companies under the vehicle quota system in the past 3 years? What are the actual fleet sizes of various franchised bus companies?

Asked by: Hon MO Claudia (Member Question No. 73)

Reply:

- (a) The Government set up a total of 3 LEZs in Central, Causeway Bay and Mong Kok at the end of 2015. These LEZs are located in areas with busy traffic, high pedestrian flow and franchised buses accounting for up to 40% of the traffic volume. Requesting franchised bus companies to deploy low emission buses (including buses of Euro IV or above, or Euro II and III buses retrofitted with selective catalytic reduction devices and diesel particulate filters) on routes operating in LEZs will be conducive to the improvement of roadside air quality. Locations and details of LEZs as at January 2017 are tabulated below:

Location of LEZs	Number of bus routes operating in LEZs ^(Note 1)	Number of bus trips made by low emission buses in 3 LEZs	Number of bus trips made by temporarily deployed non-low emission buses in LEZs ^(Note 2)	Proportion of bus trips made by low emission buses in LEZs	Number of private cars passing through LEZs
Central (junction of Des Voeux Road Central and Pedder Street)	86	644 166	2 773	99.6%	Private cars are not affected by LEZs and we do not have the relevant information
Causeway Bay (Yee Wo Street)	72				
Mong Kok (junction of Nathan Road and Lai Chi Kok Road)	90				

Note:

- (1) Some bus routes operate in more than 1 LEZ.
 - (2) In case of situations such as traffic congestion, vehicle breakdown, traffic accidents and provision of extra services on an ad hoc basis, franchised bus companies may need to deploy non-low emission buses to operate in LEZs occasionally in order to maintain normal bus service.
- (b) & (c) Different districts have demands for franchised bus service connecting to busy urban areas and no limit is imposed on the number of franchised buses plying major trunk roads in the urban area. That said, if new bus routes or existing bus routes after enhancement are inevitably required to pass through busy areas, the

bus service operators may have to reduce the same number of trips of other bus routes operating in these areas as far as practicable. Moreover, the TD has been collaborating with franchised bus companies to contain the growth in the number of franchised buses plying major trunk roads through bus route rationalisation to cancel low-utilisation routes, rationalise duplicating services, divert circuitous routings and cut down the bus trips with significantly low utilisation. Between 2013 and 2016, the number of daily bus trips plying busy trunk roads in Central, Causeway Bay and Mong Kok was reduced by about 3 880 as a result of bus route rationalisation. At the same time, as mentioned above, the Government has also set up LEZs in 3 areas and requested bus companies to deploy low emission buses to operate at busy road sections with a view to further improving roadside air quality.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)342

(Question Serial No. 6302)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it would assist the Transport and Housing Bureau in conducting a study on the overall strategy and feasible plans for the rationalisation of traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin, with a view to putting toll adjustment proposals to the Legislative Council Panel on Transport (the Panel) for discussion. In this connection, please advise on the following:

- (a) What are the details, expenditure and timetable of the study on the overall strategy and feasible plans for the rationalisation of traffic distribution among the three road harbour crossings?
- (b) What are the details, expenditure and timetable of the study on the overall strategy and feasible plans for the rationalisation of traffic distribution among the three land tunnels between Kowloon and Sha Tin?

Asked by: Hon MO Claudia (Member Question No. 75)

Reply:

- (a) and (b) The TD commenced in January 2017 a study on the overall strategy for the rationalisation of traffic distribution among the three road harbour crossings (i.e. the Cross Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and the three land tunnels between Kowloon and Sha Tin (i.e. the Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest and Sha Tin Heights Tunnels). The consultant is currently collating traffic and transport data for assessing and formulating specific plans. The consultancy fee amounts to \$3.57 million, while the management work of the consultancy study is undertaken by the existing staff of the TD. The Government previously undertook to submit specific plans to the Panel within the 2017-18 legislative year. Once specific plans on tunnel toll adjustments are ready, the Government will submit them to the Panel for discussion.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)343****(Question Serial No. 6471)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the performance measures of the Transport Department (TD) in respect of planning and development is on the processing of the project definition statements (PDS) / technical feasibility statements (TFS) for inclusion of transport infrastructure projects in Public Works Programme. In this connection, please advise on:

(a) the details of PDS/TFS processed in the past 5 years using the table below.

Title of PDS/TFS	Start date of vetting	End date of vetting	Contents of PDS/TFS	Locations involved in PDS/TFS	Manpower involved	Expenditure involved

(b) how the TD monitored if the traffic facilities and measures as mentioned in PDS/TFS have been implemented in the past 5 years using the table below.

Title of PDS/TFS	Proposals on traffic facilities and measures	Have the contents of PDS/TFS been implemented?	Reasons for not implementing contents of PDS/TFS (if applicable)	Manpower involved	Expenditure involved

Asked by: Hon MO Claudia (Member Question No. 79)Reply:

(a) Processing of PDS is undertaken by the existing staff of the TD and no additional expenses are incurred. The main purpose of preparing a PDS is to ascertain the traffic needs of a proposed project and define the project scope as well as to advise the Transport and Housing Bureau (THB) to request the department concerned to undertake the subsequent technical feasibility study. Details of the PDS processed by the TD in the past 5 years are as follows.

	Title of PDS	Start date of vetting	End date of vetting	Locations involved in PDS
1.	Widening of Tai Po Road (Sha Tin Section)	May 2012	May 2012	Tai Po Road (Sha Tin Section)
2.	Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	May 2013	June 2013	Along Yuen Long Town Nullah (from Long Ping Station to Kau Yuk Road)
3.	Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	May 2013	June 2013	Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi
4.	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	July 2013	August 2013	Tai Wo Hau Road to Wo Tong Tsui Street, Kwai Chung
5.	Provision of Kwong Fuk Vehicular Bridge	November 2013	January 2014	Kwong Fuk Road, Tai Po
6.	Lift and Pedestrian Walkway System at Luen On Street	January 2014	January 2014	Luen On Street to Kung Lok Road, Kwun Tong
7.	Provision of Kwong Fuk Vehicular Bridge (Re-alignment)	November 2014	February 2015	Kwong Fuk Road, Tai Po
8.	Reprovisioning of public transport terminus in Hang Mei Street	December 2014	May 2015	Hang Mei Street, Tsing Yi
9.	Route 11 (between North Lantau and Yuen Long)	July 2015	August 2015	North Lantau to Yuen Long (including Lam Tei, Tai Lam Chung, So Kwun Wat, etc)
10.	Reconstruction of Pak Kok Pier on Lamma Island	August 2015	September 2015	Pak Kok Pier, Lamma Island

Processing of TFS by the TD is also undertaken by the existing staff of the TD and no additional expenses are incurred. The main purpose of preparing TFS is to ascertain the technical feasibility of the project concerned. Details of the TFS processed by the TD in the past 5 years are as follows.

	Title of TFS	Start date of vetting	End date of vetting	Locations involved in TFS
1.	Pedestrian Walkway System at Chuk Yuen North Estate	November 2011	April 2012	Chuk Yuen North Estate to Fung Tak public transport terminus under construction, Wong Tai Sin

	Title of TFS	Start date of vetting	End date of vetting	Locations involved in TFS
2.	Widening of Tai Po Road (Sha Tin Section)	June 2012	July 2012	Tai Po Road (Sha Tin Section)
3.	Improvement to Pedestrian Walkway in Mong Kok	June 2012	July 2012	Argyle Street (from Tong Mei Road to Hak Po Street) and Tong Mei Road (from Argyle Street to Fuk Tsun Street)
4.	Improvement to Fan Kam Road	June 2012	July 2012	Fan Kam Road (northbound and southbound sections)
5.	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	June 2012	July 2012	Kwai Shing Circuit to Hing Shing Road and Ko Fong Street, Kwai Chung
6.	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	June 2012	July 2012	Shek Lei (I) Estate, Castle Peak Road (Kwai Chung Section) to Kung Yip Street, Kwai Chung
7.	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	June 2012	July 2012	Lai Cho Road to Wah Yiu Road, Kwai Chung
8.	Pedestrian Subways in Causeway Bay	September 2012	September 2012	Victoria Park, Causeway Bay to Sports Road, Happy Valley
9.	Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	June 2013	July 2013	Along Yuen Long Town Nullah (from Long Ping Station to Kau Yuk Road)
10.	Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	February 2014	April 2014	Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi
11.	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	February 2014	April 2014	Tai Wo Hau Road to Wo Tong Tsui Street, Kwai Chung
12.	Provision of bus lay-by at Cape Collinson Road near Shek O Road	May 2014	June 2014	Cape Collinson Road, Chai Wan near Shek O Road
13.	Lift and Pedestrian Walkway System at Luen On Street	June 2014	July 2014	Luen On Street to Kung Lok Road, Kwun Tong
14.	Reconstruction of Pak Kok Pier on Lamma Island	January 2016	May 2016	Pak Kok Pier, Lamma Island

- (b) The TD's monitoring work on whether the traffic facilities and measures as proposed in PDS have been implemented is undertaken by the existing staff of the TD and no additional expenses are incurred. Details of the PDS monitored by the TD in the past 5 years are as follows.

Title of PDS	Proposals on traffic facilities and measures	Have the contents of PDS been implemented and reasons for not implementing them
1. Widening of Tai Po Road (Sha Tin Section)	To widen Tai Po Road (Sha Tin Section).	Under detailed design
2. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	To construct an elevated pedestrian walkway to connect Long Ping Station and Kau Yuk Road.	Under detailed design
3. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	To construct diverging lanes at Roundabout No. 2 in Tsing Yi Road, Tsing Yi and at Roundabouts Nos. 4, 5, 6 and 7 in Container Port Road South, Kwai Chung; to modify Roundabout No. 2 in Tsing Yi Road, Tsing Yi and its connecting traffic lanes; and to modify the slip road of Kwai Chung Road.	Under site investigation and preliminary design
4. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	To construct a covered inclined lift system to connect Tai Wo Hau Road and Wo Tong Tsui Street.	The THB plans to submit funding application to the Legislative Council (LegCo) in the current legislative session to take forward the construction works of the proposed project.
5. Provision of Kwong Fuk Vehicular Bridge	To provide an additional Kwong Fuk vehicular bridge in Tai Po.	This item has been replaced by item 7 (Provision of Kwong Fuk Vehicular Bridge (Re-alignment)).
6. Lift and Pedestrian Walkway System at Luen On Street	To construct lift towers and elevated walkway system to link Luen On Street and Kung Lok Road.	Under site investigation and preliminary design
7. Provision of Kwong Fuk Vehicular Bridge (Re-alignment)	To provide an additional Kwong Fuk vehicular bridge (re-alignment) in Tai Po.	The TFS is being prepared.

Title of PDS	Proposals on traffic facilities and measures	Have the contents of PDS been implemented and reasons for not implementing them
8. Route 11 (between North Lantau and Yuen Long)	To construct a highway connecting North Lantau and Yuen Long and related connecting roads.	The THB, based on the contents of PDS, is applying to the LegCo for funding to engage a consultant to conduct a feasibility study.
9. Reprovisioning of public transport terminus in Hang Mei Street	Subject to the Land Sale Programme, to construct a covered public transport terminus at Hang Mei Street for in-situ reprovisioning of the open-air public transport terminus.	The subject site is currently an open-air public transport terminus and is located in a residential site included in the 2017-18 Land Sale Programme. The reprovisioning works will be implemented upon the sale of the subject site.
10. Reconstruction of Pak Kok Pier on Lamma Island	To reconstruct the existing Pak Kok Pier on Lamma Island.	Preliminary environmental review is under preparation.

