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### Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2019-20

Director of Bureau : Secretary for Transport and Housing

Session No. : 9

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<a href="#">THB(T)211</a>	0878	OR Chong-shing, Wilson	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)212</a>	2204	OR Chong-shing, Wilson	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
<a href="#">THB(T)213</a>	0409	POON Siu-ping	186	(2) Licensing of Vehicles and Drivers

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)214</a>	0410	POON Siu-ping	186	(3) District Traffic and Transport Services
<a href="#">THB(T)215</a>	0412	POON Siu-ping	186	(4) Management of Transport Services
<a href="#">THB(T)216</a>	1661	POON Siu-ping	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)217</a>	2774	TAM Man-ho, Jeremy	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)218</a>	2783	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)219</a>	2784	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)220</a>	2785	TAM Man-ho, Jeremy	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)221</a>	2787	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services (4) Management of Transport Services
<a href="#">THB(T)222</a>	2789	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
<a href="#">THB(T)223</a>	2800	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)224</a>	2801	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)225</a>	0579	TIEN Puk-sun, Michael	186	(1) Planning and Development
<a href="#">THB(T)226</a>	0462	TSE Wai-chuen, Tony	186	(4) Management of Transport Services
<a href="#">THB(T)227</a>	0464	TSE Wai-chuen, Tony	186	(1) Planning and Development
<a href="#">THB(T)228</a>	0886	TSE Wai-chuen, Tony	186	(1) Planning and Development
<a href="#">THB(T)229</a>	1630	TSE Wai-chun, Paul	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)230</a>	0897	WONG Kwok-kin	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)231</a>	1021	WONG Kwok-kin	186	(1) Planning and Development
<a href="#">THB(T)232</a>	1022	WONG Kwok-kin	186	(3) District Traffic and Transport Services
<a href="#">THB(T)233</a>	2422	WU Chi-wai	186	(3) District Traffic and Transport Services

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)234</a>	1027	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)235</a>	1028	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)236</a>	1029	YICK Chi-ming, Frankie	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)237</a>	1031	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)238</a>	1043	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)239</a>	1045	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)240</a>	1046	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)241</a>	1048	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)242</a>	1049	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)243</a>	1050	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)244</a>	1051	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)245</a>	1535	YIU Si-wing	186	(1) Planning and Development
<a href="#">THB(T)246</a>	2040	YUNG Hoi-yan	186	(1) Planning and Development
<a href="#">THB(T)247</a>	5783	CHAN Tanya	28	(-) Not Specified
<a href="#">THB(T)248</a>	3658	MA Fung-kwok	28	(3) Air Traffic Management
<a href="#">THB(T)249</a>	5121	TAM Man-ho, Jeremy	28	(2) Airport Standards
<a href="#">THB(T)250</a>	3608	WU Chi-wai	28	(5) Air Services and Safety Management
<a href="#">THB(T)251</a>	4666	WU Chi-wai	28	(5) Air Services and Safety Management
<a href="#">THB(T)252</a>	4667	WU Chi-wai	28	(5) Air Services and Safety Management
<a href="#">THB(T)253</a>	5229	CHAN Chi-chuen	33	(2) Port and Marine Facilities
<a href="#">THB(T)254</a>	6192	CHEUNG Chiu-hung, Fernando	33	(-) Not Specified
<a href="#">THB(T)255</a>	4517	FAN Kwok-wai, Gary	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)256</a>	3556	HO Chun-yin, Steven	33	(2) Port and Marine Facilities
<a href="#">THB(T)257</a>	3429	LAM Kin-fung, Jeffrey	33	(2) Port and Marine Facilities

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)258</a>	4662	WU Chi-wai	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)259</a>	7224	WU Chi-wai	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)260</a>	5199	CHAN Chi-chuen	60	(2) District and Maintenance Works
<a href="#">THB(T)261</a>	4344	CHAN Tanya	60	(-) Not Specified
<a href="#">THB(T)262</a>	5076	CHAN Tanya	60	(1) Capital Projects (3) Railway Development
<a href="#">THB(T)263</a>	7266	CHAN Tanya	60	(-) Not Specified
<a href="#">THB(T)264</a>	4756	KWOK Ka-ki	60	(-) Not Specified
<a href="#">THB(T)265</a>	6330	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)266</a>	6331	KWOK Ka-ki	60	(2) District and Maintenance Works
<a href="#">THB(T)267</a>	6493	KWOK Ka-ki	60	(-) Not Specified
<a href="#">THB(T)268</a>	6506	KWOK Ka-ki	60	(3) Railway Development
<a href="#">THB(T)269</a>	3434	LAM Kin-fung, Jeffrey	60	(4) Technical Services
<a href="#">THB(T)270</a>	4419	LAU Ip-keung, Kenneth	60	(2) District and Maintenance Works
<a href="#">THB(T)271</a>	4395	LUK Chung-hung	60	(2) District and Maintenance Works
<a href="#">THB(T)272</a>	4396	LUK Chung-hung	60	(3) Railway Development
<a href="#">THB(T)273</a>	3518	MO Claudia	60	(1) Capital Projects
<a href="#">THB(T)274</a>	3530	MO Claudia	60	(1) Capital Projects
<a href="#">THB(T)275</a>	3548	MO Claudia	60	(1) Capital Projects
<a href="#">THB(T)276</a>	3549	MO Claudia	60	(1) Capital Projects
<a href="#">THB(T)277</a>	3598	WU Chi-wai	60	(3) Railway Development
<a href="#">THB(T)278</a>	3599	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)279</a>	3600	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)280</a>	3601	WU Chi-wai	60	(3) Railway Development
<a href="#">THB(T)281</a>	3602	WU Chi-wai	60	(2) District and Maintenance Works
<a href="#">THB(T)282</a>	4306	YUNG Hoi-yan	60	(1) Capital Projects
<a href="#">THB(T)283</a>	5071	CHAN Tanya	100	(1) Infrastructure (2) Port Services (3) Local Services (4) Services to Ships (5) Government Fleet
<a href="#">THB(T)284</a>	6011	CHAN Tanya	100	(-) Not Specified
<a href="#">THB(T)285</a>	6538	CHEUNG Chiu-hung, Fernando	100	(-) Not Specified
<a href="#">THB(T)286</a>	3574	HO Chun-yin, Steven	100	(2) Port Services

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)287</a>	3575	HO Chun-yin, Steven	100	(4) Services to Ships
<a href="#">THB(T)288</a>	3576	HO Chun-yin, Steven	100	(4) Services to Ships
<a href="#">THB(T)289</a>	3578	HO Chun-yin, Steven	100	(4) Services to Ships
<a href="#">THB(T)290</a>	3579	HO Chun-yin, Steven	100	(3) Local Services
<a href="#">THB(T)291</a>	4403	LAU Kwok-fan	100	(3) Local Services
<a href="#">THB(T)292</a>	4404	LAU Kwok-fan	100	(2) Port Services
<a href="#">THB(T)293</a>	5124	TAM Man-ho, Jeremy	100	(3) Local Services
<a href="#">THB(T)294</a>	5222	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
<a href="#">THB(T)295</a>	5559	CHAN Chi-chuen	158	(1) Director of Bureau's Office
<a href="#">THB(T)296</a>	4347	CHAN Tanya	158	(-) Not Specified
<a href="#">THB(T)297</a>	7267	CHAN Tanya	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)298</a>	6670	CHEUNG Chiu-hung, Fernando	158	(2) Land and Waterborne Transport
<a href="#">THB(T)299</a>	7083	CHEUNG Chiu-hung, Fernando	158	(2) Land and Waterborne Transport
<a href="#">THB(T)300</a>	5015	CHU Hoi-dick	158	(2) Land and Waterborne Transport
<a href="#">THB(T)301</a>	5388	CHU Hoi-dick	158	(2) Land and Waterborne Transport
<a href="#">THB(T)302</a>	5389	CHU Hoi-dick	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)303</a>	4516	FAN Kwok-wai, Gary	158	(2) Land and Waterborne Transport
<a href="#">THB(T)304</a>	5171	FAN Kwok-wai, Gary	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)305</a>	3803	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)306</a>	3804	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)307</a>	4774	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)308</a>	4775	KWOK Ka-ki	158	(2) Land and Waterborne Transport

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<a href="#">THB(T)309</a>	4776	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)310</a>	4777	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)311</a>	4798	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)312</a>	5896	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)313</a>	6346	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)314</a>	6500	KWOK Ka-ki	158	(1) Director of Bureau's Office
<a href="#">THB(T)315</a>	7254	KWONG Chun-yu	158	(-) Not Specified
<a href="#">THB(T)316</a>	4390	LUK Chung-hung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)317</a>	3651	MA Fung-kwok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)318</a>	3514	MO Claudia	158	(2) Land and Waterborne Transport
<a href="#">THB(T)319</a>	3533	MO Claudia	158	(2) Land and Waterborne Transport
<a href="#">THB(T)320</a>	3534	MO Claudia	158	(2) Land and Waterborne Transport
<a href="#">THB(T)321</a>	3535	MO Claudia	158	(2) Land and Waterborne Transport
<a href="#">THB(T)322</a>	5122	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
<a href="#">THB(T)323</a>	7196	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
<a href="#">THB(T)324</a>	3505	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
<a href="#">THB(T)325</a>	3506	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
<a href="#">THB(T)326</a>	3640	WU Chi-wai	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)327</a>	4708	CHAN Chi-chuen	186	(-) Not Specified
<a href="#">THB(T)328</a>	5200	CHAN Chi-chuen	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)329</a>	5586	CHAN Chi-chuen	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)330</a>	3464	CHAN Hak-kan	186	(2) Licensing of Vehicles and Drivers

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)331</a>	5077	CHAN Tanya	186	(1) Planning and Development
<a href="#">THB(T)332</a>	6036	CHAN Tanya	186	(-) Not Specified
<a href="#">THB(T)333</a>	4601	CHENG Wing-shun, Vincent	186	(3) District Traffic and Transport Services
<a href="#">THB(T)334</a>	4602	CHENG Wing-shun, Vincent	186	(1) Planning and Development
<a href="#">THB(T)335</a>	7208	CHENG Wing-shun, Vincent	186	(1) Planning and Development
<a href="#">THB(T)336</a>	3949	CHEUNG Chiu-hung, Fernando	186	(3) District Traffic and Transport Services
<a href="#">THB(T)337</a>	6535	CHEUNG Chiu-hung, Fernando	186	(-) Not Specified
<a href="#">THB(T)338</a>	6692	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)339</a>	7135	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
<a href="#">THB(T)340</a>	4379	HUI Chi-fung	186	(1) Planning and Development
<a href="#">THB(T)341</a>	4383	HUI Chi-fung	186	(1) Planning and Development
<a href="#">THB(T)342</a>	3801	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)343</a>	3802	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)344</a>	3805	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)345</a>	3810	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)346</a>	3811	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)347</a>	3812	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)348</a>	3813	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)349</a>	4773	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)350</a>	4778	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)351</a>	4779	KWOK Ka-ki	186	(1) Planning and Development



<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)352</a>	4780	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)353</a>	4781	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)354</a>	4782	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)355</a>	4783	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)356</a>	4784	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)357</a>	4785	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)358</a>	4786	KWOK Ka-ki	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)359</a>	5254	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)360</a>	5255	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)361</a>	5629	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)362</a>	5630	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)363</a>	5869	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)364</a>	5897	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)365</a>	6469	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)366</a>	6508	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers (3) District Traffic and Transport Services
<a href="#">THB(T)367</a>	6509	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)368</a>	6510	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)369</a>	4391	LUK Chung-hung	186	(3) District Traffic and Transport Services
<a href="#">THB(T)370</a>	3519	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)371</a>	3521	MO Claudia	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)372</a>	3522	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)373</a>	3523	MO Claudia	186	(3) District Traffic and Transport Services

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<a href="#">THB(T)374</a>	3528	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)375</a>	3529	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)376</a>	3532	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)377</a>	3536	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)378</a>	3542	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)379</a>	3543	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)380</a>	3372	SHEK Lai-him, Abraham	186	(1) Planning and Development
<a href="#">THB(T)381</a>	5413	SHIU Ka-chun	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)382</a>	4512	TAM Han-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)383</a>	5116	TAM Han-ho, Jeremy	186	(3) District Traffic and Transport Services (4) Management of Transport Services
<a href="#">THB(T)384</a>	5117	TAM Han-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)385</a>	5118	TAM Han-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)386</a>	5119	TAM Han-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)387</a>	5120	TAM Han-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)388</a>	5123	TAM Han-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)389</a>	5142	TAM Han-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)390</a>	7197	TAM Man-ho, Jeremy	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)391</a>	3507	TSE Wai-chun, Paul	186	(1) Planning and Development
<a href="#">THB(T)392</a>	3964	WONG Pik-wan, Helena	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)393</a>	3603	WU Chi-wai	186	(4) Management of Transport Services
<a href="#">THB(T)394</a>	3604	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)395</a>	4655	WU Chi-wai	186	(3) District Traffic and Transport Services

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)396</a>	4656	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)397</a>	4657	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)398</a>	4658	WU Chi-wai	186	(4) Management of Transport Services
<a href="#">THB(T)399</a>	4659	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)400</a>	4660	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)401</a>	4664	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)402</a>	4665	WU Chi-wai	186	(3) District Traffic and Transport Services

**CONTROLLING OFFICER'S REPLY****THB(T)001****(Question Serial No. 1424)**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:

Please tabulate the number of aircraft distress calls or requests for emergency assistance as received by the Civil Aviation Department (CAD) in the past three years and, among which, the number of cases classified as urgent or dangerous.

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 39)Reply:

Whenever the CAD receives aircraft requests for assistance, its Air Traffic Control (ATC) unit will alert the relevant government departments or organisations according to the level of emergencies. If there is no imminent danger to the aircraft, the ATC will initiate a "Local Standby" to alert the Airport Fire Contingent and the Airport Authority Hong Kong (AA) to attend to the landing of the concerned aircraft. If the aircraft is in imminent danger or is expected to have difficulties in making a normal landing, the ATC will initiate a "Full Emergency" standby. Besides the Airport Fire Contingent and the AA, other relevant government departments and organisations will also be alerted to assist. For example, fire appliances and ambulances will be dispatched to the airport and hospitals will be prepared to receive casualties.

The number of aircraft requests for assistance received by the CAD in the past three years is as follows:

Financial Year	Total number of requests for assistance by landing aircraft	Number of requests that resulted in "Full Emergency" standby
2016-17	115	5
2017-18	170	2
2018-19 (Up to 11 March 2019)	149	1

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)002**

**(Question Serial No. 1425)**

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:

In Matters Requiring Special Attention in 2019-20, the Civil Aviation Department (CAD) stated that it would continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA). Is the current runway capacity adequate to meet flight demands in the coming three to five years? Has any target been set in respect of the enhancement of runway capacity? If yes, what are the target figures? What is the expenditure involved?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 40)

Reply:

The runway capacity at the HKIA is reaching its maximum under the existing Two-Runway System, which can only be significantly increased upon the implementation of the Three-Runway System (3RS). However, to meet the robust increase in air traffic demand, the CAD and the Airport Authority Hong Kong (AA) have been exploring and implementing various measures to marginally increase the runway capacity before the full commissioning of 3RS. These measures include increase in air traffic control manpower, implementation of new technologies and optimisation of operating procedures.

On new technologies, AA is conducting studies on the applicability of Performance Based Capacity Declaration (PBCD) and European Wake Vortex Re-categorisation (RECAT-EU) in Hong Kong, while the CAD mainly provides technical advice and assistance to the studies with existing resources. It is anticipated that the studies will be progressively completed in about two years. At this stage, the studies have preliminarily concluded that PBCD should be applicable in Hong Kong and work is being done to prepare for its implementation. The study on RECAT-EU is still on-going. Depending on the recommendations of the studies, the CAD will proactively cooperate with the AA in implementing the above measures through system optimisation and operating procedures enhancement.

In addition, the CAD is actively exploring and implementing measures such as increasing air traffic control manpower and optimising operating procedures to marginally enhance runway capacity of the HKIA. In 2019-20, the CAD plans to recruit 52 Air Traffic Control Officers (ATCOs) III/Student ATCOs to fill new posts and existing/anticipated vacancies. The total salary expenditure involved for these posts in terms of notional annual mid-point salary value is \$26 million. We will also continue to work with the AA to optimise the relevant operating procedures.

In 2018, the HKIA recorded an increase of aircraft movement figure over 2017 by 1.5%. With all the above efforts, our objective is to marginally increase the runway capacity in the next few years before the full commissioning of 3RS, depending on the outcome and progress of the various studies and measures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)003**

**(Question Serial No. 1428)**

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 2022. With the expansion of the HKIA, the demand for air traffic control staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2019-20 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 (LegCo internal reference no.: 45)

Reply:

To ensure the competency of air traffic control (ATC) personnel to meet the current operational needs and future operational requirements under the Three-Runway System, the CAD has been arranging various professional and technical training to its ATC staff, including newly recruited ones, through in-house training unit or other local and overseas professional institutions. These trainings range from basic ATC training to various aspects of daily ATC operations, including flight procedure design, airspace strategy/design, safety and risk management, safety investigation and analysis, training plan development, and instructional techniques, etc.

In 2019-20, the CAD plans to arrange basic as well as specialised training courses organised by other local and overseas professional institutions for the various ranks of its ATC staff. As the provision of in-house training forms part of the normal duties of CAD staff, no additional staffing expenses are incurred. External courses include Controller Competency Assessor provided by the Eurocontrol, Procedures and Design Process for Performance Based Navigation Airspace provided by the Singapore Aviation Academy, Airspace Design for Terminal Area Optimization by the École nationale de l'aviation civile, Aviation Cyber Security provided by the International Air Transport Association Training Centre in Singapore, etc.

The estimated expenditure for basic ATC training and specialised training for 2019-20 is around \$26 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)004**

**(Question Serial No. 2777)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (5) that the Department will continue to review the regulation of unmanned aircraft systems (UAS) in Hong Kong.

1. Please inform this Committee of the legislative progress of any laws to regulate UAS. Drone maps with delineation of no-fly zones should also be made public as soon as possible.
2. To help promote the proper and safe operation of UAS, will the Government open up real-time air traffic data so that UAS application developers may inform their users of live air traffic conditions, thereby effectively reducing accidents? If yes, what is the plan? If no, what are the reasons?
3. To publicise the proper and safe operation of UAS, will the Department work with other government departments to identify UAS training venues so that members of the public may learn how to operate UAS at safe venues (e.g. the rooftops of service reservoirs)? If yes, what is the plan? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 6)

Reply:

1. The Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong with a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, the CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS.

The CAD is now drawing up detailed proposals for an enhanced regulatory regime of UAS and its implementation arrangements (including the publication of a map to indicate areas restricted from the flying of drones for UAS operators) taking into



account the recommendations of the consultancy study and the views gathered during the consultation exercise. The CAD plans to consult the Legislative Council on the proposed legislative amendments for the enhanced regime in 2019.

2. In accordance with the safety guidelines for operations of UAS published by the CAD ([https://www.cad.gov.hk/english/Unmanned\\_Aircraft\\_Systems.html](https://www.cad.gov.hk/english/Unmanned_Aircraft_Systems.html)), UAS should not be operated in the vicinity of an airport / heliport and aircraft approach and take-off paths, and the altitude of operations should not exceed 300 feet above ground level in order to ensure aviation safety. While there is currently no international standard on operating UAS and manned aircraft within the same airspace, the CAD will keep in view the latest development and international standards / requirements on this front.
3. Given the increased use of UAS for recreational and professional use, the CAD has been liaising with relevant government departments to identify suitable venues for UAS training and other flying activities, etc. The CAD will continue to work with the industry and stakeholders with a view to striking a balance between aviation safety and development of UAS in Hong Kong.