The TD's monitoring work on whether the traffic facilities and measures as proposed in TFS have been implemented is also undertaken by the existing staff of the TD and no additional expenses are incurred. Details of the TFS monitored by the TD in the past 5 years are provided below:

Title of TFS	Proposals on traffic facilities and measures	Have the contents of TFS been implemented, and reasons for not implementing them
1. Pedestrian Walkway System at Chuk Yuen North Estate	To construct an elevated pedestrian walkway connecting Chuk Yuen North Estate and Wong Tai Sin Road with intermediate access points provided near Lung Fung Street, Tsui Fung Street and Fei Fung Street; and to construct a subway connecting Wong Tai Sin Road and Fung Tak public transport terminus under construction.	Under site investigation and preliminary design
2. Widening of Tai Po Road (Sha Tin Section)	To widen Tai Po Road (Sha Tin Section).	Under detailed design

Title of TFS	Proposals on traffic facilities and measures	Have the contents of TFS been implemented, and reasons for not implementing them
3. Improvement to Pedestrian Walkway in Mong Kok	To construct a footbridge system connecting the existing footbridges with Mong Kok and Mong Kok East MTR stations in the district and further extending to the area near Tai Kok Tsui.	Under site investigation and preliminary design
4. Improvement to Fan Kam Road	To carry out improvement works at Fan Kam Road (southbound and northbound)	Under site investigation and preliminary design
5. Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	To construct lift towers and an elevated pedestrian walkway system connecting Kwai Shing Circuit and Hing Shing Road; and to widen the footpath south of Kwai Shing Circuit and the footpath west of Ko Fong Street.	The construction works are scheduled to commence in the second quarter of 2017.
6. Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	To construct lift towers and an elevated pedestrian walkway system connecting Shek Lei (I) Estate and nearby residential buildings, Castle Peak Road (Kwai Chung section) and Kung Yip Street.	Under site investigation and preliminary design
7. Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	To construct lift towers and an elevated pedestrian walkway system connecting Lai Cho Road and Wah Yiu Road.	Under site investigation and preliminary design
8. Pedestrian Subways in Causeway Bay	To construct a pedestrian subway system connecting Victoria Park in Causeway Bay and Sports Road in Happy Valley.	Subject to the result of the Pilot Study on Underground Space Development in Causeway Bay

Title of TFS	Proposals on traffic facilities and measures	Have the contents of TFS been implemented, and reasons for not implementing them
9. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	To construct an elevated pedestrian walkway connecting Long Ping Station and Kau Yuk Road.	Under detailed design
10. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road in Tsing Yi	To construct diverging lanes at Roundabout No. 2 in Tsing Yi Road, Tsing Yi and at Roundabouts Nos. 4, 5, 6 and 7 in Container Port Road South, Kwai Chung; to modify Roundabout No. 2 in Tsing Yi Road, Tsing Yi and its connecting traffic lanes; and to modify the slip road of Kwai Chung Road.	Under site investigation and preliminary design
11. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	To construct a covered inclined lift system to connect Tai Wo Hau Road and Wo Tong Tsui Street.	The THB plans to submit funding application to the LegCo in the current legislative session to take forward the construction works of the proposed project.
12. Provision of additional bus bay at Cape Collinson Road near Shek O Road	To provide an additional bus bay at Cape Collinson Road near Shek O Road and to widen some of the footpaths and conduct related drainage and geotechnical works etc.	Under site investigation and preliminary design
13. Lift and Pedestrian Walkway System at Luen On Street	To construct lift towers and elevated pedestrian walkway system connecting Luen On Street and Kung Lok Road.	Under site investigation and preliminary design
14. Reconstruction of Pak Kok Pier on Lamma Island	To reconstruct the Pak Kok Pier on Lamma Island.	Preliminary environmental review is under preparation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)344****(Question Serial No. 6472)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The work of the Transport Department (TD) involves scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters. In this connection, please advise on:

- (a) the details of the TD's handling of reports on town planning matters in the past 5 years by completing the table below;

Title of reports on town planning matters	Vetting beginning time	Vetting finishing time	Contents of reports on town planning matters	Locations involved in reports on town planning matters	Manpower involved	Expenditure involved

- (b) how the TD monitored the implementation of traffic facilities and measures mentioned in reports on town planning matters in the past 5 years by completing the table below;

Title of reports on town planning matters	Proposals on traffic facilities and measures	Are contents of reports on town planning matters implemented? What are the details?	Reasons for failure to implement contents of reports on town planning matters (if applicable)	Manpower involved	Expenditure involved

- (c) whether any mechanism is in place to follow up or impose penalty if proposals on traffic facilities and measures as mentioned in reports on town planning matters are not implemented.

Asked by: Hon MO Claudia (Member Question No. 80)Reply:

The TD handled a total of about 7 000 town planning applications in the past 5 years. Such work is undertaken by the staff of the TD as part of their normal duties. As a large number of applications are involved and the staff members assigned to handle such applications are also responsible for other duties, we do not maintain separate record which can provide relevant information. We also do not have a breakdown on the expenditure and manpower involved for handling each application.

The TD provides inputs to the Planning Department (PlanD) on traffic impact assessments, traffic and transport facilities, access road arrangement, provision of car parking spaces and loading/unloading spaces, etc. in respect of town planning applications.

The TD will keep in view the implementation of traffic facilities and measures stated in town planning applications. If such traffic facilities and measures are not implemented, the TD will approach the PlanD for appropriate follow up actions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)345****(Question Serial No. 6473)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The work of the Transport Department (TD) involves scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters. In this connection, please advise on:

- (a) the details of the TD's handling of reports on building development proposals in the past 5 years by completing the table below;

Title of reports on building development proposals	Vetting beginning time	Vetting finishing time	Contents of reports on building development proposals	Locations involved in reports on building development proposals	Manpower involved	Expenditure involved

- (b) how the TD monitored the implementation of traffic facilities and measures as mentioned in reports on building development proposals in the past 5 year by completing the table below;

Title of reports on building development proposals	Proposals on traffic facilities and measures	Are contents of reports on building development proposals implemented? What are the details?	Reasons for failure to implement contents of reports on building development proposals (if applicable)	Manpower involved	Expenditure involved

- (c) whether any mechanism is in place to follow up or impose penalty if proposals on traffic facilities and measures as mentioned in reports on building development proposals are not implemented.

Asked by: Hon MO Claudia (Member Question No. 81)

Reply:

The TD handled a total of about 10 000 private housing development proposals in the past 5 years. Such work is undertaken by the staff of the TD as part of their normal duties. As a large number of housing development proposals are involved and the staff members assigned to handle such development proposals are also responsible for other duties, we do not maintain separate record which can provide relevant information. We also do not have a breakdown on the expenditure and manpower involved for handling each development proposal.

In processing building plans of private housing development proposals, the TD provides inputs to the Buildings Department (BD) mainly on traffic engineering aspects of the development proposals, such as proposed access roads, provision of car parking spaces and loading/unloading spaces, the need for widening the roads/footpaths in the vicinity of the proposed development, etc.

The TD will keep in view the implementation of traffic facilities and measures as mentioned in private housing development proposals. If such traffic facilities and measures are not implemented, the TD will approach the BD for appropriate follow up actions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)346

(Question Serial No. 6474)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it would conduct a study to identify improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories and review pre-selected bicycle prohibition zones on roads in Hong Kong. In this connection, please advise on:

- (a) the details, locations and timetable of and the manpower and expenditure involved in the improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories; and
- (b) the details, locations and timetable of and the manpower and expenditure involved in reviewing pre-selected bicycle prohibition zones on roads in Hong Kong.

Asked by: Hon MO Claudia (Member Question No. 82)

Reply:

- (a) & (b) The TD engaged a consultant to conduct a study to identify improvements on existing cycle tracks and associated facilities in 9 new towns in the New Territories and review bicycle prohibition zones on roads in Hong Kong. The study is scheduled for completion in mid-2017. The estimated expenditure amounts to about \$6.6 million. In 2017-18, the related work, including managing the above consultancy study and following up on its recommendations, will be undertaken by 1 Senior Engineer, 2 Engineers/Assistant Engineers and 1 Technical Officer (Traffic)/Technical Officer Trainee (Traffic). The annual staff cost is about \$3.09 million.

The consultant drew up a list of about 900 potential improvement sites. The first batch of improvement works (including provision of additional bicycle parking spaces and enhancement of safety at cycle tracks) involves about 100 sites along cycle tracks in the 9 new towns in the New Territories. The estimated cost for the works is about \$20 million. The works have started in phases in 2016 with a target for completion in 2 years. As for the

approximately 800 remaining improvement sites, since they involve comparatively complicated construction activities, the TD needs to review the resources required and the urgency of the works, and plans to entrust the planning, design and construction of the improvement works to the Highways Department. The estimated cost for and implementation timetable of the remaining works are yet to be determined.

As for the scope of the review on bicycle prohibition zones, it covers 100-odd among the existing 300-odd bicycle prohibition zones across various districts in Hong Kong. The consultant has completed the review and has put forward the recommendations. The TD is consulting the stakeholders concerned on the consultant's recommendations and plans to implement the recommendations after securing their support.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)347****(Question Serial No. 6475)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The work of the Transport Department (TD) involves scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters. In this connection, please advise on:

- (a) the details of TD's handling of traffic impact assessment reports in the past 5 years by completing the table below;

Title of traffic impact assessment reports	Vetting beginning time	Vetting finishing time	Contents of traffic impact assessment reports	Locations involved in traffic impact assessment reports	Manpower involved	Expenditure involved

- (b) how the TD monitored the implementation of traffic facilities and measures as mentioned in traffic impact assessment reports in the past 5 years by completing the table below;

Title of traffic impact assessment reports	Proposals on traffic facilities and measures	Are contents of traffic impact assessment reports implemented? What are the details?	Reasons for failure to implement contents of traffic impact assessment reports (if applicable)	Manpower involved	Expenditure involved

- (c) whether any mechanism is in place to follow up or impose penalty if proposals on traffic facilities and measures as mentioned in traffic impact assessment reports are not implemented?

Asked by: Hon MO Claudia (Member Question No. 83)

Reply:

Among the town planning applications and private housing development proposals handled by the TD in the past 5 years, about 4 000 traffic impact assessment reports are involved whereas the rest were on traffic and transport facilities (such as parking spaces and driveways). In scrutinising the above traffic impact assessments, the TD provides advice mainly on the following aspects:

- (i) traffic and transport facilities to be provided in the development proposal;
- (ii) traffic impact resulting from the development proposal; and
- (iii) traffic improvement measures to mitigate traffic impact.

The above work is undertaken by the staff of the TD as part of their normal duties. As a large number of reports are involved and the staff members assigned to handle such reports are also responsible for other duties, we do not maintain separate record which can provide relevant information. We also do not have a breakdown on the expenditure and manpower involved for handling each report.

In general, if the TD considers that a particular traffic impact assessment is not reasonable/satisfactory, or fails to demonstrate that the proposed town planning application or private housing development proposal will not cause adverse traffic impact to the nearby road network, or fails to recommend feasible and practical road improvement measures to mitigate the adverse traffic impact possibly caused by the proposal, it will advise the Planning Department (PlanD) or the Buildings Department (BD) not to accept the concerned traffic impact assessment reports. The TD will keep in view the implementation of traffic facilities and measures as mentioned in the traffic impact assessment reports. If such traffic facilities and measures are not implemented, the TD will approach the PlanD or the BD for appropriate follow up actions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)348

(Question Serial No. 6639)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves designing and implementing road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. In this connection, please advise on:

- (a) the details of the locations, directions and operation hours of existing bus-only lanes and bus gates in Hong Kong and the applicable vehicle types; and
- (b) whether the Department has any plan to introduce more bus-only lanes and bus gates in Hong Kong, and if yes, please advise the relevant details.

Asked by: Hon MO Claudia (Member Question No. 84)

Reply:

- (a) The details of the existing bus-only lanes and bus gates in Hong Kong are set out in Annex 1 and Annex 2 respectively.
- (b) According priority use of roads to public transport services is an established transport policy in Hong Kong. Yet, the implementation of such measures shall have due regard to the actual road situation and traffic conditions. It is worth noting that the implementation of bus priority measures would reduce the number of lanes for use by other vehicles on the same road section. The travelling speed of other vehicles may reduce as a result. When planning for bus priority measures, the TD must carefully assess the feasibility and desirability of implementing such measures on the individual road sections concerned so as to strike the best balance. The TD is currently planning to introduce a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel.

Bus-only lanes
(As at March 2017)

Locations	Operation hours	Applicable vehicle type
Hong Kong Island		
Connaught Road West westbound (between Tung Loi Lane and Hong Kong Macau Ferry Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Des Voeux Road Central westbound (between Man Wa Lane and Hillier Street)	<u>Daily</u> 24 hours	Franchised buses
Man Yiu Street (between Man Kwong Street Roundabout and Central Ferry Pier Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Pok Fu Lam Road eastbound (between Mount Davis Road and Pok Fu Lam Road Playground)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Queensway westbound (between Murray Road and Jackson Road)	<u>Daily</u> 24 hours	Franchised buses
Gloucester Road westbound (between O’Brien Road and Fenwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Cross-Harbour Tunnel Egress to Central westbound (between Tunnel Exit and Hung Hing Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover underneath southbound (between Hennessy Road and Yiu Wa Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Morrison Hill Road southbound (between Sports Road and Queen’s Road East)	<u>Weekdays</u> 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hennessy Road westbound (between Jardine’s Bazaar and Lee Garden Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Hennessy Road westbound (between Tang Lung Street and Canal Road East)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
Hennessy Road westbound (between Tin Lok Lane and Tonnochy Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hennessy Road westbound (between Fleming Road and Luard Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Shau Kei Wan Road westbound (between Tai On Street and Tai Hong Street)	<u>Daily</u> 24 hours	Franchised buses
Fu Yee Road southbound (between Cheerful Garden and Siu Sai Wan Road)	<u>Daily</u> 07:00 – 09:00	Franchised buses
King's Road eastbound (between Ngan Mok Street and Fortress Hill Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between North Point Road and Tin Chiu Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between Man Hong Street and Java Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Siu Sai Wan Road westbound (between The Chinese Foundation Secondary School and Harmony Road)	<u>Daily</u> 24 hours	Franchised buses
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	<u>Weekdays</u> 16:00 – 20:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (between Gramtham Hospital and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road up-ramp to Aberdeen Tunnel northbound (between Shouson Hill Road and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (near Nam Long Shan Road)	<u>Daily</u> 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Heung Yip Road eastbound near Nam Long Shan Road	<u>Daily</u> 24 hours	Franchised buses
Kowloon		
Nathan Road southbound (between Playing Field Road and Bute Street)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
Nathan Road southbound (between Mong Kok Road and Dundas Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
Nathan Road northbound (between Dundas Street and Nelson Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	<u>Weekdays</u> 07:00 – 10:00; 17:00 – 19:00 <u>Except public holidays</u>	Franchised buses
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Shek Tong Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 19:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
New Clear Water Bay Road northbound (outside United Christian College)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound (between Ap Liu Street and Yu Chau Street)	<u>Daily</u> 24 hours	Franchised buses
Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road)	<u>Daily</u> 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hammer Hill Road southbound (between Choi Hung Road Roundabout and Prince Edward Road East)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Prince Edward Road East westbound (near Rhythm Garden)	<u>Daily</u> 24 hours	Franchised buses
Lung Cheung Road eastbound (near Wong Tai Sin MTR Station)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hong Chong Road southbound (outside Cross-Harbour Tunnel Administrative Building)	<u>Daily</u> 24 hours	Franchised buses
Hong Chong Road northbound (near Cross-Harbour Tunnel Toll Plaza)	<u>Daily</u> 24 hours	Franchised buses
Junction Road southbound (from Carpenter Road to Prince Edward Road West)	<u>Daily</u> 07:00 – 10:00; 16:00 – 19:00	Franchised and non-franchised buses
Nam Cheong Street southbound (from Woh Chai Street to Berwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Nathan Road southbound (from near Shantung Street to near Hamilton Street)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
New Territories		
Che Kung Miu Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hung Mui Kuk Road southbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lion Rock Tunnel Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Siu Lek Yuen Road eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway southbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway slip road southbound (near Siu Lek Yuen Road)	<u>Weekdays</u> 08:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tai Po Road - Yuen Chau Tsai eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised buses
On Po Road near On Tai Road	<u>Daily</u> <u>24 hours</u>	Franchised buses
Tuen Mun Road eastbound (from Harrow International School to Sham Tseng Interchange)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tuen Mun Road southbound near Lam Tei	<u>Daily</u> <u>24 hours</u>	Franchised buses
Tuen Mun Road northbound near Lam Tei	<u>Daily</u> <u>24 hours</u>	Franchised buses
Sam Shing Street westbound	<u>Daily</u> <u>24 hours</u>	Franchised buses
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	<u>Daily</u> <u>24 hours</u>	Franchised buses