Meanwhile, the CAD is working proactively to promote the safe operations of UAS through different channels. For instance, the CAD has been promoting the safe operation of UAS through various television and radio programmes such as "Police Magazine" and "Innovation GPS" since May 2017. The CAD has also distributed over 41 000 safety leaflets to UAS operators as well as general public through major distributors, manufacturers, flying clubs/associations and Home Affairs Enquiry Centres since October 2016. Meetings with UAS organisations and manufacturers are also held from time to time to strengthen cooperation on safety promotion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)005**

**(Question Serial No. 2781)**

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:

The Civil Aviation Department (CAD) is responsible for the operation and maintenance of Air Traffic Control (ATC) systems. In this connection, please advise on the following:

- (1) It is mentioned under Programme (4) that “system improvement work” will be conducted. What are the details of the improvement work? Why is it necessary to carry out improvement work? What are the objectives to be achieved? What is the expected completion time of the work? How much money has been earmarked for carrying out such work?
- (2) On the maintenance of ATC systems, which contractors are responsible for the relevant services (e.g. system maintenance, debugging or updating hardware and software)? How many paid service sessions are covered by each service contract and how much money is involved?
- (3) Regarding the above maintenance contracts, what are the respective figures on the used and unused service sessions? Has the Government ever procured additional service sessions? If yes, please detail for each procurement the time of procurement, the service category, the number of service sessions available and the expenditure involved. Please also set out the respective figures on the service sessions used and the expenditure involved for each category of contractor services since the full commissioning of the new ATC system.
- (4) There have been media reports that the technical performance of the new ATC system is deteriorating and the issues reported include slow system operation, frozen screens, software applications not responding to mouse and keyboard commands, and failures in immediate flight data updating, etc. Will the Government give details of the various technical incidents experienced by the new ATC system since its commissioning, using the table below to specify the types and numbers of incidents?

Technical Incident	Number of Occurrences Per Year				
	2014	2015	2016	2017	2018
Workstations not responding to mouse or keyboard commands					
Displays of target flights frozen on screens					
Slow screen responses					
Slow operation at workstations					
Slow flight data updating					
Mouse operation failed in some screen areas					
Workstations responded to mouse commands very slowly					

- (5) It is also mentioned under Programme (4) that co-ordination is underway for the provision of new ATC systems. What are the work progress and timetable concerned? On the provision of new ATC systems, when will a tendering exercise be conducted and when will the new systems go into operation? It is stated under Programme (4) that the new ATC systems are to be used in a “backup Air Traffic Control Centre (ATCC)”. What does it mean by “backup”? Will the “Raytheon” system be fully replaced in future?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 10)

Reply:

The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the new ATC system project. The new ATC system is implemented in two phases through eight 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 ATMS), while that of phase 2 involves the installation of the new ATC system (including the ATMS) in the old ATCC as a back-up ATCC, which is one of the matters requiring special attention in 2019-20 under Programme (4), presently targeted for completion by the end of 2019. As a contingency arrangement, together with the back-up Control Tower which will also be equipped with the new ATC system, the back-up ATCC will serve as an immediate back-up to the operational ATCC so that the 24-hour ATC operations can be maintained.

Since the full commissioning of the new ATC system, despite the fact that the ATMS encountered occasional teething issues which neither affected aviation safety nor posed any substantial impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. In 2018, the total number of aircraft movements handled by the ATMS increased by 7.1% as compared with 2017, affirming the performance of the ATMS and professional performance of frontline ATC officers and technical personnel. The ATMS also successfully handled the increased air traffic during the traditional busy travel periods. During the peak air traffic flow of the Lunar New Year, the ATMS handled 2 467 flights on 2 February 2019, setting a new single-day record. In

August 2017 and September 2018, when the HKIA recovered from the impact of Super Typhoon Hato and Super Typhoon Mangkhut respectively, the ATMS performed satisfactorily and no irregularity was detected during the period. All these demonstrate the capability of the ATMS in overcoming the challenges brought by adverse weather and clearing the traffic backlogs caused by severe weather.

The CAD has all along been keeping the public informed of the operation of the ATMS in an open and transparent manner, including the occasional teething issues during the initial period after the full commissioning of the new system through various channels (including press releases and media meetings)<sup>1</sup>. Since the full commissioning of the ATMS on 14 November 2016, there were seven cases of individual screen/keyboard/mouse not being responsive to commands (and none of which happened during 2018-19). During the occurrences, all flight targets and data were shown on the screen. Aviation safety was not affected in all these incidents. Without affecting the operation of the air traffic control, the maintenance staff rebooted individual workstation concerned during period with relatively low air traffic flow. The individual workstation concerned resumed smooth operation after rebooting. The CAD continues to carry out regular housekeeping procedures of the ATMS and its sub-systems in accordance with the requirements of aviation safety management, the recommendations of the system contractor as well as the experience gained from actual operation. The CAD does not have a complete statistic of individual screen/keyboard/mouse not being responsive to commands from 2014 to 2016.

Generally speaking, the hardware and software maintenance of the ATMS consists of two levels, i.e. day-to-day/frontline maintenance, and faults/deficiencies identification and rectification. These two levels of maintenance work are provided by the maintenance service provider of the ATC system (i.e. PCCW Solutions Limited) and the ATMS contractor (i.e. Raytheon Company) respectively. The scope of contracts and the provision of hardware and software maintenance services are specified in the relevant contracts. These services are time-based and cover all the follow-up work needed on a continuous basis. The maintenance of the ATMS is part of the regular work of the CAD and, as such, do not entail additional civil service staff costs. The total maintenance costs for the ATMS in 2018-19 and 2019-20 are \$18.2 million (actual) and \$19 million (projected) respectively.

In the light of the challenges brought about by fast growing air traffic, particularly with the expansion of the HKIA, the ATC system has to be fine-tuned and/or upgraded when circumstances warrant – for instance, to meet the latest requirements of the International Civil Aviation Organization, to enhance efficiency by introducing new features progressively according to operational necessity, and to support the long-term ATC manpower plan. The CAD will keep reviewing the situation and seek the required funding in accordance with established mechanism for the fine-tuning and/or upgrading work as and when necessary in maintaining the capability and resilience of the ATMS on a sustained basis.

- End -

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<sup>1</sup> For details, please refer to the CAD's website: [https://www.cad.gov.hk/english/pressrelease\\_2017.html](https://www.cad.gov.hk/english/pressrelease_2017.html) and [http://www.cad.gov.hk/english/pressrelease\\_2018.html](http://www.cad.gov.hk/english/pressrelease_2018.html)

**CONTROLLING OFFICER'S REPLY**

**THB(T)006**

**(Question Serial No. 0825)**

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 “continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA)”:

- (1) The Civil Aviation Department (CAD) has mentioned on a number of occasions that studies on the feasibility of implementing the Performance Based Capacity Declaration (PBCD) and European Wake Vortex Re-categorisation (RECAT-EU) are underway with a view to enhancing the runway capacity. What are the expenditure and staff establishment involved for the two studies? When are the studies expected to be completed and are there any preliminary conclusions?
- (2) Apart from the two studies, what is the progress of other CAD efforts in enhancing the runway capacity? For instance, what is the earliest expected date of installing the Ground Based Augmentation System (GBAS) at the airport?
- (3) Has the CAD estimated the maximum runway capacity in each of the coming three years upon implementation of the various enhancement measures?
- (4) On optimising airspace utilisation in the Pearl River Delta (PRD) region, is there any actual progress? For example, with enhanced co-ordination among the concerned airports over the past three years, did their respective runway capacities (particularly that of the HKIA) show any increases?
- (5) What is the work plan of the CAD in 2019-20 on optimising airspace utilisation in the PRD region?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 20)

Reply:

The runway capacity at the HKIA is reaching its maximum under the existing Two-Runway System, which can only be significantly increased upon the implementation of the Three-Runway System (3RS). However, to meet the robust increase in air traffic demand,

the CAD and the Airport Authority Hong Kong (AA) have been exploring and implementing various measures to marginally increase the runway capacity before the full commissioning of 3RS. These measures include increase in air traffic control manpower, implementation of new technologies and optimisation of operating procedures. Detailed responses to individual parts of the question are set out below.

- (1) The studies on the applicability of PBCD and RECAT-EU in Hong Kong are being conducted by the AA, while the CAD mainly provides technical advice and assistance to the studies with existing resources. It is anticipated that the studies will be progressively completed in about two years. At this stage, the studies have preliminarily concluded that PBCD should be applicable in Hong Kong and work is being done to prepare for its implementation. The study on RECAT-EU is still on-going. Depending on the recommendations of the studies, the CAD will proactively cooperate with the AA in implementing the above measures through system optimisation and operating procedures enhancement.
- (2) Apart from the studies in (1), the CAD is actively exploring and implementing measures such as increasing air traffic control manpower and optimising operating procedures to marginally enhance runway capacity of the HKIA. In 2019-20, the CAD plans to recruit 52 Air Traffic Control Officers (ATCOs) III/Student ATCOs to fill new posts and existing/anticipated vacancies. We will also continue to work with the AA to optimise the relevant operating procedures. As for the installation of GBAS at the HKIA, we have conducted a trial in end 2018 with satisfactory results. It is anticipated that the system will be implemented between 2022 and 2024, and we are exploring if the timetable can be expedited having regard to inter alia, results of the trial.
- (3) As mentioned above, the CAD is exploring and implementing various measures to marginally increase the runway capacity. In 2018, the HKIA recorded an increase of aircraft movement figure over 2017 by 1.5%. We do not have an estimate of the increase in runway capacity in each of the coming three years. However, our objective is to marginally increase the runway capacity in the next few years before the full commissioning of 3RS, depending on the outcome and progress of the various studies and measures.
- (4) & (5) In order to rationalise and optimise the PRD airspace management, the Civil Aviation Administration of China (CAAC), the CAD and the Civil Aviation Authority of Macao (CAAM) have been working together to formulate measures to enhance the air traffic management arrangements in the PRD region.

The three authorities are jointly working on the modeling and simulation of the airspace and air traffic in the Greater Bay Area using the Fast Time Simulation (FTS) to evaluate the impact of air traffic demand in Greater Bay Area. The three authorities will formulate specific measures to further optimise airspace and air traffic management based on the results of the assessment and analysis. The evaluation result will provide data and technical support in airspace optimisation for facilitating the 3RS operations at the HKIA and the sustainable development of the Macao, Guangzhou, Shenzhen and Zhuhai airports. At this stage, air traffic

management and technical experts from Mainland China, Hong Kong and Macao are working closely in adjusting and testing the parameters of the simulation model. Our objective is to have preliminary results within 2019.

CAD will continue to enhance cooperation with CAAC and CAAM, including expanding the implementation of electronic flight handover procedure with adjacent air traffic control units, sharing of real time surveillance data and flight information, as well as further enhancing air traffic flow management coordination mechanism among the three civil aviation authorities, with a view to optimising the efficient use of the PRD airspace.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)007**

**(Question Serial No. 1053)**

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

On mutual recognition of aircraft maintenance organisations, will the Government inform this Committee of:

- (1) the places that have signed memoranda of understanding on aircraft maintenance with Hong Kong and the latest progress of this initiative; and
- (2) the staff establishment and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 31)

Reply:

- (1) On mutual recognition of aircraft maintenance organisations, the Civil Aviation Department (CAD) has established the following arrangements with other aviation authorities:
  - (a) Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Organisations with the Civil Aviation Administration of China and the Civil Aviation Authority of Macao on 21 May 2002 (with the latest version signed on 2 June 2006);
  - (b) Technical Arrangement on Aircraft Maintenance with the Transport Canada Civil Aviation on 22 March 2006; and
  - (c) Technical Arrangement on Aviation Maintenance with the Civil Aviation Authority of Singapore on 29 August 2008.

Under these arrangements, participating aviation authorities mutually recognise the aircraft maintenance standards of each other, and thus eliminate the need for duplicate inspections on recognised aircraft maintenance organisations. This reduces the economic burden on aviation industry while maintaining a high level of aviation safety.

The CAD will continue to explore opportunities for similar arrangements with other aviation authorities that are of compatible aircraft maintenance standards.



- (2) The above work is undertaken by existing CAD staff as part of their normal duties under Programme (1). No additional expenses are involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)008****(Question Serial No. 1055)**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 recruitment of air traffic controllers, will the Government inform this Committee of:

- (a) the staff establishment and actual staffing of air traffic controllers in the past three years; and
- (b) the estimated number of air traffic controllers to be recruited in 2019-20 and the expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 33)Reply:

- (a) The establishment and strength as at 31 March (except otherwise stated) of the Air Traffic Control Officer (ATCO) grade under Programme (3) of the Civil Aviation Department (CAD) for the past three years are as follows:

Financial Year	Establishment	Strength
2016-17	277	243
2017-18	293	242
2018-19	299 (as at 28 February 2019)	248 (as at 28 February 2019)

- (b) The CAD plans to recruit 52 ATCOs III/Student ATCOs in 2019-20 to fill new posts and existing/anticipated vacancies. The total salary expenditure involved for these posts in terms of notional annual mid-point salary value is \$26 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)009**

**(Question Serial No. 0679)**

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 (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Engineering and Development Department (CEDD) maintained 127 kilometres of seawalls and 318 piers.

1. What are the expenditure and staffing involved in 2018-19? What will be the anticipated funding in 2019-20?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 23)

Reply:

1. The total expenditure of the CEDD on maintaining seawalls and piers in 2018-19 is about \$102 million. The estimated expenditure for 2019-20 is \$55 million. As for staffing, eight professional and 33 technical in-house staffs of the CEDD are involved in handling the maintenance works of these seawalls and piers in 2018-19. These seawalls and piers come under different policy bureaux.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)010**

**(Question Serial No. 1062)**

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 (Alfred W H SIT)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the latest registration figures and participation rates of the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM) and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW), as well as the latest progress, anticipated completion date and expenditure involved of the feasibility study on a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops being conducted by the Electrical and Mechanical Services Department (EMSD).

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 40)

Reply:

As at end-February 2019, there were 9 338 vehicle mechanics registered under the VRSVM, representing about 90% of the total estimated number of vehicle mechanics in Hong Kong. 2 121 of vehicle maintenance workshops were registered under the VRSVMW, representing about 75% of the total estimated number of vehicle maintenance workshops in Hong Kong.

The EMSD and the Transport and Housing Bureau are studying the feasibility and possible options of a mandatory registration scheme for both vehicle mechanics and vehicle maintenance workshops. It is expected that consultation with other relevant bureaux and departments will be conducted in 2019. The relevant budgeted expenditure under the EMSD is \$2.15 million in 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 3134)**

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

Question:

Provision for 2019-20 is \$754.2 million (40.9%) higher than the revised estimate for 2018-19. This is mainly due to the increased provision for highways maintenance, general departmental expenses and workshop services for newly commissioned projects, filling of vacancies as well as creation of 30 posts in 2019-20. Under the Operating Account of the Highways Department, the estimated expenditure on highways maintenance is \$1.4 billion this year, which is a significant increase of \$400 million over the revised estimate of \$1 billion in 2018-19. Will the Administration advise this Committee of the following -

- (1) What is the additional estimated expenditure on highways maintenance for newly commissioned projects in 2019-20? Please also list out the estimated maintenance expenditure on newly commissioned projects for 2019-20.
- (2) Regarding the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Section, what is the recurrent expenditure involved in 2018-19? What is the estimated recurrent expenditure for 2019-20?
- (3) Regarding the HZMB Hong Kong Section, what is the non-recurrent expenditure involved in 2018-19? What is the estimated non-recurrent expenditure for 2019-20?
- (4) What is the maintenance expenditure for the HZMB Main Bridge contributed by Hong Kong in 2018-19?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 12)

Reply:

(1)

The estimated increase in expenditure on highways maintenance is mainly due to increase in the cost of works and additional provisions for the projects commissioned in 2018-19 or scheduled to be commissioned in 2019-20 as tabulated below:

<b>Projects</b>	<b>Estimated Increase in Expenditure on Highways Maintenance in 2019-20 (\$ million)</b>
HZMB Hong Kong Link Road	14.4
HZMB Hong Kong Port	4.4
Tuen Mun - Chek Lap Kok Link	87.7
Central - Wan Chai Bypass and Island Eastern Corridor Link	29.6
Roads connecting to Liantang/Heung Yuen Wai Boundary Control Point and associated works	68.4
Roads connecting to Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link including the essential public infrastructure works	33.1
Universal Accessibility Programme	108.3
Other new roads, public transport interchanges, footbridges, walkways and cycle tracks	41.5
<b>Total</b>	<b>387.4</b>

(2) and (3)

The recurrent expenditure for the Hong Kong Section of the HZMB (i.e. Hong Kong Port and Hong Kong Link Road) in 2018-19 is \$207.2 million and that for 2019-20 is estimated at \$539.2 million. There is no non-recurrent expenditure for the Hong Kong Section of the HZMB both in 2018-19 and in the estimates for 2019-20.

(4)

Since the HZMB Main Bridge is situated in Mainland waters, its construction works and daily management are implemented in accordance with the Mainland laws and regulations. According to the agreement of the three governments, the HZMB Authority, as a non-profit-making public institution, is responsible for the construction, operation, management and maintenance of the Main Bridge. Therefore, the maintenance cost of the HZMB Main Bridge will be borne by the HZMB Authority.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)012****(Question Serial No. 3156)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Administration inform this Committee of the following -

- (1) What are the respective estimated expenditures on the salaries of the Director of Highways and Principal Government Engineer of the Railway Development Office (RDO) of the Highways Department (HyD) in 2019-20?
- (2) What were the numbers of site inspections conducted by RDO's officers of the HyD in respect of the Shatin to Central Link (SCL) project in 2016-17 and 2017-18 respectively?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 34)

Reply:

- (1) The pay scale of the two posts as of March 2019 is as follows –

<b>Rank</b>	<b>Salary range per month</b>
Director of Highways	\$253,150 – \$260,600 (Directorate Pay Scale Point D6)
Principal Government Engineer/ Railway Development	\$199,050 – \$217,300 (Directorate Pay Scale Point D3)

- (2) In respect of the SCL project, the numbers of regular site visits paid by the HyD and its Monitoring and Verification Consultants in 2016-17 and 2017-18 were 81 and 75 respectively. In addition to regular site visits, HyD also conducted ad hoc site visits as necessary though there is no formal record on the number of such site visits.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)013****(Question Serial No. 0421)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please advise on the utilisation of car parks on the artificial island at the Hong Kong Port (HKP) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) upon commissioning of the HZMB. Please provide the information on the utilisation of car parks at HKP using the table below.

Month	Private car parking spaces	Motorcycle parking spaces	Light goods vehicles parking spaces	Pre-booked taxi parking spaces

- (2) Please advise on the usage of the car park booking service.
- (3) Is there any increase in the utilisation rate of the Lantau Link after HZMB's commissioning? Please provide the information concerned using the table below.

Average daily vehicular flow	Private cars	Commercial vehicles	Buses/minibuses	Other vehicles
Before HZMB's commissioning 10/2018				
After HZMB's commissioning 11/2018				
12/2018				
1/2019				
2/2019				

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 19)Reply:



- (1) The domestic public car parks at the HZMB HKP provide a total of 733 parking spaces, including 661 for private cars, 12 for the disabled, 25 for motorcycles, 14 for light goods vehicles and 21 for out-of-service taxis. The utilisation rate of domestic public car park at the HZMB HKP is tabulated below-

Month	Utilisation Rate of Domestic Car Park			
	Private car parking spaces	Motorcycle parking spaces	Light goods vehicles parking spaces	Out-of-service taxi parking spaces
October 2018	4.7%	8.4%	6.3%	3.3%
November 2018	6.6%	5.6%	11.2%	1.6%
December 2018	8.7%	4.4%	19.2%	1.9%
January 2019	7.2%	4.8%	12.7%	2.6%
February 2019	10.8%	6.7%	22.0%	4.7%

- (2) Motorists can use the on-line pre-booking service to reserve the parking spaces of the domestic public car parks at the HZMB HKP. Of the 733 parking spaces, about half (total: 368) are available for hourly or daily pre-booking. The parking spaces can be booked from 24 hours to seven days in advance. The average number of pre-booked parking between October 2018 and February 2019 is 1 149 per month.
- (3) The average daily traffic flow of the Lantau Link between October 2018 and January 2019 is provided below:

Average Daily Vehicles <sup>(Note 1)</sup>	Private Cars (including Taxis)	Commercial Vehicles <sup>(Note 2)</sup>	Buses/ Light Buses	Other Vehicles <sup>(Note 3)</sup>
October 2018 <sup>(Note 4)</sup>	68 953	19 677	7 293	1 030
November 2018	71 651	20 577	8 434	1 036
December 2018	73 524	19 288	8 252	935
January 2019	69 659	19 327	7 895	975

Note 1: Traffic data for February 2019 is not yet available.

Note 2: Commercial vehicles include light goods vehicle, medium goods vehicle, heavy goods vehicle and articulated vehicle.

Note 3: Other vehicles include motorcycle and trailer.