Locations	Operation hours	Applicable vehicle type
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	<u>Daily</u> 24 hours	Franchised buses
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	<u>Daily</u> 24 hours	Franchised buses
Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road)	<u>Daily</u> 24 hours	Franchised buses
Ma Miu Road southbound outside Yuen Long District Office Building	<u>Daily</u> 24 hours	Franchised buses
Cheung Pei Shan Road eastbound (next to Shing Mun Tunnel Bus-to-bus Interchange)	<u>Daily</u> 24 hours	Franchised buses
Kai King Road westbound (entry road to Po Lam Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Po Shun Road northbound near the slip road leading to Tseung Kwan O Tunnel Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Tai Ho Road southbound (near Tsuen Wan West MTR Station)	<u>Daily</u> 24 hours	Franchised buses

Bus gates**(As at March 2017)**

Location	Operation hours	Applicable vehicle type
Hong Kong Island		
Gloucester Road westbound near Canal Road Flyover upramp	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover northbound exit to Cross Harbour Tunnel	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Hung Hing Road eastbound to Cross Harbour Tunnel portal	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Kowloon		
The right-hand lane of the slip road linking Lung Cheung Road westbound and Waterloo Road Northbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
The Chatham Road North slip road from Chatham Road North westbound to Hong Chong Road southbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound from Berwick Street to Tai Po Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
New Territories		
The slip road of Hang Tai Road to Ma On Shan Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Po Hong Road northbound right turning onto Wan Lung Road	<u>Daily</u> 24 hours	Franchised buses
On Chee Road near On Po Road	<u>Daily</u> 24 hours	Franchised buses
San Wan Road near Landmark North	<u>Daily</u> 24 hours	Franchised buses
Fanling Station Road near Fanling Station Playground	<u>Daily</u> 24 hours	Franchised buses
Luen On Street right turning onto Wo Mun Street Regentville Bus Terminus	<u>Daily</u> 24 hours	Franchised buses
Cheung Shan Estate Road West near Cheung Shan Estate Road East	<u>Daily</u> 24 hours	Franchised buses
Access Road from Siu Sheung Road to Yuen Long Highway	<u>Daily</u> 24 hours	Franchised buses

- End -

CONTROLLING OFFICER'S REPLY**THB(T)349****(Question Serial No. 6640)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) launched the first phase of the "Driving on Lantau Island" Scheme (the Scheme) and permitted additional number of coaches and a limited number of private cars to enter South Lantau on weekdays for leisure and recreational purposes. In this connection, please advise on:

- (a) the utilisation rate, number of vehicles joining the Scheme and relevant details in the past year by completing the table below.

Month	Number of private cars (excluding electric private cars) joining the Scheme	Utilisation rate of the quota (excluding electric private cars)	Number of electric private cars joining the Scheme	Utilisation rate of the quota	Number of accidents and casualties involving vehicles joining the Scheme	Number of coaches	Number of accidents and casualties involving coaches

- (b) when will the TD review the effectiveness of the Scheme, the details and implementation timetable of the second phase, as well as the manpower and expenditure involved; and
- (c) the daily traffic flows and design capacities of the major roads on Lantau Island by completing the table below.

Road/tunnel	Maximum capacity (vehicles/hour)	Traffic flows (vehicles/hour) in 2014	Traffic flows (vehicles/hour) in 2015	Traffic flows (vehicles/hour) in 2016	Traffic flows (vehicles/hour) in 2017 (up to February)

Asked by: Hon MO Claudia (Member Question No. 85)

Reply:

To attract more local visitors to South Lantau for promoting tourism and the local economy in the area, the TD launched the first phase of traffic relaxation measures at the end of 2015. Starting from 25 December 2015, the number of tour coaches permitted to enter South Lantau each day increased from 30 to 40. Moreover, the TD introduced the Scheme on 26 February 2016. Members of the public may submit online application for driving on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 places for private cars, 5 are reserved for electric private cars. Since the introduction of the Scheme, the response has been very positive, with all the places (in particular the places for non-electric private cars) available for application each day snapped up within very short time. The utilisation of the quota for coaches and private cars, numbers of coaches and private cars joining the Scheme and relevant details in the past year are tabulated below:

	Number of non-electric private cars	Utilisation rate of places for non-electric private cars ^{Note 1}	Number of electric private cars	Utilisation rate of places for electric private cars ^{Note 1}	Accident and casualties involving private cars	Number of coaches ^{Note 3}	Accident and casualties involving coaches
March 2016	424 ^{Note 2}	100%	104	99%	0	442(26)	1 ^{Note 4}
April 2016	401 ^{Note 2}	100%	88	88%	0	408(27)	0
May 2016	420	100%	51	49%	0	511(15)	0
June 2016	420	100%	47	45%	0	446(12)	0
July 2016	400	100%	68	68%	0	425(9)	0
August 2016	460	100%	74	64%	0	397(8)	0
September 2016	420	100%	39	37%	0	323(0)	0
October 2016	400	100%	39	39%	0	543(36)	0
November 2016	440	100%	33	30%	0	678(46)	0
December 2016	400	100%	59	59%	0	665(28)	0
January 2017	380	100%	29	31%	0	514(10)	1 ^{Note 4}
February 2017	400	100%	52	52%	0	579(74)	0

Note 1: The total numbers of places in a month for non-electric private cars and electric private cars are calculated by the total number of days of Mondays to Fridays (excluding public holidays) of a month multiplied by 20 and 5 respectively. The utilisation rate is calculated by the number of approved applications divided by the number of places available.

Note 2: Teething problems occurred in the online application system during the initial period. 21 places, instead of 20, were granted to non-electric cars on 4 days in March 2016 and 1 day in April 2016 respectively. The fault was later rectified.

Note 3: The numbers preceding the brackets are the total numbers of tour coaches entering the closed roads in South Lantau in the month. The numbers in the brackets are the additional number of tour coaches over the original quota (i.e. 30 coaches per day) after it was increased to 40. Although there were days when the number of tour coaches entering the closed roads in South Lantau were over 30, and benefited from the first phase of the traffic relaxation measures, the number of vehicles entering the close roads in South Lantau during ordinary weekdays remains low. As such, the monthly numbers do not exceed 900 (30 vehicles X 30 days), 930 (30 vehicles X 31 day) or 840 (30 vehicles X 28 days).

Note 4: In each of the 2 traffic accidents, 1 person was injured.

The TD will review the implementation timetable for the second phase of the relaxation measures (i.e. increasing the upper limit of coaches from 40 to 50, and the places for private cars from 25 to 50) having regard to the traffic condition as well as the supply and utilisation of parking spaces in South Lantau. The review will be undertaken by the existing staff of the TD as part of their normal duties. No additional expenses will be involved.

The daily traffic flows and capacities of major roads on Lantau Island in the past 3 calendar years (i.e. between 2013 and 2015)^{Note 5} are tabulated below:

	Daily capacity (Number of vehicles)	Average daily traffic flows in 2013 (Number of vehicles)	Average daily traffic flows in 2014 (Number of vehicles)	Average daily traffic flows in 2015 (Number of vehicles)
Tung Chung Road	10 000	3 690	4 740	4 820
South Lantau Road	8 000	2 770	3 160	2 910
Keung Shan Road (from South Lantau Road to Shum Wat Road)	8 000	2 600	2 560	2 610
Keung Shan Road (from Shum Wat Road to Tai O Road)	8 000	1 120	1 110	1 080
North Lantau Highway (from Tung Chung Eastern Interchange to Chek Lap Kok West)	120 000	46 730	49 200	51 270

Note 5: The traffic data for 2016 and 2017 calendar years are being compiled and collected, and therefore are not available for the time being.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)350

(Question Serial No. 6661)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has mentioned that it will continue to update and enhance the transport model for planning purposes. In this connection, please advise:

- a. when the current transport model was first used, the set-up fee and the annual operating cost;
- b. when the data used for setting up the current transport model were collected;
- c. when the enhanced transport model was put into use; and
- d. whether the transport model will be made available for use by members of the public and private companies, and whether there is any mechanism for releasing the data contained in the transport model to private companies.

Asked by: Hon MO Claudia (Member Question No. 87)

Reply:

The current Comprehensive Transport Study (CTS) Model was set up by the TD in 1999. The TD engaged a consultant to comprehensively update and enhance the CTS Model in July 2010 at a consultancy fee of \$6.87 million. The updating work was mainly based on the travel data collected from the "Travel Characteristics Survey 2011" and "Survey on Goods Vehicle Trip Characteristics 2011". The enhanced and updated CTS Model was put into use in early 2015.

Moreover, the TD keeps updating and enhancing the CTS Model in the light of the latest Hong Kong population and employment data, economic situation, land use, planning of traffic infrastructure and traffic data to ensure the provision of robust and reliable traffic forecasts for transport planning purposes.

Such updating and enhancement work is the ongoing task of the TD. However, the operation of the transport model requires specific computer software as a platform and the annual licence fee for using the software is about \$90,000.

As the CTS Model was set up by the TD on the intention that it will be used as a tool for transport planning by the professional staff within the government, the transport model and its data will not be made available for use by private companies or members of the public.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)351****(Question Serial No. 3310)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department stated that the number of non-directorate posts will be increased by 62 to 1 676 posts as at 31 March 2018. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 31)Reply:

There will be a net increase of 62 non-directorate posts in 2017-18 as a result of the creation of 83 posts (including permanent and time-limited posts) to be offset by the deletion of 21 time-limited posts. The nature of work, ranks and annual staff costs (in terms of notional annual mid-point salary) of the posts to be created are summarised as follows:

Nature of work	Rank	Number of post	Annual staff cost (\$)
To take forward specific initiatives			
To carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange and a ferry pier	Architect/Assistant Architect	1	732,630
	Works Supervisor I	1	336,480
	Transport Officer I	1	713,100
To take forward recommendations for alleviating road traffic congestion, including the planning of the Electronic Road Pricing pilot scheme	Senior Engineer	1	1,363,920
	Engineer/Assistant Engineer	2	1,465,260

Nature of work	Rank	Number of post	Annual staff cost (\$)
To improve existing cycle tracks and associated facilities	Senior Engineer	1	1,363,920
	Engineer/Assistant Engineer	1	732,630
	Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	260,910
To provide traffic and intelligent transport input for the planning and implementation of new railways and road infrastructures	Engineer/Assistant Engineer	2	1,465,260
To assist in studying the long-term operational mode of the outlying island ferry routes	Transport Officer I	1	713,100
To enhance walkability in Hong Kong, including conducting a consultancy study on various walkability initiatives	Senior Engineer	2	2,727,840
	Engineer/Assistant Engineer	4	2,930,520
To implement the recommendations of the Public Transport Strategy Study	Chief Transport Officer	1	1,363,920
	Senior Transport Officer	1	970,860
To handle the upsurge in renewal applications of the ten-year driving licences	Executive Officer II	1	472,200
	Senior Clerical Officer	3	1,624,320
	Clerical Officer	1	409,020
	Assistant Clerical Officer	18	4,591,080
	Clerical Assistant	1	199,080
To cope with the increasing demand for driving tests	Driving Examiner II	7	2,727,480
To cope with work relating to new Designated Car Testing Centres	Assistant Clerical Officer	1	255,060