Note 4: HZMB was commissioned on 24 October 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)014**

**(Question Serial No. 3171)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the footbridge connecting Tsuen Wan Plaza, Skyline Plaza and the adjacent landscaping area, please advise (i) the expenditure involved; (ii) the proposed commencement and completion dates of the works; and (iii) the works completed and in progress in respect of the above-mentioned project.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 21)

Reply:

The approved project estimate of the "Footbridge connecting Tsuen Wan Plaza, Skyline Plaza and adjacent landscaping area" project is \$146.2 million in money-of-the-day prices. The advance works commenced in September 2016 while the main works commenced in May 2017. The construction of the footbridge and lift tower structures is in progress. The project is targeted for completion in end 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)015**

**(Question Serial No. 3172)**

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

Question:

Regarding the “Universal Accessibility” (UA) Programme, please provide in table form the details of barrier-free access facilities to be provided for existing footbridges, elevated walkways and subways this year, including the retrofitting items, expenditures involved, the proposed commencement and completion dates.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 22)

Reply:

Under the “Original Programme” and “Expanded Programme” of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work (the relevant information listed at **Annex 1**).

Under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items (the relevant information listed at **Annex 2**) and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase” (the relevant information listed at **Annex 3**), with a view to commencing construction works progressively starting from 2021.

The estimated expenditure of the UA Programme in 2019-20 is \$652.8 million.

**List of Active Projects under  
the Original and Expanded Programmes and Their Present Status**

**Original Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
<b>Wan Chai District</b>		
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
<b>Kowloon City District</b>		
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling 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
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Kwun Tong District</b>		
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under construction
<b>Sham Shui Po District</b>		
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
<b>Wong Tai Sin District</b>		
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
<b>Yau Tsim Mong District</b>		
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
<b>Kwai Tsing District</b>		
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
N546	Tsing Tsuen Bridge	Under construction
<b>North District</b>		
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sha Tin District</b>		
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under design
<b>Tai Po District</b>		
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	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
<b>Tuen Mun District</b>		
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
<b>Tsuen Wan District</b>		
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
<b>Yuen Long District</b>		
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

**Expanded Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
<b>Southern District</b>		
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
<b>Wan Chai District</b>		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
<b>Kowloon City District</b>		
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
<b>Kwun Tong District</b>		
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
KS56	Across Kwun Tong Road near Ting On Street	Under construction
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
<b>Wong Tai Sin District</b>		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Yau Tsim Mong District</b>		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
<b>Islands District</b>		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
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
<b>Sai Kung District</b>		
NF309	Across Po Ning Road near Po Shun Road	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
<b>Tai Po District</b>		
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tsuen Wan District</b>		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
<b>Yuen Long District</b>		
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction



## List of Projects under the Second Phase and Their Present Status

Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HF135	Across Robinson Road near Vantage Park	Under design
<b>Eastern District</b>		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under design
HF138	Across Siu Sai Wan Road near Bus Terminus	Under design
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under design
<b>Southern District</b>		
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
<b>Kowloon City District</b>		
KS8	Across Prince Edward Road West near Lion Rock Road	Under design
K64	Across Hung Hom Road near Dyer Avenue	Under design
KC01*	Across Junction Road near Renfrew Road	Under investigation
<b>Kwun Tong District</b>		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under design
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
<b>Sham Shui Po District</b>		
KF98	Across Lung Yuet Road near Chak On Road	Under design
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under design
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under design
<b>Wong Tai Sin District</b>		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under design
KF92A	Across Lung Poon Street near Fung Tak Road	Under design
WTS04*	Across Chuk Yuen Road connecting Pang	Under design

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
	Ching Court and Chuk Yuen South Estate	
<b>Islands District</b>		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
<b>Kwai Tsing District</b>		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
<b>North District</b>		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
<b>Sai Kung District</b>		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
<b>Sha Tin District</b>		
NF137	Across Sha Kok Street near Sha Kok Estate	Under design
NS225, NS284 & NS285 <sup>#</sup>	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
<b>Tai Po District</b>		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under design
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
<b>Tuen Mun District</b>		
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under design
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Tsuen Wan District</b>		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under design
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under design
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
<b>Yuen Long District</b>		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

# Walkway involving more than one structure (item)

\* Walkway that is not maintained by Highways Department

## List of Projects under the Third Phase

Structure No.	Location
<b>Eastern District</b>	
HF88	Across King's Road near Pan Hoi Street
HKE01*	Across King's Road near Tong Chong Street
<b>Kowloon City District</b>	
KF26	Across Prince Edward Road West near St. Teresa's Church
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street
KF111	Across Boundary Street near Embankment Road
KS21	Across Fat Kwong Street near Wo Chung Street
<b>Kwun Tong District</b>	
KF50	Across Wang Chiu Road near Wang Kwong Road
KF101	Across Kwun Tong Road near Tsun Yip Lane
KF148	Across Eastern Harbour Crossing Toll Plaza
KS62	Across Choi Wing Road near Choi Tak Shopping Centre
KT01*	Across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court
KT03*	Across Kai Tin Road connecting Lam Tin MTR Station Exit A and Kai Tin Shopping Centre
KT04*	Across Wai Yip Street near Kwun Tong Harbour Plaza
KT05*	Across Chun Wah Road near Jordan Valley Playground
KT06*	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate
<b>Sham Shui Po District</b>	
KF80	Across Shek Kip Mei Street near Berwick Street
<b>Wong Tai Sin District</b>	
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate
KF77	Across Lung Cheung Road near Hammer Hill Road
KS14& KS14A <sup>@#</sup>	Across Prince Edward Road East near Kwun Tong Road
WTS01*	Across Ngau Chi Wan Street near Fung Chak House Choi Wan Estate
WTS02*	Across New Clear Water Bay Road near Ping Shek Playground
WTS03*	Across Clear Water Bay Road near Yau Lung House Choi Wan Estate
WTS05*	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate
WTS06*	Across Clear Water Bay Road near Cheung Bor House Choi Wan Estate

<b>Structure No.</b>	<b>Location</b>
<b>Kwai Tsing District</b>	
NF123	Across Chung Mei Road near Sheung Ko Tan Street
NF124	Across Chung Mei Road near Cheung Hong Estate
NF125	Across Ching Hong Road near Ching Shing Court
NF126	Across Tsing Yi Road West near Ching Wah Court
NF213	Across Fung Shue Wo Road near Tsing Sum Street
NF215	Across Fung Shue Wo Road near Tsing Yi Rural Committee
NF225	Across Hing Fong Road and Kwai Foo Road
NF233	Across Hing Fong Road near Kwai Yik Road
NF275	Across On Chit Street near On Yam Shopping Centre
NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station
NF322	Across Tsing King Road near Tsing Yi Park
NF323	Across Tsing King Road near Tivoli Garden
NF325	Tsing Luk Street near Tsing Yi Town Clinic
N423	Tai Wo Interchange Flyover across Castle Peak Road - Kwai Chung
K&T03*	Across Tsing King Road near On Wu House Cheung On Estate
K&T04*	Across Kwai Yan Road near Metroplaza
K&T05*	Across Tsing King Road connecting Maritime Square and Tsing Yi Park
K&T06*	Across Tai Pak Tin Street connecting Skek Yam Estate and Shek Yam East Estate
<b>North District</b>	
NF121	Across San Wan Road near Sheung Shui MTR Station Exit A4
NF133	Across Fanling Highway near Pak Fuk Tin Sum Playground
NF157	Across Fanling Highway near Sheung Yue River
NF158	Across Fanling Highway near Kwu Tung
NF165	Across Fanling Highway near Kam Tsin Village Ho Tung School
NF252	Across Luen On Street near Wo Mun Street
NF262	Across Jockey Club Road near Tin Ping Road
NF304	Across Yat Ming Road near King Shing Court Commercial Complex
NS50	Across Jockey Club Road near Fu Hing Street
NS112 & NS113 <sup>#</sup>	Across Pak Wo Road and Po Kin Road near Tai Ping Estate
NS120	Across Jockey Club Road and Po Shek Wu Road near Hing Yan Tsuen
N499	Pak Wo Road Flyover across Fanling Highway
<b>Sai Kung District</b>	
NF294	Across Clear Water Bay Road near Pik Uk Correctional Institution
NS149	Across Po Ning Road near Tseung Kwan O Health Centre
SK03*	Across King Ling Road near Hong Kong Design Institute

<b>Structure No.</b>	<b>Location</b>
<b>Sha Tin District</b>	
NF63	Across Sha Tin Rural Committee Road near Sha Tin Centre Street
NF66	Across Tai Po Road - Shatin near Wo Che Estate
NF299	Across Sai Sha Road near Chung On Estate
NF338	Across On Chun Street near Ma On Shan Park
NF414	Across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station
NF446	Across East Rail Line Track near Chung Ling Lane
NF447	Across Mei Tin Road connecting Mei Lam Estate
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road
NS41	Across Tin Sam Street near Che Kung Miu Road
NS57	Across Chui Tin Street near Che Kung Miu Road
NS168	At Shek Mun Interchange near On King Street
NS179	Across Sai Sha Road near On Chiu Street
NS183	Across Ma On Shan Road near Ma On Shan Police Station
NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street
NS286	Across Ma On Shan Road and Hang Tak Street near Ma On Shan Rail Tai Shui Hang Station
ST01*	Across Kam Ying Road near Kam Ying Shopping Centre
ST02*	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court
ST03*	Across Tai Chung Kiu Road near Belair Gardens
ST05*	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park
<b>Tai Po District</b>	
NF79	Across Fanling Highway near Tai Wo Village
NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre
TP01*	Across On Po Road connecting Fu Shin Shopping Centre and Yee Nga Court
<b>Tsuen Wan District</b>	
NF166	Across Tai Chung Road near Hoi Shing Road
NF343	Across the Junction of Tai Ho Road and Sha Tsui Road
NF390	Across Castle Peak Road – New Ting Kau near Ting Kau Villa
NF427	Across Hoi On Road near Yau Kom Tau Pier
NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden
NF438	Across Castle Peak Road - Tsing Lung Tau near Lung Yue Road and Tsing Lung Tau Tsuen
NF439	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3)
NF440	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 4)
NS9	Across Texaco Road at Tak Tai Path
TW01*	Across Castle Peak Road – Tsuen Wan near Discovery Park

<b>Structure No.</b>	<b>Location</b>
TW02*	Across Yuen Tun Circuit near Tsuen Wan Plaza
<b>Tuen Mun District</b>	
NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road
NF65	Across Castle Peak Road - Castle Peak Bay near Sam Shing Street
NF93	Across Ming Kum Road near King Lok House Shan King Estate
NF94	Across Ming Kum Road near King Wah House, Shan King Estate
NF99 & NF99A <sup>#</sup>	Across Wu King Road near Wu Yuet Street
NF100	Across Wu King Road near Wu Hong Street
NF102	Across Wu Shan Road near Lung Mun Road
NF103	Across Lung Mun Road near Light Rail Butterfly Station
NF150	Across Castle Peak Road - Lam Tei near Light Rail Nai Wai Station
NF151	Across Castle Peak Road – Hung Shui Kiu near Light Rail Chung Uk Tsuen Station
NF161	Across Tuen Mun River Channel, Tuen Mun Road and Castle Peak Road near Light Rail Fung Tei Station
NF169	Across Tsun Wen Road connecting Tai Hing Estate and Tai Hing Sports Complex
NF189	Across Castle Peak Road - Lam Tei near Lam Tei Main Street
NF197	Across Tsing Tin Road and Ming Kum Road
NF198	Across Ming Kum Road near Tin King Road
NF209	Across light rail near Siu Hei Court and Yuet Wu Villa
NF231	Across Tuen Mun Heung Sze Wui Road near Hoi Chu Road
NF232	Across Hoi Wing Road near Sam Shing Terminus
NF314	Across Tuen Mun River near Glorious Garden
NF319	Across Castle Peak Road - Lingnan near Tuen Kwai Road
NF339	Across Castle Peak Road – Tai Lam near Tsing Tai Road
NF410 & NF411 <sup>#</sup>	Across West Rail Line near Light Rail Tuen Mun Hospital Station
NS64	Across Castle Peak Road - San Hui near Tsing Min Path
N486	Across Tuen Mun Road near San Hui Path
<b>Yuen Long District</b>	
NF70	Across On Lok Road and Long Yip Street near Long Ping West Rail Station
NF143	Across Castle Peak Road - Yuen Long near Yuen Long Tung Shing Lei Road, connecting a bus stop and Pok Oi Hospital
NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane
NS223	Across Tin Shing Road and Tin Yan Road near Tin Lung Road
NF259	Across San Tin Highway connecting Chuk Yuen to San Wai
NF273	Across San Tin Highway near Pok Wai
NF307	Across Castle Peak Road - Yuen Long near Fung Nin Road, connecting Yuen Long Plaza
NF340	Across Tin Wah Road near Tin Shing Road

<b>Structure No.</b>	<b>Location</b>
NF341	Across Tin Shui Road and Tin Sau Road
NF383	Across Wetland Park Road near Tin Shui Road
NF392	Across Tin Kwai Road and Wetland Park Road
NF393	Across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road
NF404	Across Long Wo Road connecting Exit G2 of Yuen Long Station and Ng Wo Villages of Shap Pat Heung
YL01*	Across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre

Notes:

- # Walkway involving more than one structure (item)
- \* Walkway that is not maintained by Highways Department
- @ Walkway spans across Wong Tai Sin District and Kwun Tong District

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 3173)**

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

Question:

Please provide in table form the expenditures and timetables for all investigation and detailed design work to be carried out for the proposals on the provision of hillside escalator links and elevator systems (HEL). Has the Government reserved any provisions for projects identified as suitable for commencement after investigation and detailed design?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 23)

Reply:

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for HEL 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. Two proposals were screened out, 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 conducted first by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals.

At present, of the 18 ranked HEL proposals, three are completed and opened for public use (ranked 1, 13 and 14<sup>1</sup>); five proposals are under construction (ranked 3, 5, 6, 9 and 11). The cost estimates for these proposals are as follows:

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<sup>1</sup> There are two proposals with the same ranking of 14. The one completed is "Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital", which was implemented and completed by the Hospital Authority (HA), and mainly involved the construction of one lift.

Rank	Proposal	Cost Estimate (in money-of-the-day (MOD) prices) (\$ million)
1	Pedestrian Link at Tsz Wan Shan	608.0
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
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
13	Yuet Wah Street Pedestrian Linkage	78.0
14 <sup>1</sup>	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

Eight proposals are at various stages of investigation and design (ranked 2, 4, 7, 8, 12, 14<sup>2</sup>, 16 and 17). As at February 2019, the total expenditure for the design and study of these proposals is about \$19 million. One proposal is in the preliminary technical feasibility study stage (ranked 10); and one proposal is having its scope determined for subsequent preliminary technical feasibility study (ranked 18). The current progress of the 18 hillside escalator links proposals is summarised at **Annex**.

The taking forward of the HEL proposals involves various considerations such as the alignment of the HEL, the flow of the pedestrians, the layout of the structures and the engineering designs, the impact on the surrounding environment, the views of the affected residents, the diversion of underground utilities and the associated land resumption (if needed). The proposals can be considerably complex and, in some districts, controversial. The time required for implementing each project thus varies. When a proposal has reached a mature stage after completion of its investigation and design, we will arrange to seek funding approval from the LegCo for commencing the construction works as early as possible.

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<sup>2</sup> The other proposal ranked 14 is the “Escalator Link System between Hong Sing Garden and Po Hong Road”, for which consultants are being engaged to carry out the investigation and preliminary design.

**Current Status of the Ranked HEL Proposals**

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.
2	Braemar Hill Pedestrian Link	<p>The Highways Department (HyD) consulted and obtained the support from the Planning, Works and Housing Committee (PWHC) of the Eastern District Council (EDC) on the design scheme in September 2016. Prior to gazettal of the works, HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. In view of the comments raised by various parties, HyD reviewed the scheme with a view to obtaining a majority consensus for the project scheme.</p> <p>HyD attended the PWHC meeting in February 2018, arranged site visits with EDC members, LegCo members and residents in March 2018, held a public meeting in April 2018 and conducted focus group meetings with schools and residents in May and June 2018 to introduce the revised design scheme and discuss with various stakeholders.</p> <p>In view of the comments from various stakeholders, HyD consulted PWHC again on 19 June 2018. HyD presented various design revisions under study and the recommended revised design scheme, and obtained the support of the majority of PWHC members. HyD is now carrying out the detailed design, and preparing for the gazettal of the project scheme under the Roads (Works, Use and Compensation) Ordinance.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in February 2017 for anticipated completion in mid-2019.

Rank	Proposal	Progress of Project
4	Escalator Link and Pedestrian Walkway System at Pound Lane	HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. In view of the diverse views received and the many issues involved, HyD plans to consult the C&WDC further on the project.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in June 2017 for anticipated completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	The Government obtained funding approval from the LegCo in June 2018. The advance works for ground investigation commenced in January 2019. The tender for the main works was invited on 22 February 2019. It is targeted to commence the main works in the second quarter of 2019 for anticipated completion in the second quarter of 2023.
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. HyD has engaged consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	HyD consulted and obtained the general support from the Traffic and Transport Committee (T&TC) of the Wong Tai Sin District Council on the preliminary design in July 2016 and March 2017. However, some schools and some of the residents in the district subsequently raised objections. After consideration of their objections, HyD revised the design and consulted the T&TC again in January 2018; the support from the T&TC was obtained. In the first half of 2018, HyD and other relevant government departments received different views from the stakeholders. Transport Department (TD) and HyD are now collating and analysing the relevant views and actively reviewing the details of the proposal. Relevant stakeholders and the T&TC will then be consulted on the latest developments.
9	Lift and Pedestrian Walkway System at Waterloo Hill	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in December 2016 for anticipated completion in the third quarter of 2019.

Rank	Proposal	Progress of Project
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes completed the repair works for the slopes in February 2018. HyD has resumed the preliminary technical feasibility study for the project.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	The Government obtained funding approval from the LegCo in December 2017. The advance works for diversion of utilities commenced in January 2018. The main works also commenced in February 2019 with the scheduled completion in the fourth quarter of 2021.
12	Lift and Pedestrian Walkway System at Luen On Street	HyD consulted and obtained support from the Traffic and Transport Committee of the Kwun Tong District Council (KTDC) on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, HyD consulted the relevant residents and stakeholders in the fourth quarter of 2018 as suggested by the KTDC. Most of the comments requested realignment of the project and suggested an alternative alignment within Kung Lok Road Playground and Kwun Tong Garden Estate. HyD and TD are now liaising with relevant stakeholders on the feasibility of the alternative alignment.
13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now preparing to commence the next phase of the pre-construction stage.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The Hospital Authority commenced the project in November 2015. The works have been completed and the facility has been opened for public use since January 2017.

Rank	Proposal	Progress of Project
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	The proposed item involves works of relatively large scale and is rather complex as a substantial part of the proposed alignment runs through lots held by the Hong Kong Housing Authority and private owners. TD is actively following up on the proposal with a view to determining its scope as soon as possible, so as to allow the relevant department to commence the preliminary technical feasibility study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)017**

**(Question Serial No. 3174)**

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

Question:

Regarding the investigation and preliminary design of the widening of Tsuen Wan Road, extension of existing vehicular bridge at Texaco Road and the associated junction improvement works, please set out in table form (i) the expenditures involved; (ii) the timetables; (iii) the completed works and the progresses; and (iv) the targets (or intended outcomes) of relevant investigation and design.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 24)

Reply:

The Highways Department is selecting consultants to undertake the investigation study for the widening of Tsuen Wan Road, the extension of existing vehicular bridge at Texaco Road and the associated junction improvement works. The study aims to develop a feasible scheme and work out preliminary design for the proposed works. The scope of the study includes transport modelling, traffic impact assessment, environmental impact assessment, as well as providing technical advice and support during public consultation and gazettal of the proposed road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), and in resolving objections (if any), etc. The study is planned for commencement in the second quarter of 2019 for completion by 2022. The expenditure involved in the study will be known upon the completion of the selection of consultants.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)018****(Question Serial No. 3175)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

When typhoon Mangkhut ripped through Hong Kong last year, the Government failed to react immediately to the unexpected road traffic situations in various districts. To date, some of the public roads and facilities (especially those in remote areas) have not yet restored to original condition.

Will the Government inform this Committee of the expenditures on handling emergency incidents in the past five years and the details of the usage? Making reference to the experiences in previous years, has the Government increased the estimate to support the new response measures for emergency incidents? Please advise the details.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 25)

Reply:

After the passage of super typhoon Mangkhut, the Highways Department (HyD) cleared and reopened all strategic roads and the roads leading to/from bus depots on 18 September 2018 (typhoon signal was downgraded to No. 3 at 5:20 am on 17 September 2018). Most other roads blocked by fallen trees were cleared for vehicular traffic on or before 22 September 2018. The HyD also removed all blockages to carriageways and cycle tracks by October 2018 and November 2018 respectively.