Nature of work	Rank	Number of post	Annual staff cost (\$)
To handle daily operational work upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge	Senior Transport Officer	1	970,860
	Transport Officer I	1	713,100
	Transport Officer II	1	450,840
	Transport Controller II	1	353,460
	Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	260,910
	Assistant Clerical Officer	2	510,120
	Clerical Assistant	1	199,080
To handle transport planning and public transport issues arising from Lantau development	Engineer/Assistant Engineer	2	1,465,260
To facilitate effective implementation of various Energizing Kowloon East initiatives, including those relating to the pedestrian and traffic environment	Engineer/Assistant Engineer	1	732,630
To prepare/conduct tendering exercises and/or award new management contracts for various government tunnels	Senior Transport Officer	1	970,860
	Transport Officer II	1	450,840
To continue the administration and monitoring of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	Senior Transport Officer	1	970,860
	Transport Officer II	2	901,680
	Senior Treasury Accountant	1	1,363,920
	Treasury Accountant	1	927,840
	Accounting Officer II	1	450,840

Nature of work	Rank	Number of post	Annual staff cost (\$)
To replace non-civil service contract positions			
To provide support to the day-to-day monitoring of taxi financial and operational situations	Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	260,910
To provide support to training related matters	Executive Officer II	1	472,200
	Training Officer I	1	713,100
To provide support to finance, accounting and audit related matters	Treasury Accountant	1	927,840
To provide support to the Licensing Offices	Executive Officer II	1	472,200
	Assistant Clerical Officer	2	510,120
To handle the increasing workload arising from the tightened control on non-franchised bus applications	Executive Officer II	1	472,200
To provide support to the Transport Operations Division	Assistant Clerical Officer	2	510,120
To provide technical support to the Drawing Office	Technical Officer (Civil)/Technical Officer Trainee (Civil)	2	521,820
	Total:	83	43,972,200

- End -

CONTROLLING OFFICER'S REPLY

THB(T)352

(Question Serial No. 3465)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiative to “assist the Transport and Housing Bureau (THB) in conducting a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles”, will the Transport Department (TD) advise on the following:

1. What are the main content and completion date of the review?
2. The Government has indicated that it would “provide more parking facilities at suitable sites without compromising road safety or affecting other road users”. Please advise how many additional parking facilities have been provided over the past 3 years and their locations.
3. The TD has indicated that it would communicate with and encourage operators of commercial public car parks to make better use of web-based technology to disseminate real-time information on vacant parking spaces in their car parks. Please state what encouragement measures have been taken and how effective they are.
4. As Hong Kong is striving to develop itself into a smart city, will the Government join hands with the community in developing a territory-wide “parking navigation platform” to facilitate parking of vehicles and increase utilisation rates of car parks? If yes, what are the details? If no, what are the reasons?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 77)

Reply:

1. The TD is about to commence a consultancy study on parking for commercial vehicles in 2017 with an aim to formulate suitable measures to meet the parking need of commercial vehicles. The TD is making preparations for engaging a consultant for the study, including formulating the scope of study and drafting tender documents, and

will later commence the consultant selection exercise. The study is expected to last for 2 years.

2. The TD has been taking different measures to increase the number of parking spaces, including providing additional on-street parking spaces at locations with demand for parking, on the conditions that traffic flow, road safety and other road users are not affected. The numbers of on-street parking spaces for which local consultations have been conducted and the numbers of additional on-street parking spaces which have been provided with breakdown by District Council District in the past 3 years are tabulated as follows:

District	Number of additional on-street parking spaces provided	Number of on-street parking spaces for which local consultations have been conducted^{Note}
Central and Western	58	100
Wan Chai	25	38
Eastern	78	87
Southern	26	40
Yau Tsim Mong	41	133
Sham Shui Po	84	100
Kowloon City	21	24
Wong Tai Sin	57	96
Kwun Tong	91	143
Tsuen Wan	14	97
Tuen Mun	87	61
Yuen Long	57	116
North	26	52
Sai Kung	99	105
Sha Tin	25	79
Tai Po	0	1
Kwai Tsing	73	133
Islands	36	98
Total in Hong Kong	898	1 503

Note: Including additional on-street parking spaces for which consultations have been conducted and which have been provided, committed on-street parking spaces pending completion of construction works and proposed on-street parking spaces shelved due to local objections in the past 3 years. The number of parking spaces includes motorcycle parking spaces.

- 3 & 4. The TD has been in discussion with operators of commercial public car parks to encourage them to upload their parking vacancy data to the Government's public sector information portal at the "data.gov.hk" website and to disseminate the parking vacancy data through the Hong Kong eRouting smartphone application.

Positive initial feedback has been received from some car park operators. The TD will continue to contact the related operators to encourage them to open up their car park information so that interested organisations or parties can make use of the parking vacancy data on the portal at “data.gov.hk” to develop applications, including “parking navigation platform”, for use by motorists. In addition, the TD updated the Hong Kong eRouting smartphone application in 2016 to disseminate real-time parking data of about 50 car parks (including government car parks) to help motorists search for parking spaces. The TD also plans to upload the parking vacancy data of government car parks in the Hong Kong eRouting smartphone application to the “data.gov.hk” website in mid-2017. The TD will continue to encourage car park operators to provide and disseminate information and real-time parking vacancy data of their car parks.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)353

(Question Serial No. 3466)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “upgrade the transport information system to improve the processing of traffic data for better dissemination of traffic and transport information to the public”, will the Transport Department (TD) advise on:

- (1) the major types of traffic and transport information currently disseminated to the public by the TD;
- (2) the estimated capital cost of “Upgrading of the Transport Information System (TIS)” for this year; and
- (3) whether evaluation has been made on the TIS which was commissioned in 2008 to see whether it can meet current demands, and if yes, what the details are, and if no, what the reasons are.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 78)

Reply:

- (1) The traffic and transport information currently disseminated to the public by the TD via websites and mobile devices includes special traffic news, traffic snapshots and traffic condition and journey time through cross-harbour tunnels and from the New Territories to Kowloon. The TD also provides public transport enquiry services, driving route search services and important traffic news to the public through smartphone applications of “Hong Kong eTransport”, “Hong Kong eRouting” and “eTraffic News”. Moreover, motorists can get hold of the traffic condition and journey time information through the speed map panels and journey time indicators installed on the roads.
- (2) The expenditure involved in the project of “Upgrading of the TIS” is estimated to be \$13.3 million in 2017-18.

- (3) The TIS was developed mainly for processing traffic and transport data for dissemination of traffic information to the public through different channels (including smartphone applications of “Hong Kong eTransport”, “Hong Kong eRouting” and “eTraffic News”), and facilitating the uploading of relevant data to the Government’s public sector information portal of “data.gov.hk”. Having regard to the ageing hardware and the need to upgrade the software of the TIS which was launched in 2008, the TD, upon reviewing, considers it necessary to upgrade the TIS to extend its service life and enhance the system performance as well as to provide personalised real-time traffic and transport information to the public. The TD invited tenders for upgrading the system in December 2016 and tender evaluation is underway. The contract is expected to be awarded in mid-2017 for completion in end-2018.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)354****(Question Serial No. 6501)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the average car journey speeds in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons at the notes:

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)]									
	2016		2015		2014		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound)										
Canal Road Flyover (north bound)										
Gloucester Road (east bound)										
Island Eastern Corridor (section near Victoria Park) (east bound)										
Island Eastern Corridor (section near Victoria Park) (west bound)										
Connaught Road West (east bound)										
Connaught Road West (west bound)										
Connaught Road Central (east bound)										
Connaught Road Central (west bound)										
Pedder Street										
Harcourt Road (Central bound)										
Hennessy Road (Central bound)										
Queen's Road Central (Central bound)										
Kowloon										

Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Average speed at the morning and evening peak hours [km/hr]									
	2016		2015		2014		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? What are the expenditure involved and the anticipated completion date for each of these measures?
- (3) Has the Government conducted any study on the reasons for individual roads to have slow car journey speeds? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 153)

Reply:

- (1) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the related roads and tunnels from 2012 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and

should not be used as the sole indicator for the changes in the level of congestion of the roads concerned. Moreover, the traffic volume during the evening peak hours is usually more evenly distributed than that in the morning peak hours and the hourly average numbers of vehicles are usually smaller. Therefore, not all the strategic roads were covered by the CJTS in the evening.

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)] ^Ω									
	2016		2015		2014 ^α		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound) [#]	38	-	34	-	31	-	47	-	46	-
Canal Road Flyover (north bound) [#]	7	-	10	-	10	-	12	-	9	-
Gloucester Road (east bound) ⁺	19	25	19	17	15	14	28	-	17	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	46	-	60	-	53	-	68	-	68	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	22	-	20	-	28	-	29	-	24	-
Connaught Road West (east bound)	37	47	40	39	38	42	19	24	23	28
Connaught Road West (west bound)*	61	52	56	50	61	53	-	-	-	-
Connaught Road Central (east bound) ⁺	19	23	22	19	21	14	16	-	10	-
Connaught Road Central (west bound) ⁺	26	25	25	24	28	20	19	-	17	-
Pedder Street [§]	7	9	-	-	-	-	5	8	5	6
Harcourt Road (Central bound) ⁺	46	33	45	40	48	39	46	-	39	-
Hennessy Road (Central bound)	15	11	14	12	15	10	15	12	15	14
Queen's Road Central (Central bound)	18	12	19	9	19	10	19	10	19	11
Kowloon										
Chatham Road North (south bound) [#]	5	-	4	-	6	-	5	-	5	-
Chatham Road North (north bound) [#]	39	-	32	-	34	-	37	-	41	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	8	59	16	49	9	43	14	52	9	41
Gascoigne Road (east bound) [#]	20	-	12	-	10	-	14	-	14	-
Gascoigne Road (west bound) [#]	24	-	18	-	25	-	15	-	27	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	55	-	64	-	59	-	64	-	58	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	64	-	68	-	59	-	66	-	67	-

[@] They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

^Ω Figures are rounded to the nearest km/hr.

^α The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[#] The CJTS does not cover the evening peak hours.

⁺ The CJTS only covered the morning peak hours before 2014.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

[§] The CJTS only covered Pedder Street in 2016 and before 2014.

Tunnel	Average speed at the morning and evening peak hours [@] [km/hr] ^Ω									
	2016		2015		2014 ^α		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	34	32	31	37	34	32	32	29	34	33
Eastern Harbour Crossing	32	48	33	46	28	43	29	48	38	48
Western Harbour Crossing [#]	56	60	56	56	55	51	57	58	62	-
Lion Rock Tunnel	35	39	35	39	32	37	36	44	34	42
Tate's Cairn Tunnel	34	51	34	49	32	54	43	58	35	58
Route 8 (section between Cheung Sha Wan and Sha Tin)**	61	-	55	-	54	-	58	-	64	-

@ They refer to morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

Ω Figures are rounded to the nearest km/hr.

α The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

The CJTS only covered the morning peak hours before 2013.

** The CJTS only covers the morning peak hours. The figures shown are for the tunnel sections.

(2) & (3) The Government attaches great importance to resolving road traffic congestion issues and is taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its earlier Report on Study of Road Traffic Congestion in Hong Kong.

For example, the Transport Department (TD) is making preparations for a feasibility study on the Central District Electronic Road Pricing Pilot Scheme (the Pilot Scheme), including formulating the topics, scope and programme and estimating the consultancy fee of the study, and will later conduct the consultant selection exercise. The preparatory work of the feasibility study is currently undertaken by the existing staff of the TD. In 2017-18, the TD is planning to create 1 Senior Engineer post and 2 Engineer/Assistant Engineer posts for handling the work of the feasibility study. Since the preparatory work is underway, the TD has not yet confirmed the consultancy fee and duration of the feasibility study. Through the feasibility study, the TD will formulate 1 or several concrete options for the Pilot Scheme for further discussion by the public. We will draw up the timetable for the implementation of the Pilot Scheme having regard to factors such as the results of public discussion at that time, funding application to the Legislative Council for construction of related facilities and the progress of enactment of relevant legislation, etc.

Apart from preparing for the feasibility study of the Pilot Scheme, we moved a motion at the meeting of the Legislative Council in February 2017 on raising the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. In addition, the TD will also commence a consultancy study on parking for commercial vehicles in 2017 with an aim of formulating suitable measures to meet the parking demand of commercial vehicles. The TD is making preparations for engaging consultants, including formulating the scope of study and drafting tender documents, and will later conduct the consultant selection exercise. It is expected that the study will

take 2 years to complete. The TD has also updated the HKeRouting smartphone application by providing real-time information on parking space vacancy of certain car parks (including government car parks).

Moreover, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulations by the public. On the enforcement side, the police will continue to step up prosecution efforts against congestion-related traffic offences according to the Selected Traffic Enforcement Priorities. We will also continue to explore ways to contain the growth of private cars.

In 2017-18, apart from the expected creation of posts in the TD for handling the work in relation to the feasibility study of the Pilot Scheme, and a sum of \$1.8 million earmarked for the consultancy fee of the study on parking for commercial vehicles, other work will be absorbed by the Transport and Housing Bureau, the TD and the Hong Kong Police Force with existing resources. There is no separate breakdown of expenditure involved. We will keep a close watch on the effectiveness of these measures.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)355****(Question Serial No. 6502)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government inform this Committee of the respective number of buses owned by each franchised bus company by emissions standards and when these buses will retire?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 154)Reply:

The numbers of buses of each franchised bus company with breakdown by emissions standard as at the end of December 2016 are provided below:

Franchised bus company	Euro II	Euro III	Euro IV	Euro V	Euro VI*	Electric buses*	Total
KMB	705	1 096	106	2 003	3	3	3 916
CTB	76	9	28	825	2	6	946
NWFB	267	74	38	307	1	4	691
LW	1	18	32	191	0	0	242
NLB	0	38	26	57	0	0	121

* The 6 buses of Euro VI emissions standard (all of which are hybrid buses) and the 13 electric buses were acquired by the franchised bus companies with subsidy by the Environmental Protection Department for trial operation in Hong Kong.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantao Bus Company (1973) Limited

As at end 2016, all franchised bus companies did not have any buses of pre-Euro and Euro I emissions standards in their fleets.

As required by the Transport Department, franchised bus companies need to deploy buses aged under 18 in providing their services. When purchasing new buses, they must also

ensure compliance with the prevailing statutory emissions standards. Under these arrangements, we expect all in-service buses of Euro II, Euro III and Euro IV emissions standards will be retired no later than 2019, 2026 and 2029 respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)356

(Question Serial No. 6503)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding non-franchised bus service, please inform this Committee of:

- the numbers of registered vehicles by type of passenger service licence (PSL) in the past 3 years;
- the number of registered vehicles with more than one type of PSLs in each of the past 3 years; and
- the numbers of vehicles operating scheduled service and non-scheduled service in each of the past 3 years.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 155)

Reply:

According to the Road Traffic Ordinance (Cap 374), any person who wishes to provide non-franchised bus service must be issued with a PSL by the Transport Department (TD) in respect of the vehicle(s) concerned. There are 2 types of non-franchised bus, namely public bus and private bus and a vehicle will not be issued with PSLs for public bus and private bus at the same time. Non-franchised public bus service includes Tour Service (A01), Hotel Service (A02), Student Service (A03), Employees' Service (A04), International Passenger Service (A05), Residents' Service (A06), Multiple Transport Service (A07) and Contract Hire Service (to meet ad hoc service demand not covered by the other 7 types) (A08). Non-franchised private bus service includes Student Service (B01), Employees' Service (B02), Disabled Persons' Service (B03) and Others Service (B04). PSL-holders are required to apply for the necessary service endorsement(s) from the TD for the type(s) of service they wish to provide before commencement of the service. The TD will grant approval for applications on the merit of each case to allow the same vehicle to provide 1 or several types of non-franchised bus services.

The numbers of registered vehicles issued with PSLs for non-franchised public bus service and non-franchised private bus service, and the numbers of these vehicles with more than 1 service endorsement in the past 3 years are tabulated below:

	Non-franchised public bus		Non-franchised private bus	
	Number of vehicles issued with more than 1 service endorsement	Total	Number of vehicles issued with more than 1 service endorsement	Total
2016-17 (up to end February 2017)	5 712	7 046	173	662
2015-16	5 693	7 046	171	627
2014-15	5 671	7 034	167	601

The numbers of non-franchised buses that can provide scheduled service and/or non-scheduled service in the past 3 years are provided below:

	Scheduled service only (non-franchised public bus only)	Non-scheduled service only (including non-franchised public bus and non-franchised private bus)	Scheduled or non-scheduled service (non-franchised public bus only)
2016-17 (up to end February 2017)	843	979	5 886
2015-16	870	948	5 855
2014-15	867	938	5 830

- End -

CONTROLLING OFFICER'S REPLY**THB(T)357****(Question Serial No. 6504)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the hourly occupancy rates of and proportions of road space occupied by taxis on various strategic roads across each cordon according to the data published in the Annual Traffic Census (ATC).

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 156)

Reply:

The data collected in the ATC are related to the average occupancy (including drivers and passengers), instead of occupancy rates, of individual vehicle types operating on the roads, as well as the percentages of various vehicle types among the total numbers of vehicles operating on the roads, instead of the proportions of road space occupied by those vehicle types. Although ATC do list out the overall average occupancy of individual vehicle types and the percentages of various vehicle types among the total numbers of vehicles travelling across various cordons during different periods, the Transport Department does not provide detailed records for each of the counting stations on the strategic roads across various cordons according to the required data formats, given that there are over 100 counting stations on various strategic roads across various cordons and enormous quantities of data are involved during different periods. In this connection, we select 10 counting stations where the related surveys were conducted and for which the highest traffic volume were recorded in the 2015 ATC (the data of 2016 are still being compiled) and list out the occupancy and vehicle proportions of taxis during morning peak hours on weekdays (i.e. Mondays to Fridays, except public holidays) recorded at these counting stations. The information is tabulated below:

Time \ Road		Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)	Victoria Park Road (Houston Street to Island Eastern Corridor)	Harcourt Road (Tamar Street to Arsenal Street)	Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)	Cross Harbour Tunnel (Toll Plaza to South Portal)	Kwai Chung Road (Princess Margaret Hospital Interchange Slip Road to Kwai Chung Road North Bound to Tsuen Wan Road)	Chatham Road North (Wuhu Street to Hong Chong Road)	Tsing Long Highway – Ting Kau Bridge (North West Tsing Yi Interchange to Tuen Mun Road)	Tuen Mun Road (Sham Tseng to Tsing Long Highway – Ting Kau Bridge)	Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)
0700-0800	Occupancy of taxis	2.2	1.9	2.1	2.0	2.1	2.1	2.1	1.7	2.2	2.1
	Vehicle proportion ^{Note 1} of taxis (%)	21.0	31.8	39.5	8.6	10.8	18.2	23.2	11.6	9.4	18.3
0800-0900	Occupancy of taxis	2.1	1.9	2.1	2.0	2.2	2.1	2.1	1.9	2.0	1.7
	Vehicle proportion ^{Note 1} of taxis (%)	17.0	30.3	33.0	7.3	4.9	14.6	20.1	9.2	9.1	15.6
0900-1000	Occupancy of taxis	2.0	1.6	2.1	2.0	2.1	2.0	2.2	2.1	2.0	2.0
	Vehicle proportion ^{Note 1} of taxis (%)	19.9	28.1	31.8	8.5	7.3	14.8	22.7	9.0	5.8	12.9

Note 1: The vehicle proportion refers to the percentages of taxis among the total number of vehicles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)358****(Question Serial No. 6505)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average car journey speeds in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons at the notes:

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)]									
	2016		2015		2014		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Connaught Road West										
Lung Wui Road										
Shan Kwong Road										
Beach Road										
Wong Ma Kok Road										
Kowloon										
Sze Shan Street										
Sheung Yee Road										
Mut Wah Street										
Luk Hop Street										
Pui Man Street										
New Territories										
Tsing Hong Road										
Castle Peak Road – Tsuen Wan Section										
Shap Pat Heung Road										
Ping Ha Road										

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 157)Reply:

The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads from 2012 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned. Moreover, the CJTS mainly focuses on the car journey speeds along strategic roads and does not cover non-strategic roads such as Lung Wui Road on Hong Kong Island, Sze Shan Street in Kowloon, etc.

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)] ^Ω									
	2016		2015		2014 ^α		2013		2012	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Connaught Road West (east bound)	37	47	40	39	38	42	19	24	23	28
Connaught Road West (west bound)*	61	52	56	50	61	53	-	-	-	-
Lung Wui Road ⁺	-	-	-	-	-	-	-	-	-	-
San Kwong Road ⁺	-	-	-	-	-	-	-	-	-	-
Beach Road ⁺	-	-	-	-	-	-	-	-	-	-
Wong Ma Kok Road ⁺	-	-	-	-	-	-	-	-	-	-
Kowloon										
Sze Shan Street ⁺	-	-	-	-	-	-	-	-	-	-
Sheung Yee Road ⁺	-	-	-	-	-	-	-	-	-	-
Mut Wah Street ⁺	-	-	-	-	-	-	-	-	-	-
Luk Hop Street ⁺	-	-	-	-	-	-	-	-	-	-
Pui Man Street ⁺	-	-	-	-	-	-	-	-	-	-
New Territories										
Tsing Hong Road [#]	31	-	28	-	28	-	30	-	34	-
Castle Peak Road – Tsuen Wan Section [#]	19	-	22	-	23	-	25	-	20	-
Shap Pat Heung Road ⁺	-	-	-	-	-	-	-	-	-	-
Ping Ha Road [#]	22	-	19	-	20	-	31	-	25	-

[@] They refer to the morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays).

^Ω Figures are rounded to the nearest km/hr.

^α The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, since there was the “Occupy Movement” in the usual survey period, the survey could only be conducted after the “Occupy Movement” had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

⁺ The CJTS does not cover the road section concerned.

[#] The CJTS does not cover the evening peak hours.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)359

(Question Serial No. 6507)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a breakdown of the hourly occupancy rates of and proportions of road space occupied by non-franchised buses on various strategic roads across each cordon according to the data published in the Annual Traffic Census (ATC).

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 160)

Reply:

The data collected in the ATC are related to the average occupancy (including drivers and passengers), instead of occupancy rates, of individual vehicle types operating on the roads, as well as the percentages of various vehicle types among the total numbers of vehicles operating on the roads, instead of the proportions of road space occupied by those vehicle types. Although ATC do list out the overall average occupancy of individual vehicle types and the percentages of various vehicle types among the total numbers of vehicles travelling across various cordons during different periods, the Transport Department (TD) does not provide detailed records for each of the counting stations on the strategic roads across various cordons according to the required data formats, given that there are over 100 counting stations on various strategic roads across various cordons and enormous quantities of data are involved during different periods. In this connection, we select 10 counting stations where the related surveys were conducted and for which the highest traffic volume were recorded in the 2015 ATC (the data of 2016 are still being compiled) and list out the occupancy and vehicle proportions of non-franchised buses during morning peak hours on weekdays (i.e. Mondays to Fridays, except public holidays) recorded at these counting stations. The information is tabulated below:

Time \ Road		Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)	Victoria Park Road (Houston Street to Island Eastern Corridor)	Harcourt Road (Tamar Street to Arsenal Street)	Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)	Cross Harbour Tunnel (Toll Plaza to South Portal)	Kwai Chung Road (Princess Margaret Hospital Interchange Slip Road to Kwai Chung Road North Bound to Tsuen Wan Road)	Chatham Road North (Wuhu Street to Hong Chong Road)	Tsing Long Highway - Ting Kau Bridge (North West Tsing Yi Interchange to Tuen Mun Road)	Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)	Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)
0700-0800	Occupancy of non-franchised buses	21.4	22.6	19.4	15.5	14.5	18.5	13.0	33.9	28.0	19.2
	Vehicle proportion ^{Note 1} of non-franchised buses (%)	3.9	5.4	6.7	3.1	5.7	6.8	8.4	3.1	4.5	2.6
0800-0900	Occupancy of non-franchised buses	21.3	18.1	17.4	10.8	13.6	24.9	13.4	34.7	26.6	26.9
	Vehicle proportion ^{Note 1} of non-franchised buses (%)	2.0	2.6	4.0	2.6	4.6	2.8	4.6	2.9	4.5	2.3
0900-1000	Occupancy of non-franchised buses	11.9	12.6	7.4	8.5	11.4	12.7	10.5	15.0	16.6	14.0
	Vehicle proportion ^{Note 1} of non-franchised buses (%)	1.2	2.3	1.9	3.3	4.7	1.3	3.2	3.6	3.6	1.4

Note 1: The vehicle proportion refers to the percentages of non-franchised buses among the total number of vehicles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)360****(Question Serial No. 6508)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the locations of short-term tenancy car parks in each of the 18 districts in Hong Kong and the number of parking spaces at each of the locations; and if possible, please provide a breakdown of the numbers of parking spaces at each location by vehicle type.

For example:

Name	Location	Number of parking spaces	Number of private car/van-type light goods vehicle parking spaces	Number of motorcycle parking spaces
Wong Tai Sin District				
Car park A	Location A	100	95	5
Car park B	Location B	100	95	5
Kwun Tong District				
Car park C	Location C	100	95	5

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 161)Reply:

A breakdown of the numbers of parking spaces provided in short-term tenancy car parks in Hong Kong by District Council district and vehicle type is tabulated as follows. Since there are a huge number of short-term tenancy car parks, we are not able to list out the information of each of the car parks.