The repair works of a section of village access at Cheung Chau is still ongoing. The site concerned had been fully occupied for stabilisation works of an adjoining slope, which was also damaged during the typhoon, till February 2019. The HyD commenced the repair works of the village access in early March 2019 and will complete the works by May 2019.

In the past five years, the expenditures for carrying out emergency works are summarised in the table below –

Financial Year	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure (\$ million)	2.3	1.8	1.7	1.3	13.1



The emergency works mainly involve the removal of fallen trees, repair of carriageway and traffic signs, and removal of obstacles and debris on roads. In 2018-19, about \$11 million was used for the urgent tree removal works, as well as the road and slope repair works after the passage of super typhoon Mangkhut.

After the passage of super typhoon Mangkhut, the HyD's contractors had deployed a substantial amount of labour, plant and equipment to handle the emergency recovery and rectification works. The HyD is conducting a review with the contractors on the level of emergency stand-by resources (e.g. labour, plant and equipment) to be provided so as to enhance the response time and handling capacity during the initial recovery stage after a typhoon attack. The HyD will continue to strive for more effective preparation for and response to natural disasters so as to enhance the department's capability in handling post-disaster recovery and repair works.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)019**

**(Question Serial No. 0704)**

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

Question:

Regarding the estimates of the Highways Department (HyD) for 2019-20, 153 capital projects will be undertaken by consultants, involving approximately \$227,634 million. Will the Government inform this Committee of the following:

- (a) a list of the projects undertaken by consultants over the past three years, including the names of the consultants, the project costs, the consultant fees payable and the anticipated dates of completion;
- (b) a list of the projects undertaken by consultants over the past three years ending in overrun or delay, and provide with cause, overrun amount and length of delay;
- (c) the criteria which the Government adopts to decide whether a project should be undertaken by in-house staff or a consultant.

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 5)

Reply:

- (a) The capital projects undertaken by consultants for detailed design and/or supervision of construction works from 2016-17 to 2018-19 are listed in the following table –

<b>Project Title</b>	<b>Responsible Consultant</b>	<b>Approved Project Estimate (APE) (\$ million)</b>	<b>Consultancy Fee (\$ million)</b>	<b>Anticipated/ Actual Completion Date</b>
Feasibility study on Route 11 (between North Lantau and Yuen Long)	Meinhardt-Aurecon Joint Venture	87.7	28.1	2020 (Anticipated)
Lift and pedestrian walkway system between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	Mannings (Asia) Consultants Limited	239.4	2.3	2020 (Anticipated)
Lift and pedestrian walkway system between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	Mannings (Asia) Consultants Limited	249.4	2.7	Q4 2021 (Anticipated)
Lift and pedestrian walkway system between Castle Peak Road and Kung Yip Street, Kwai Chung	WSP (Asia) Limited	584.4	7.0	Q2 2023 (Anticipated)
Retrofitting of noise barriers on Tuen Mun Road (Fu Tei Section)	Mannings (Asia) Consultants Limited	786.2	3.2	Q4 2019 (Anticipated)
Retrofitting of noise barriers on Tuen Mun Road (Town Centre Section)	Mannings (Asia) Consultants Limited	826.5	3.2	Q1 2020 (Anticipated)
Road improvement works for West Kowloon Reclamation Development (Phase 1)	WSP (Asia) Limited	845.8	3.3	Q4 2019 (Anticipated)
Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung	Meinhardt Infrastructure and Environment Limited	1,774.4	8.0	2020 (Anticipated)

<b>Project Title</b>	<b>Responsible Consultant</b>	<b>Approved Project Estimate (APE) (\$ million)</b>	<b>Consultancy Fee (\$ million)</b>	<b>Anticipated/ Actual Completion Date</b>
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2	Hyder-Arup -Black & Veatch Joint Venture	4,320.0	13.4	September 2019 (Anticipated)
Hong Kong-Zhuhai-Macao Bridge (HZMB) – Hong Kong Link Road	Ove Arup & Partners Hong Kong Limited	25,047.2	40.0	The HZMB was commissioned in October 2018.
HZMB-Hong Kong boundary crossing facilities – reclamation and superstructures	Ove Arup & Partners Hong Kong Limited and AECOM Asia Company Limited	35,895.0	354.7	
Central-Wan Chai Bypass and Island Eastern Corridor Link	AECOM Asia Company Limited	36,038.9	139.2	The Central-Wan Chai Bypass and Island Eastern Corridor Link was fully commissioned in February 2019
Central Kowloon Route – main works	Arup-Mott MacDonald Joint Venture	42,363.9	113.2	2025 (Anticipated)
Tuen Mun-Chek Lap Kok Link (TM-CLKL) – construction works	AECOM Asia Company Limited	44,798.4	108.0	2020 (Anticipated)

**Note:**

The above are the active Category A projects undertaken by consultants for feasibility study, detailed design and/or supervision of construction works, forming part of the 153 capital projects in 2019 (Estimate). Other projects are not listed. Compilation of information pertaining to all the 153 projects will take a very long time.

- (b) The above-mentioned capital projects undertaken by consultants have not experienced cost overrun from 2016-17 to 2018-19.

The above-mentioned capital projects undertaken by consultants with the actual/anticipated completion date later than the original target completion date in the relevant Public Works Subcommittee papers are as follows –

<b>Project Title</b>		<b>Original Target Completion Date in PWSC paper</b>	<b>Actual/Anticipated Completion Date</b>
HZMB - Hong Kong Link Road		end-2016	The HZMB was commissioned in October 2018.
HZMB - Hong Kong boundary crossing facilities - reclamation and superstructures		end-2016	
Central-Wan Chai Bypass and Island Eastern Corridor Link		2017	The Central-Wan Chai Bypass and Island Eastern Corridor Link was fully commissioned in February 2019.
TM - CLKL – construction works	Southern Connection	end-2016	The TM-CLKL Southern Connection was fully commissioned in November 2018.
	Northern Connection	end-2018	2020 (Anticipated)
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2		2018	September 2019 (Anticipated)
Road improvement works for West Kowloon Reclamation (Phase 1)		mid-2018	Q4 2019 (Anticipated)
Retrofitting of noise barriers on Tuen Mun Road (Town Centre Section)		Q1 2019	Q1 2020 (Anticipated)

The delay in project completion is mainly due to inclement weather, difficult ground conditions, technical difficulties adjacent to existing traffic, extensive utility diversion works, and longer than expected time required for land resumption and clearance.

- (c) Outsourcing to consultants would be considered when there is a shortage of manpower resources or necessary in-house expertise. Such practice can also provide the HyD with the flexibility to respond rapidly to changing demands arising from project implementation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)020**

**(Question Serial No. 2855)**

Head: (60) Highways Department  
Subhead (No. & title): (272) Electricity for public lighting  
Programme: (4) Technical Services  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the estimated expenditure of the Government on electricity for public lighting is higher than that in the last two financial years. Please inform this Committee:

- (1) of the reason why there is an increase in the expenditure of the Government on electricity for public lighting as compared to the estimates in the past?
- (2) The Highways Department (HyD) has pledged to implement a trial scheme in all districts across the territory to assess the performance and cost-effectiveness of light emitting diode (LED) road lights. Please provide, with a breakdown by the 18 districts of Hong Kong, the current numbers of road lights and that being replaced by low wattage LED road lights in each district;
- (3) The public have expressed concerns about the impact of LED road lights on human health in the past. Please provide the number of complaints received after the installation of LED road lights with a breakdown by the 18 districts of Hong Kong. Whether the Government has any measures to allay public concerns?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 41)

Reply:

- (1) The estimated expenditure on electricity for public lighting covers electricity charge for all highways facilities, including public lighting, traffic signals, lifts and escalators for footbridges and subways, and ventilation systems for public transport interchanges. The increase in the estimated expenditure for 2019-20 is mainly due to the tariff increase by the two power companies in 2019 and the commissioning of new lighting installation under large-scale transport infrastructure projects.
- (2) Since the availability of LED road light products in the market, the HyD has been monitoring the technological and market development of LED road lights and has carried out various field trial schemes on the use of LED road lights since 2009. As more brands of LED products with qualified certification become available in the market with significant drop in prices, the HyD has commenced the LED Public

Lighting Replacement Programme in 2017-18 and replacement works are taken forward progressively.

The total number of road lights and LED road lights installed in the 18 Districts as at 31 January 2019 are as follows:-

District	Total Number of Road Lights (rounded to nearest ten)	Number of LED Road Lights Installed
Central & Western	5 230	0
Eastern	4 020	24
Southern	4 520	11
Wan Chai	3 920	30
Kowloon City	4 890	203
Kwun Tong	5 230	30
Sham Shui Po	4 660	176
Wong Tai Sin	2 440	9
Yau Tsim Mong	5 030	101
Islands	8 540	1 106
Kwai Tsing	7 550	124
North	14 200	1 134
Sai Kung	9 840	560
Sha Tin	12 520	982
Tai Po	10 690	1 223
Tsuen Wan	7 560	425
Tuen Mun	9 150	507
Yuen Long	24 940	2 521
<b>Total</b>	<b>144 930</b>	<b>9 166</b>

- (3) A total of 26 complaints about excessive luminous level of LED road lights had been received from 1 January 2018 to 31 January 2019. The complaints were received from Islands (8 nos.), North (3 nos.), Shatin (2 nos.), Tai Po (6 nos.), Tuen Mun (2 nos.) and Yuen Long (5 nos.) Districts. Various improvement measures have been implemented in response to the complaints, including the adjustment of luminous level and angle of the lights, as well as installation of light shields to avoid diffusion of light. The HyD has adopted LED road lights which comply with the American Medical Association's guidance of using road lights with colour temperature not exceeding 3000K, i.e. less white colour, to avoid potential impact on human health.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)021**

**(Question Serial No. 3269)**

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

Question:

The Government has introduced the first air purification system for use in road tunnels to purify vehicle exhaust in the Central-Wan Chai Bypass (CWB) project so as to help reduce roadside air pollutants. Will the Government inform this Committee of the following -

- (a) What has been the performance of the air purification system since the commissioning of the CWB? Please provide a comparison of the concentration of each kind of pollutants (sulphur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), respirable suspended particulates (RSP or PM<sub>10</sub>), fine suspended particulates (FSP or PM<sub>2.5</sub>), volatile organic compounds (VOC), carbon monoxide (CO) and ozone (O<sub>3</sub>)) emitted in the first two months with the Air Quality Objectives, and the average operation and maintenance costs of the system in the first two months;
- (b) The air purification system will also be introduced to the Central Kowloon Route (CKR) under construction. What are the operation cost, maintenance cost and expected service life of the system? What is the expected reduction in the concentration of pollutant emissions? Please set out in detail.