District Council district	Number of short-term tenancy car parks	Number of parking spaces			
		Private car/ van-type light goods vehicle	Motorcycle	Other vehicle types	Total
Central and Western	4	0	0	279	279
Eastern	10	1 052	33	400	1 485
Southern	5	147	0	159	306
Wan Chai	0	0	0	0	0
Kowloon City	9	1 103	4	1 123	2 230
Kwun Tong	12	1 694	6	430	2 130
Sham Shui Po	6	925	13	324	1 262
Wong Tai Sin	6	694	35	147	876
Yau Tsim Mong	6	663	0	51	714
North	16	2 180	18	369	2 567
Sai Kung	15	2 905	5	298	3 208
Sha Tin	13	2 288	30	289	2 607
Tai Po	9	1 277	17	219	1 513
Islands	3	1 080	9	84	1 173
Kwai Tsing	41	2 049	14	5 581	7 644
Tsuen Wan	9	1 011	12	148	1 171
Tuen Mun	15	1 751	13	514	2 278
Yuen Long	6	673	22	63	758

- End -

CONTROLLING OFFICER'S REPLY**THB(T)361****(Question Serial No. 6526)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the traffic volume, average speeds, roadside air pollution (the percentages of air pollutants in total emissions and their concentrations) and pedestrian flows on the following roads:

- Connaught Road Central
- Des Voeux Road Central
- Queen's Road Central

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 401)Reply:

According to the 2015 Annual Traffic Census (the traffic data of 2016 are still being compiled) and the car journey time survey of the Transport Department (TD), the daily traffic volume and average speeds of the roads stated in the question during weekday morning peak hours (i.e. 8:00 am – 9:30 am) and weekday evening peak hours (i.e. 5:00 pm – 7:00 pm) are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Annual average daily traffic volume ¹ (Number of vehicles)	Average speed at the peak hours [kilometres(km)/hour(hr)] ²			
		East bound		West bound	
		AM	PM	AM	PM
Connaught Road Central	137 350	22	19	25	24
Des Voeux Road Central	15 890	12	10	16	9

Road	Annual average daily traffic volume ¹ (Number of vehicles)	Average speed at the peak hours [kilometres(km)/hour(hr)] ²			
		East bound		West bound	
		AM	PM	AM	PM
Queen's Road Central ³	24 400	-	-	19	9

1: Including the two-way total traffic volume from Mondays to Sundays.

2: Figures are rounded to the nearest km/hr.

3: The traffic on Queen's Road Central is one-way.

The TD does not collect statistics on the pedestrian flows of the above roads.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to analyse the distributions and trends of major emission sources. According to the information provided by the EPD, the percentages of nitrogen oxides and respirable suspended particulates emitted by vehicles in the total emissions of air pollutants on the above roads in 2014 are as follows (the Emission Inventory for 2015 is still being compiled):

Road	Percentage in the total emission ⁴	
	Nitrogen oxides	Respirable suspended particulates
Connaught Road Central	0.09%	0.04%
Des Voeux Road Central	0.03%	0.01%
Queen's Road Central	0.02%	0.01%

4: The percentages were calculated based on the Hong Kong Air Pollutant Emission Inventory for 2014.

The EPD has indicated that the Central roadside air quality monitoring station is situated at the junction of Des Voeux Road Central and Chater Road. Its monitoring data can reflect the roadside air quality of Connaught Road Central, Des Voeux Road Central and Queen's Road Central. In 2016, the concentrations of respirable suspended particulates and nitrogen dioxide recorded by the station were 45 and 90 micrograms/cubic metre respectively, which were 12% and 23% lower than those in 2012 respectively, reflecting that vehicle emission reduction measures in recent years have been effective.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)362****(Question Serial No. 6529)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Central and Western District, please provide data on the following items upon the commissioning of the West Island Line (WIL) and South Island Line (East) (SIL(E)):

- traffic demand;
- data and analysis on passenger interchanging patterns (including how the passengers commute to their destinations after exiting the MTR stations, such as by bus, on foot, etc., particularly the information about the first and last miles of their journeys); and
- the reasons if such data are unavailable and the study timetable.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 405)Reply:

The WIL and SIL(E) were commissioned in December 2014 and December 2016 respectively. Upon the commissioning of the 2 new railway lines, the demand for and the passenger journeys made on MTR, franchised buses, green minibuses (GMBs) and trams are as follows:

Transport mode[note 1]	Current average daily passenger journeys (as at February 2017)	
	WIL	SIL(E)
MTR	About 210 000[note 2]	About 110 000[note 3]
Franchised bus[note 4]	About 280 000	About 190 000
GMB[note 5]	About 60 000	About 40 000
Tram	About 180 000	Not applicable

Note 1: The Transport Department (TD) does not have statistics by red minibus, taxi and non-franchised bus. However, according to the TD's day-to-day monitoring and understanding from the transport service operators concerned, the daily passenger

journeys using the transport modes upon the commissioning of the WIL and SIL(E) have generally remained stable.

Note 2: Passenger journeys using the 3 stations of the WIL.

Note 3: Passenger journeys using the 4 stations of the SIL(E)

Note 4: Franchised bus routes with catchment areas similar to/ related to those of WIL and/or SIL(E)

Note 5: GMB routes with catchment areas similar to/ related to those of WIL and/or SIL(E)

The TD does not have information on how the passengers commute to their destinations after exiting the MTR stations and the first and last miles of their journeys after the commissioning of the WIL and SIL(E). However, the TD conducted surveys on affected bus routes during different time periods on weekdays before and after the commissioning of new railways to collect data for analysing changes in passenger demand patterns and thereby formulating public transport re-organisation plan. As for the WIL, there was an average drop of about 40% in the total passenger journeys made on bus routes serving the Western District and Western Mid-Level areas, the details of which were set out in the paper submitted by the TD to the Traffic and Transport Committee (TTC) of the Central and Western District Council on 16 April 2015 (website: http://www.districtcouncils.gov.hk/central/tc_chi/records/dc_committee_meetings_doc.php?year=2015&meeting_id=8732&committee=7). As for the SIL(E), some of the bus routes operating within the catchment areas of the SIL(E) saw a more significant drop in patronage. In particular, there was an average drop ranging from about 25% to nearly 40% in the patronage of the bus routes serving Ap Lei Chau via Aberdeen Tunnel, the bus routes serving Wong Chuk Hang / Sham Wan and cross harbour routes. The TD is reviewing the bus service demand of the area along the SIL(E), details of which were set out in the paper submitted by the TD to the TTC of the Southern District Council on 20 March 2017 (website: http://www.districtcouncils.gov.hk/south/english/meetings/committees/dc_committee_meetings_doc.php?year=2017&meeting_id=11895&committee=325).

- End -

CONTROLLING OFFICER'S REPLY**THB(T)363****(Question Serial No. 6531)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide details about the traffic impact assessment of the Central-Wan Chai Bypass (CWB), including the projected traffic flows of major roads (Connaught Road Central, Des Voeux Road Central and Queen's Road Central) in the Central and Western District after the commissioning of the CWB. If such data are not available, please explain the reasons and provide the timetable for assessments.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 407)Reply:

According to the traffic impact assessment report of the CWB, the projected maximum traffic flows (one-way) of major roads in the Central and Western District during morning peak in 2021 upon the commissioning of the CWB are provided below:

Road	Projected traffic flow in 2021 (Passenger car unit per hour)
Connaught Road Central (between Edinburgh Place and Tim Wa Avenue) (eastbound)	5 100
Des Voeux Road Central (between Pottinger Street and Pedder Street) (eastbound)	1 500
Queen's Road Central (between Wyndham Street and Pottinger Street) (westbound)	1 200

- End -

CONTROLLING OFFICER'S REPLY

THB(T)364

(Question Serial No. 6532)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the commissioning of the Central-Wan Chai Bypass, will the Transport Department provide information on the specific road improvements measures in Central and Western District, including those on improving roadside air pollution and road environment? Please also explain how the measures relate to the “Walk in HK” initiatives.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 408)

Reply:

The Central-Wan Chai Bypass is a strategic route along the northern shore of the Hong Kong Island. Upon commissioning, it will alleviate the traffic congestion along the Connaught Road Central/Harcourt Road/Gloucester Road corridor. It is expected that the journey time of longer routes such as those with Western District or Central as origins and Wan Chai, Causeway Bay or Eastern District as destinations can be shortened.

Under the “Walk in HK” initiative, the Transport Department (TD) will conduct a “Consultancy Study on Enhancing Walkability in Hong Kong”. The Study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select 2 pilot areas to study and test out innovative measures for a comfortable walking environment. The pilot areas to be selected will be examined in depth in the Consultancy Study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 pilot areas has been worked out in the Consultancy Study, the TD will conduct local consultation.

The Government has set aside about \$22 million for the Consultancy Study on Enhancing Walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The Consultancy Study is expected to commence at the end of 2017/in early 2018.

In addition, the TD will conduct studies to further enhance the existing pedestrian network in Admiralty and Wan Chai and to connect Sun Yat Sen Memorial Park at Sai Ying Pun with the existing footbridge network in Central.

We will also review at grade crossing facilities in Central from time to time to further enhance the walking environment of the district. For example, we will be improving a number of pedestrian crossing facilities at various junctions along Des Voeux Road Central and adjoining side streets in phases, including, at appropriate locations, widening pedestrian crossings, improving traffic signs, adjusting pedestrian green time at signalised pedestrian crossings and adding signalized pedestrian crossings, etc.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)365

(Question Serial No. 6535)

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:

It is mentioned under Matters Requiring Special Attention in 2017-18 under this Programme that the Transport Branch will take forward “Walk in HK”. Civic Exchange has pointed out that Central scores only 23 out of 46 in terms of walkability. As Central is an international financial centre, does the Government have any specific measures to improve the walking environment of Central? If yes, please provide the details. If no, please explain.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 412)

Reply:

Under the “Walk in HK” initiative, the Transport Department (TD) will conduct a “Consultancy Study on Enhancing Walkability in Hong Kong”. The Study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select pilot 2 areas to study and test out innovative measures for a comfortable walking environment. The pilot areas to be selected will be examined in depth in the Consultancy Study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposal on the 2 pilot areas has been worked out in the Consultancy Study, the TD will conduct local consultation.

The Government has set aside about \$22 million for the Consultancy Study on Enhancing Walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The Consultancy Study is expected to commence at the end of 2017/in early 2018.

In addition, the TD will conduct studies to further enhance the existing pedestrian network in Admiralty and Wan Chai and to connect Sun Yat Sen Memorial Park at Sai Ying Pun with the existing footbridge network in Central.

We will also review at grade crossing facilities in Central from time to time to further enhance the walking environment of the district. For example, we will be improving a number of pedestrian crossing facilities at various junctions along Des Voeux Road Central and adjoining side streets in phases, including, at appropriate locations, widening pedestrian crossings, improving traffic signs, adjusting pedestrian green time at signalised pedestrian crossings and adding signalized pedestrian crossings, etc.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)366

(Question Serial No. 6538)

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:

Between 2013 and 2016, how many surveys and site inspections were conducted by the Transport Department (TD) each year? Please provide the information with breakdown by area or district.

Between 2013 and 2016, how many traffic complaints were received by various departments and what were the reasons for these complaints? Please provide the information with breakdown by area or district.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. 415)

Reply:

The TD has been closely monitoring the traffic conditions and public transport services in Hong Kong and conducts regular and ad hoc surveys and site inspections on road facilities, traffic conditions (such as traffic flow and traffic speed) and services of public transport (including franchised bus, minibuses and taxis) in light of district development and public views. Such surveys and site inspections facilitate the TD to make suitable adjustments to traffic management measures and public transport services at individual locations as and when necessary. As these surveys and site inspections are conducted frequently on a regular or a need basis, the TD does not keep statistics of these surveys and site inspections with breakdown by district.

The types and numbers of traffic complaints received by the TD between 2013 and 2016 are set out at Annex.

Types and numbers of traffic complaints received by the TD between the calendar years of 2013 and 2016

Hong Kong Island				
Type	2013	2014	2015	2016
Traffic congestion	112	74	62	68
Traffic facilities	1 155	1 130	1 379	1 263
Parking facilities	75	82	77	104
Pedestrian facilities	67	75	113	118
Bus related	3 678	3 993	3 490	2 621
Ferry related	18	14	10	16
Minibus related	1 500	1 325	1 264	1 483
Taxi related	11	3	3	8
Railway related	0	0	0	0
Others	593	646	612	541
Kowloon				
Type	2013	2014	2015	2016
Traffic congestion	123	65	43	31
Traffic facilities	1 384	1 198	1 281	1 445
Parking facilities	150	151	133	164
Pedestrian facilities	15	30	5	3
Bus related	2 828	2 666	2 192	2 332
Ferry related	3	5	1	7
Minibus related	2 303	2 263	2 430	2 337
Taxi related	11	6	1	3
Railway related	3	1	3	0
Others	541	320	359	427
New Territories				
Type	2013	2014	2015	2016
Traffic congestion	270	242	439	361
Traffic facilities	1 869	1 865	2 029	2 233
Parking facilities	253	250	245	347
Pedestrian facilities	191	202	136	98
Bus related	7 155	7 149	6 425	6 077
Ferry related	7	11	19	22
Minibus related	4 406	4 297	6 034	5 887
Taxi related	7	21	49	28
Railway related	0	2	2	0
Others	549	392	750	667

Total				
Type	2013	2014	2015	2016
Traffic congestion	505	381	544	460
Traffic facilities	4 408	4 193	4 689	4 941
Parking facilities	478	483	455	615
Pedestrian facilities	273	307	254	219
Bus related	13 661	13 808	12 107	11 030
Ferry related	28	30	30	45
Minibus related	8 209	7 885	9 728	9 707
Taxi related	29	30	53	39
Railway related	3	3	5	0
Others	1 683	1 358	1 721	1 635

- End -

CONTROLLING OFFICER'S REPLY**THB(T)367****(Question Serial No. 3895)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of the following:

Regarding “service development programmes and applications for fare adjustment for different public transport modes”, please provide the extent of fare adjustments in the applications submitted by different public transport modes and the application results from the previous financial year up until now with breakdown by (a) public transport mode (with further breakdown by green minibus (GMB) routes and ferry service); (b) application date; (c) range of fare adjustment; and (d) application result.

Asked by: Hon WU Chi-wai (Member Question No. 42)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2016-17 is as follows:

(A) GMB

	GMB route	Application date	Fare adjustment applied for	Result
1.	HKI 30	April 2016	To increase by 14%	Increased by 7%
2.	NT 60K	April 2016	To increase by 12.5%	To be increased by 10.4%
3.	NT 60P	April 2016	To increase by 12.5%	To be increased by 10.4%
4.	NT 60R	April 2016	To increase by 12.5%	To be increased by 10.4%
5.	NT 61M	April 2016	To increase by 11.8%	To be increased by 8.2%
6.	NT 61S	April 2016	To increase by 10.7%	To be increased by 9.8%
7.	NT 62K	April 2016	To increase by 12.5%	To be increased by 10.4%
8.	NT 33	April 2016	To increase by 10%	To be increased by 5.5%
9.	NT 34	April 2016	To increase by 9.5%	To be increased by 6.3%
10.	NT 34A	April 2016	To increase by 9.5%	To be increased by 6.3%

GMB route		Application date	Fare adjustment applied for	Result
11.	NT 35	April 2016	To increase by 10.2%	To be increased by 5.7%
12.	NT 79S	April 2016	To increase by 10.5%	To be increased by 9.5%
13.	NT 810	April 2016	To increase by 13.6%	To be increased by 10.2%
14.	NT 89	May 2016	To increase by 22.2%	Increased by 8.9%
15.	NT 89A	May 2016	To increase by 22.2%	Increased by 8.9%
16.	NT 89B	May 2016	To increase by 22.2%	Increased by 8.9%
17.	NT 89P	May 2016	To increase by 22.2%	Increased by 8.9%
18.	NT 89M	May 2016	To increase by 19%	Increased by 9.5%
19.	NT 89S	May 2016	To increase by 19%	Increased by 9.5%
20.	NT 98	May 2016	To increase by 19%	Increased by 9.5%
21.	NT 31	May 2016	To increase by 17.8%	Increased by 11.1%
22.	NT 31A	May 2016	To increase by 17.8%	Increased by 11.1%
23.	NT 32	May 2016	To increase by 20%	Increased by 10%
24.	NT 301	June 2016	To increase by 15.2%	To be increased by 6.1%
25.	NT 301M	June 2016	To increase by 15.2%	To be increased by 6.1%
26.	NT 302	June 2016	To increase by 12.5%	To be increased by 2.3%
27.	NT 94	June 2016	To increase by 20.8%	Increased by 12.5%
28.	NT 94A	June 2016	To increase by 20.8%	Increased by 12.5%
29.	NT 94S	June 2016	To increase by 19.6%	Increased by 11.8%
30.	NT 140M	June 2016	To increase by 8.3%	Increased by 6.7%
31.	HKI 43M	July 2016	To increase by 37%	To be increased by 7.4%
32.	HKI 44M	July 2016	To increase by 27.8%	To be increased by 5.6%
33.	HKI 47M	July 2016	To increase by 30.3%	To be increased by 6.1%
34.	HKI 47S	July 2016	To increase by 30.3%	To be increased by 6.1%
35.	HKI 47E	July 2016	To increase by 30.3%	To be increased by 6.1%
36.	HKI 48M	July 2016	To increase by 30.3%	To be increased by 6.1%
37.	HKI 10	July 2016	To increase by 6.1%	To be increased by 6.1%
38.	HKI 10P	July 2016	To increase by 6.1%	To be increased by 6.1%
39.	HKI 31	July 2016	To increase by 13.8%	To be increased by 9%
40.	HKI 31X	July 2016	To increase by 10%	To be increased by 9%
41.	HKI 27	August 2016	To increase by 37.9%	Being processed
42.	Kln 26	August 2016	To increase by 25%	Being processed
43.	Kln 26A	August 2016	To increase by 25%	Being processed
44.	Kln 26X	August 2016	To increase by 25%	Being processed
45.	Kln 74	August 2016	To increase by 8.6%	Being processed
46.	Kln 74S	August 2016	To increase by 8.6%	Being processed
47.	NT 26	August 2016	To increase by 7.7%	Being processed
48.	NT 26A	August 2016	To increase by 8.3%	Being processed
49.	NT 78A	August 2016	To increase by 5.1%	Increased by 5.1%
50.	Kln 44M	September 2016	To increase by 8.3%	To be increased by 8.3%
51.	Kln 44A	September 2016	To increase by 8.3%	To be increased by 8.3%
52.	Kln 44S	September 2016	To increase by 11.1%	To be increased by 6.7%

GMB route		Application date	Fare adjustment applied for	Result
53.	Kln 22M	September 2016	To increase by 24.2%	Being processed
54.	Kln 22A	September 2016	To increase by 17.4%	Being processed
55.	NT 88D	September 2016	To increase by 11.6%	To be increased by 7%
56.	Kln 86	October 2016	To increase by 14.5%	Being processed
57.	Kln 75	October 2016	To increase by 4.3%	Being processed
58.	Kln 75A	October 2016	To increase by 9.4%	Being processed
59.	Kln 26M	October 2016	To increase by 12.5%	Being processed
60.	Kln 51M	October 2016	To increase by 16.7%	Being processed
61.	Kln 52	October 2016	To increase by 14.3%	Being processed
62.	Kln 53M	October 2016	To increase by 16.7%	Being processed
63.	Kln 23	November 2016	To increase by 16.7%	Being processed
64.	Kln 23B	November 2016	To increase by 12.5%	Being processed
65.	Kln 23C	November 2016	To increase by 16.7%	Being processed
66.	Kln 23M	November 2016	To increase by 16.7%	Being processed
67.	Kln 23S	November 2016	To increase by 7.1%	Being processed
68.	Kln 24	November 2016	To increase by 26.3%	Being processed
69.	Kln 24M	November 2016	To increase by 14.7%	Being processed
70.	NT 103	November 2016	To increase by 11.5%	Being processed
71.	NT 103M	November 2016	To increase by 11.8%	Being processed
72.	NT 104	November 2016	To increase by 11.8%	Being processed
73.	NT 411	November 2016	To increase by 18.8%	Being processed
74.	NT 803	November 2016	To increase by 9.7%	Being processed
75.	NT 803K	November 2016	To increase by 8.6%	Being processed
76.	NT 804	November 2016	To increase by 9.6%	Being processed
77.	NT 805S	November 2016	To increase by 9.5%	Being processed
78.	NT 43	November 2016	To increase by 20.8%	Being processed
79.	NT 43S	November 2016	To increase by 20.8%	Being processed
80.	NT 43A	November 2016	To increase by 19.2%	Being processed
81.	NT 43B	November 2016	To increase by 20.3%	Being processed
82.	NT 43C	November 2016	To increase by 20.4%	Being processed
83.	NT 312	November 2016	To increase by 7.8%	Being processed
84.	NT 313	November 2016	To increase by 7.6%	Being processed
85.	NT 75	November 2016	To increase by 11.8%	Being processed
86.	NT 76	November 2016	To increase by 8.3%	Being processed
87.	HKI 56	December 2016	To increase by 21.7%	Being processed
88.	HKI 56A	December 2016	To increase by 10.9%	Being processed
89.	Kln 13	December 2016	To increase by 13.3%	Being processed
90.	Kln 13A	December 2016	To increase by 28.6%	Being processed
91.	Kln 15	December 2016	To increase by 23.3%	Being processed
92.	Kln 18M	December 2016	To increase by 19.4%	Being processed
93.	Kln 19	December 2016	To increase by 20.8%	Being processed
94.	Kln 19A	December 2016	To increase by 11.4%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
95.	Kln 19M	December 2016	To increase by 15.4%	Being processed
96.	Kln 19S	December 2016	To increase by 15.4%	Being processed
97.	NT 88	December 2016	To increase by 14.3%	Being processed
98.	NT 88B	December 2016	To increase by 14.3%	Being processed
99.	NT 87	December 2016	To increase by 9.8%	Being processed
100.	NT 87A	December 2016	To increase by 10.4%	Being processed
101.	NT 87M	December 2016	To increase by 9.8%	Being processed
102.	NT 87K	December 2016	To increase by 10.6%	Being processed
103.	NT 409	December 2016	To increase by 12.9%	Being processed
104.	NT 409K	December 2016	To increase by 12.9%	Being processed
105.	NT 409S	December 2016	To increase by 12.9%	Being processed
106.	NT 406	December 2016	To increase by 14.5%	Being processed
107.	NT 407	December 2016	To increase by 15.6%	Being processed
108.	NT 407A	December 2016	To increase by 14.9%	Being processed
109.	NT 407B	December 2016	To increase by 15%	Being processed
110.	NT 101M	December 2016	To increase by 10%	Being processed
111.	NT 102	December 2016	To increase by 10.1%	Being processed
112.	NT 102B	December 2016	To increase by 10.1%	Being processed
113.	NT 102S	December 2016	To increase by 10.6%	Being processed
114.	NT 111	December 2016	To increase by 10.1%	Being processed
115.	NT 404M	December 2016	To increase by 14.6%	Being processed
116.	NT 405	December 2016	To increase by 17.2%	Being processed
117.	HKI 16M	January 2017	To increase by 14.8%	Being processed
118.	HKI 16A	January 2017	To increase by 14.8%	Being processed
119.	HKI 16X	January 2017	To increase by 16.7%	Being processed
120.	HKI 18M	January 2017	To increase by 19.7%	Being processed
121.	HKI 20	January 2017	To increase by 18.6%	Being processed
122.	HKI 20M	January 2017	To increase by 15.4%	Being processed
123.	HKI 1	January 2017	To increase by 7.8%	Being processed
124.	HKI 1A	January 2017	To increase by 10%	Being processed
125.	HKI 2	January 2017	To increase by 10.6%	Being processed
126.	HKI 3	January 2017	To increase by 10.6%	Being processed
127.	HKI 3A	January 2017	To increase by 10.6%	Being processed
128.	HKI 28	January 2017	To increase by 10%	Being processed
129.	HKI 28S	January 2017	To increase by 10%	Being processed
130.	Kln 34M	January 2017	To increase by 15.6%	Being processed
131.	Kln 34S	January 2017	To increase by 15.6%	Being processed
132.	Kln 35	January 2017	To increase by 14.3%	Being processed
133.	Kln 36A	January 2017	To increase by 15.6%	Being processed
134.	Kln 60	January 2017	To increase by 10.6%	Being processed
135.	Kln 3	January 2017	To increase by 12.7%	Being processed
136.	Kln 8	January 2017	To increase by 11.9%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
137.	Kln 8S	January 2017	To increase by 11.9%	Being processed
138.	Kln 8M	January 2017	To increase by 4.4%	Being processed
139.	NT 71	January 2017	To increase by 14.9%	Being processed
140.	NT 72	January 2017	To increase by 14.9%	Being processed
141.	NT 3	January 2017	To increase by 16.1%	Being processed
142.	NT 3A	January 2017	To increase by 11.4%	Being processed
143.	NT 4	January 2017	To increase by 16.7%	Being processed
144.	NT 4A	January 2017	To increase by 15.2%	Being processed
145.	Kln 83M	February 2017	To increase by 13.5%	Being processed
146.	Kln 83A	February 2017	To increase by 13.5%	Being processed
147.	Kln 79K	February 2017	To increase by 17%	Being processed
148.	Kln 79M	February 2017	To increase by 13.5%	Being processed
149.	Kln 79S	February 2017	To increase by 13.5%	Being processed
150.	NT 105	February 2017	To increase by 9.5%	Being processed
151.	NT 105S	February 2017	To increase by 9.4%	Being processed
152.	NT 77	February 2017	To increase by 10.8%	Being processed
153.	NT 77B	February 2017	To increase by 11.1%	Being processed
154.	NT 77A	February 2017	To increase by 11.1%	Being processed
155.	NT 77P	February 2017	To increase by 10.8%	Being processed
156.	NT 88A	February 2017	To increase by 11.8%	Being processed
157.	NT 88C	February 2017	To increase by 10.5%	Being processed
158.	NT 88E	February 2017	To increase by 11.8%	Being processed
159.	NT 88F	February 2017	To increase by 11.8%	Being processed
160.	NT 88G	February 2017	To increase by 10.5%	Being processed
161.	NT 88M	February 2017	To increase by 14.3%	Being processed
162.	NT 808	February 2017	To increase by 10.8%	Being processed
163.	NT 808A	February 2017	To increase by 14.9%	Being processed
164.	NT 809K	February 2017	To increase by 11.1%	Being processed

The processing time for a fare increase application may differ as, amongst other reasons, the time required by the applicant for submitting more information at the request of the Transport Department (TD) may differ. In some cases, the TD may request the applicant to carry out certain improvement measures before approving the fare adjustment application.

In addition, another 41 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(B) Franchised ferry service

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui — Central	July 2016 ¹	To increase by about 25%	Being processed
2.	Tsim Sha Tsui — Wan Chai			

¹The operator had applied for fare increase in September 2015 and made an amended application for fare increase later in July 2016 to replace the original application.

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan — Central	July 2015	To increase by 4.9% for registered users; and to increase by 9.8% for non-registered users	Increased by 4.9% for registered users; and increased by 9.8% for non-registered users
2.	Ma Wan — Tsuen Wan	July 2015	To increase by 4.1% for registered users; and to increase by 8.1% for non-registered users	Increased by 4.1% for registered users; and increased by 8.1% for non-registered users
3.	North Point — Kwun Tong (via Kai Tak)	April 2016	To increase by 20%	Increased by 20%
4.	Central — Mui Wo	July 2016	To increase by about 10%	Increased by an average of 3.9%
5.	Central — Cheung Chau	July 2016		
6.	Inter-islands	July 2016		
7.	Central — Peng Chau	October 2016		To be increased by an average of 4%
8.	Central — Yung Shue Wan	October 2016		
9.	Central — Sok Kwu Wan	October 2016		
10.	North Point — Hung Hom	July 2016	To increase by 15%	Increased by 15%
11.	North Point — Kowloon City	July 2016	To increase by 15%	Increased by 15%

(D) Taxi

Taxi type	Application date	Fare adjustment applied for	Result
Urban taxi	April 2016	To increase by about 16%	To be increased by an average of about 10%
New Territories taxi	April 2016	To increase by about 17.4%	To be increased by an average of about 11.2%
Lantau taxi	April 2016	To increase by about 18.2%	To be increased by an average of about 8.6%

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for franchised bus and tram services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)368****(Question Serial No. 3940)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the regulation of cross-boundary vehicles, please inform this Committee of the following:

- (1) What were the numbers of applications received and approved under the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) for self-drive to Guangdong Province in 2015-16 and 2016-17?
- (2) It was indicated during the preparation stage of introducing ad hoc quotas that the ultimate goal was to allow Mainland vehicles to apply for self-drive tours in Hong Kong under the Scheme. Is there any implementation timetable for such initiative? If yes, what are the details?
- (3) Please provide information on the road traffic offences committed by Mainland drivers holding “cross-boundary vehicle licences” in the past 3 years.

Asked by: Hon WU Chi-wai (Member Question No. 114)Reply:

- (1) The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. The numbers of applications received and approved in the calendar years of 2015, 2016 and 2017 are as follows:

Year (Calendar year)	Number of applications received	Number of applications approved
2015	2 293	2 151
2016	2 711	2 597
2017 (as at end February 2017)	677	655

- (2) The Guangdong Provincial Government and the Government of the Hong Kong Special Administrative Region have already indicated clearly in 2012 that there is no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong). The position remains the same.
- (3) The Hong Kong Police Force does not compile or maintain any statistics on the road traffic offences committed by Mainland drivers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)369

(Question Serial No. 3941)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of franchised bus service under this Programme, please inform this Committee of the following:

- (1) Given that the Transport Department (TD) and bus companies have implemented several bus route rationalisation proposals using the Area Approach over the past few years, will similar proposals be introduced in 2017-18 and 2018-19? If yes, what are the areas involved and the details?
- (2) Since traffic speed along busy corridors in urban areas will affect the quality of bus service, what measures will the Transport and Housing Bureau and the TD take in 2017-18 to address the problem?
- (3) Have studies been conducted on the provision of additional bus-only lanes on more urban road sections in the past 3 years? If yes, what were the details?

Asked by: Hon WU Chi-wai (Member Question No. 115)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD. Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation proposals using the Area Approach to facilitate co-ordination between railway and other public transport services. Area Approach rationalisation proposals have been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western district and Southern district over the past several years.

Meanwhile, according to the established practice, the TD will, upon the commissioning of new railways, implement public transport re-organisation plans (PT Plans) having regard to changes in the travelling patterns and passenger demand. This can enhance the coordination and complementarity between different road-based public transport modes and railway systems for the convenience of passengers and better service efficiency. In 2015, the TD implemented the PT Plan for the commissioning of the West Island Line. Following the commissioning of the Kwun Tong Line Extension and South Island Line (East) in October and December 2016 respectively, the TD is progressively implementing the PT Plans for the 2 new railway lines in phases for targeted completion in 6 months after their commissioning.

In the coming 2 years, the Guangzhou-Shenzhen-Hong Kong Express Rail Link is scheduled to be commissioned in the third quarter of 2018 while the Shatin to Central Link (Tai Wai to Hung Hom Section) is scheduled to be commissioned in mid-2019. The TD will continue to adopt the Area Approach to review and assess changes in passengers' travelling pattern and passenger demand as well as the impact on buses and other road-based public transport modes in the affected districts after the commissioning of the railway services and then formulate the PT Plans accordingly. Since quite a number of bus routes are cross-district routes, the bus services of other districts in Hong Kong will need to be rationalised to different extents other than those in the catchment areas of the new railways (i.e. Yau Tsim Mong, Kowloon City, Wong Tai Sin and Sha Tin). The TD will consult the District Councils concerned on the PT Plans and will continue to suitably consider the need to pursue comparatively large-scale bus route rationalisation using the Area Approach in other districts.

- (2) The Government attaches great importance to resolving road traffic congestion issues and is taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its earlier Report on Study of Road Traffic Congestion in Hong Kong. The TD is making preparations for a feasibility study on the Central District Electronic Road Pricing Pilot Scheme, including formulating the topics, scope and programme and estimating the consultancy fee of the study, and will later conduct the consultant selection exercise. We also moved a motion at the meeting of the Legislative Council in February 2017 on raising the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. In addition, the TD will also commence a consultancy study on parking for commercial vehicles in 2017 with an aim of formulating suitable measures to meet the parking demand of commercial vehicles. The TD has also updated the HKeRouting smartphone application by providing real-time information on parking space vacancy of certain car parks.

We will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulations by the public. On the enforcement side, the police will continue to step up prosecution efforts against congestion-related traffic offences according to the latest Selected Traffic Enforcement Priorities. We will also continue to explore ways to contain the growth of private cars.

Furthermore, in line with the transport policy of according priority use of roads to public transport services, the TD will implement bus priority measures (including designating bus-only lanes and bus gates) at suitable locations and under suitable

conditions. However, it is worth noting that the implementation of bus priority measures would reduce the number of lanes for use by other vehicles on the same road section. The travelling speed of other vehicles may reduce as a result. When planning for bus priority measures, the TD must carefully assess the feasibility and desirability of implementing such measures on the individual road sections concerned so as to strike the best balance.

- (3) Franchised bus companies from time to time put forward proposals regarding provision of additional bus-only lanes at individual locations for TD's consideration. In the past 3 years (i.e. from 2014 to 2016), the TD extended the operation hours of 6 bus-only lanes and provided 1 additional bus-only lane, the details of which are as follows:

Bus-only lane	Operation hours	Progress
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	The operation hours were extended from the period between 16:00 and 19:00 to the period between 16:00 and 20:00 on weekdays (except public holidays).	Implemented since 22 January 2016.
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	The operation hours were extended from the period between 07:00 and 10:00 to the periods between 07:00 and 10:00 and between 17:00 and 19:00 on weekdays (except public holidays).	Implemented since 11 April 2016.
Nathan Road southbound (between Mong Kok Road and Dundas Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.
Nathan Road northbound (between Dundas Street and Nelson Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.

Bus-only lane	Operation hours	Progress
Heung Yip Road eastbound near Nam Long Shan Road	A 24-hour daily bus-only lane was introduced.	Implemented since 28 December 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)370****(Question Serial No. 3942)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of the following: the average car journey speeds during the morning and evening peak hours on the following roads in 2014, 2015 and 2016: (1) Canal Road Flyover, (2) Gloucester Road east bound Island Eastern Corridor (section near Victoria Park), (3) Connaught Road West, (4) Connaught Road Central, (5) Pedder Street, (6) Harcourt Road, (7) Hennessy Road, (8) Queen's Road Central, (9) Chatham Road North, (10) Princess Margaret Road, (11) Gascoigne Road and (12) Kwun Tong Bypass (near Lei Yue Mun Road)?

Asked by: Hon WU Chi-wai (Member Question No. 116)Reply:

The average speeds during the morning peak hours (i.e. 8:00 am - 9:30 am) and evening peak hours (i.e. 5:00 pm - 7:00 pm) of the concerned roads from 2014 to 2016 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

	Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)] ^{Ω□}					
		2016		2015		2014 ^a	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) [#]	38	-	34	-	31	-
	Canal Road Flyover (north bound) [#]	7	-	10	-	10	-
(2)	Gloucester Road (east bound)	19	25	19	17	15	14
	Island Eastern Corridor (section near Victoria Park) (east bound) [#]	46	-	60	-	53	-
	Island Eastern Corridor (section near Victoria Park) (west bound) [#]	22	-	20	-	28	-

	Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)] ^Ω □					
		2016		2015		2014 ^α	
		AM	PM	AM	PM	AM	PM
(3)	Connaught Road West (east bound)	37	47	40	39	38	42
	Connaught Road West (west bound)	61	52	56	50	61	53
(4)	Connaught Road Central (east bound)	19	23	22	19	21	14
	Connaught Road Central (west bound)	26	25	25	24	28	20
(5)	Pedder Street [§]	7	9	-	-	-	-
(6)	Harcourt Road (east bound)	34	29	29	20	48	13
	Harcourt Road (west bound)	46	33	45	40	48	39
(7)	Hennessy Road (east bound)	17	6	15	11	16	11
	Hennessy Road (west bound)	15	11	14	12	15	10
(8)	Queen's Road Central	18	12	19	9	19	10
(9)	Chatham Road North (south bound) [#]	5	-	4	-	6	-
	Chatham Road North (north bound) [#]	39	-	32	-	34	-
(10)	Princess Margaret Road (south bound)	8	59	16	49	9	43
	Princess Margaret Road (north bound)	39	56	30	44	42	52
(11)	Gascoigne Road (east bound) [#]	20	-	12	-	10	-
	Gascoigne Road (west bound) [#]	24	-	18	-	25	-
(12)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	55	-	64	-	59	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	64	-	68	-	59	-

[@] They refer to the morning and evening peak hours on weekdays (Mondays to Fridays, except public holidays)

^Ω Figures are rounded to the nearest km/hr.

^α The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, since there was the "Occupy Movement" in the usual survey period, the survey could only be conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[#] The CJTS did not cover the evening peak hours.

[§] The CJTS did not cover 2014 and 2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)371****(Question Serial No. 3943)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of: (1) the details of routes for which green minibus (GMB) operators applied to the Transport Department (TD) for service cessation in the past 3 years and whether the applications were approved; and (2) the details of new GMB routes in the past 3 years.

Asked by: Hon WU Chi-wai (Member Question No. 117)Reply:

- (1) Over the past 3 years (between 2014 and 2016), the TD received applications from GMB operators for cancellation of 16 routes, mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routeing and vehicle re-deployment, with a view to improving service efficiency and financial viability. Of these 16 routes, the concerned operators of the following 3 routes still decided to cease operation after discussions and the TD subsequently cancelled these 3 routes:

GMB route	Origin – Destination
NT 611C	Kwan Lok Lane – Fau Tsoi Street
Kln 65	Tsz Wan Shan (South) – Chuk Yuen
Kln 7	Wyler Gardens – Tsim Sha Tsui East (Science Museum Road) (Circular)

(2) In the past 3 years, the TD introduced the following 9 new GMB routes:

Year	GMB route	Origin – Destination
2014	NT 84	Allway Gardens (Tsuen Wan) – Tsuen Wan Chung On Street
2015	Kln 87	Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular)
	Kln 88	Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular)
	NT 113	The Beaumont (Tseung Kwan O) – Hang Hau (Circular)
	NT 813	Shui Chuen O (Shatin) – Shek Mun Station
	NT 812	Shui Chuen O (Shatin) – Hin Keng (Che Kung Miu Road)
2016	NT 619	Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai Station (Circular)
	Kln 89A	Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular)
	Kln 89B	Anderson Road Development Area – Kowloon Bay (Sheung Yee Road) (Circular)

- End -

CONTROLLING OFFICER'S REPLY

THB(T)372

(Question Serial No. 3983)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

To reduce the public's reliance on transport service, the Government introduced in the 2017 Policy Address the initiative of promoting "Walk in HK". Regarding this initiative, will the Government inform this Committee of:

- (1) the implementation details of this initiative and the expenditure involved; and
- (2) the staff establishment and the expenditure involved in this initiative?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 58)

Reply:

Under the "Walk in HK" initiative, the Transport Department (TD) will conduct a consultancy study on enhancing the walkability in Hong Kong. The study will review and update the relevant planning standards and design in relation to pedestrian environment and facilities, explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, explore enhancing accessibility of pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner, and select two areas for pilot study to test out innovative measures for a comfortable walking environment. The areas to be selected will be examined in depth in the consultancy study. After initial proposal has been worked out in the consultancy study, the TD will conduct consultation in the areas concerned.

The Government has set aside about \$22 million for the consultancy study on enhancing the walkability in Hong Kong and will allocate an additional \$5.78 million annually to the TD for the creation of 6 new posts (2 Senior Engineers and 4 Engineers/Assistant Engineers). The consultancy study is expected to commence at the end of 2017/in early 2018.

- End -