Asked by: Hon KWOK Wing-hang, Dennis (LegCo internal reference no.: 22)

Reply:

- (a) The objective of installing the air purification system in the CWB project is to improve the air quality of exhaust emitted from the CWB Tunnel through the ventilation buildings. The air purification system is designed to remove at least 80% of respirable suspended particulates (RSP) and nitrogen dioxide (NO<sub>2</sub>) in the tunnel exhaust.

Before the relevant air purification system is installed in the CWB Tunnel, the associated facilities have already passed the factory acceptance test. The test result showed that the system could effectively remove 80% of the RSP and NO<sub>2</sub> under testing environment. Since the commissioning of the CWB, we have been fine-tuning the system according to real-time traffic conditions. Upon completion of the fine-tuning process, performance tests will be carried out to confirm the

effectiveness of the system in purifying tunnel exhaust. Test reports will be uploaded to the websites of the Highways Department and the Environmental Protection Department. It is estimated that the annual operation and maintenance cost of the air purification system is approximately \$13 million.

- (b) Air purification system will also be introduced into the CKR project which is under construction. It is estimated that the effect of the system as well as the operation and maintenance cost would be similar to those of the CWB's air purification system.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)022**

**(Question Serial No. 2460)**

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

Question:

Under Programme (2), the revised financial provision for 2018-19 decreased substantially by 21.1% to \$1.85 billion. However, the estimated provision for the next financial year has rebounded to \$2.6 billion while the estimated expenditures on “road cleanliness” and the like have dropped to \$101 million. As it is necessary to better understand the situation, please also advise on the following –

- (a) What are the reasons for the decrease in the expenditure on “road cleanliness”. Will it involve reduction in the frequency of cleansing?
- (b) To my understanding, the frequency of regular cleansing of some footbridges and subways, where appropriate, have increased to more than once per quarter after repeated urging in recent years. What are the details of the relevant locations on Hong Kong Island? What was the amount of additional expenditure involved in 2018-19?
- (c) At present, is there any established mechanism provided for the District Councils or the public to submit requests for increasing the frequency of additional cleansing mentioned in item (b)? If not, what measures will be adopted by the Department to decide what kind of opinions should be accepted so as to improve environmental hygiene of footbridges or subways?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 35)

Reply:

Under Programme (2), District and Maintenance Works, the revised provision of \$1.85 billion in 2018-19 has been decreased by \$490 million as compared with the original estimate of \$2.34 billion. The reduction mainly reflects the latest commissioning schedule of the new road works and related projects such as Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road and Hong Kong Port, Universal Accessibility Programme and Liantang/Heung Yuen Wai Boundary Control Point.

The estimated increase in expenditure under District and Maintenance Works in 2019-20 is mainly due to the increase in the cost of works and additional provisions to cater for the projects commissioned in 2018-19 or scheduled to be commissioned in 2019-20. The estimated expenditure on road cleanliness in 2019-20 is \$55 million, which is slightly higher than the \$54.7 million in 2018-19.

Generally speaking, the Highways Department (HyD) is responsible for the structural maintenance of the footbridges and subways under its ambit. To maintain these structures in a good condition, the HyD will conduct overall cleansing of the footbridges and subways at least once every quarter. On Hong Kong Island, the number of footbridges and subways with increased cleansing frequency is shown in the table below –

<b>District</b>	<b>No. of Footbridges and Subways</b>
Wanchai	10
Central and Western	7
Eastern	18
Southern	5

In order to further enhance cleanliness, the HyD will make reference to the usage of footbridges and subways, the past complaint records and the views of the public and District Councils when deciding on the frequency of cleansing for the concerned footbridges and subways.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)023**

**(Question Serial No. 2461)**

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

Question:

Under Programme (4) Technical Services, it is estimated that the expenditure will be over \$861 million, and the indicators cover the implementation of landscape cases and maintenance of road lights. As decorative lights on the Ap Lei Chau Bridge have long been damaged and were not even turned on in recent months, failing to brighten up the night view on both sides of the Aberdeen Typhoon Shelters, please advise this Committee of the following –

To complement the Aberdeen Tourism Project, decorative lights were retrofitted at the Ap Lei Chau Bridge in around 2010. Was it the first trial project to decorate normal vehicular bridges? What are the results of evaluation so far?

Will the Department prepare to set aside resources in 2019-20 to maintain or improve the above-mentioned system? If so, what are the details? If not, what are the reasons?

With appropriate design and preparation, decorative lights on sea-crossing vehicular bridges are well-received by local residents. Will the Government continue to implement similar projects to beautify the landscape of these districts?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 36)

Reply:

The Aberdeen Tourism Project was initiated by the Tourism Commission under the Commerce and Economic Development Bureau. The scope of the project included the improvement works for the promenade on both sides of the Aberdeen Harbour as well as Ap Lei Chau Main Street and adjacent streets, with the theme of a traditional fishermen's village. It also included other associated works in the Aberdeen Harbour area, such as decorative lighting at the Ap Lei Chau Bridge. The improvement works had been completed. The decorative lighting system installed under the Aberdeen Tourism Project was handed over to the Home Affairs Department and the Highways Department (HyD) in December 2012 for management and maintenance respectively.

As the said decorative lighting system is ageing, the HyD is working with the Electrical and Mechanical Services Department to come up with a repair/improvement plan. Resources required for the maintenance and improvement works of the decorative lighting system at the Ap Lei Chau Bridge in 2019-20 are covered by the overall estimate for “expenditure on highways maintenance” under Programme (2) District and Maintenance Works. Meanwhile, HyD has no similar decorative lighting project in hand.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)024**

**(Question Serial No. 2462)**

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

Question:

The original daily design capacity of the Lion Rock Tunnel (LRT) is 78 500 vehicles but the average daily traffic flow of the LRT has significantly exceeded its capacity several years ago. To my understanding, the Highways Department (HyD) has proposed to carry out improvement work at the LRT. Will the Department inform this Committee of the details of the work? After preliminary assessment, what are the traffic impacts?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 37)

Reply:

The two existing tunnel tubes of the LRT have been in service for more than 40 years. The HyD plans to rehabilitate and improve the tubes to the latest standards and extend their service life. Opportunity will also be taken to increase the capacity of the LRT with a view to alleviating traffic congestion in the tunnel and the roads in the vicinity.

The HyD will commence an investigation study in Q2 2019 to identify improvement measures. The investigation study aims to work out the feasible options for rehabilitation of the two existing tunnel tubes of the LRT and the associated road improvement works, as well as conduct preliminary design for the selected option. The scope of the study includes traffic modelling, traffic impact assessment, environmental impact assessment, utility impact assessment, associated ground investigation works, and providing technical advice and support during public consultation and gazettal of the proposed road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and in resolving objections (if any), etc. The investigation study will take about 30 months to complete.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)025**

**(Question Serial No. 2463)**

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

Question:

The Highways Department (HyD) is responsible for maintenance and clearance of road network with a view to ensuring safety and serviceability. What is the expenditure of the HyD on handling fallen trees and broken branches caused by Super Typhoon Mangkhut? Have all the clearance work been completed? If not, what are the reasons? The Government stated that individual department will review the response and recovery work, including the adequacy of equipment and machinery, in light of the experience gained in tackling Typhoon Mangkhut. What are the result and details of the review conducted by the HyD?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 38)

Reply:

The total estimated expenditure on tree clearance works after the passage of super typhoon Mangkhut was about \$31 million (up to end February 2019).

The HyD cleared and reopened all strategic roads and the roads leading to/from bus depots on 18 September 2018 (typhoon signal was downscaled to No. 3 at 0520 hours on 17 September). Most other roads blocked by fallen trees were cleared for vehicular traffic on or before 22 September 2018. HyD also removed all blockages to carriageways and cycle tracks by October 2018 and November 2018 respectively. For tree debris on slopes under HyD's purview, due to the large quantities of debris and the substantial preparation required (such as temporary traffic arrangements, deployment of plant and access arrangement), the clearance works had taken a longer time. HyD has already completed about 80% removal of tree debris works and it is anticipated to clear the tree debris on slopes by mid-2019.

After the super typhoon Mangkhut, the contractors under the management of HyD had deployed substantial amount of labour, plant and equipment to handle the emergency recovery and rectification works. HyD is conducting a review with the contractors on the



level of emergency stand-by resources (e.g. labour, plant and equipment) to be provided so as to enhance the response time and handling capacity during the initial recovery stage after a typhoon attack.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)026****(Question Serial No. 2464)**

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the financial year 2019-20, what are the estimated expenditures on salaries and allowances payable to the Director of Highways and the Principal Government Engineer/Railway Development?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 39)

Reply:

The pay scale of the two posts as at March 2019 is as follows –

<b>Rank</b>	<b>Salary range per month</b>
Director of Highways	\$253,150 – \$260,600 (Directorate Pay Scale Point D6)
Principal Government Engineer/ Railway Development	\$199,050 – \$217,300 (Directorate Pay Scale Point D3)

There are no separate breakdowns relating to the allowances or job-related allowances for the two directorate posts.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)027**

**(Question Serial No. 0787)**

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

Question:

The Administration will commence the investigation and preliminary design for improvement of the Lion Rock Tunnel (LRT). Please inform this Committee:

- (1) of the details, objective, staff establishment and estimated expenditure of the improvement works;
- (2) of the implementation timetable and duration of the improvement works;
- (3) of the design capacity and peak-hour utilisation rate of the LRT at present; whether the design capacity and peak-hour utilisation rate of the tunnel will increase or decrease upon completion of the improvement works;
- (4) whether the Administration has any plan to increase the LRT toll upon completion of the improvement works; if so, what are the details?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 34)

Reply:

- (1)&(2) The two existing tunnel tubes of the LRT have been in service for more than 40 years. The Highways Department (HyD) plans to rehabilitate and improve the tubes to the latest standards and extend their service life. Opportunity will also be taken to increase the capacity of the LRT with a view to alleviating traffic congestion in the tunnel and the roads in the vicinity.

The HyD will conduct an investigation study on the 'Improvement of LRT' in Q2 2019 to identify improvement measures. The investigation study aims to work out the feasible options for rehabilitation of the two existing tunnel tubes of the LRT and the associated road improvement works, as well as conduct preliminary design for the selected option. The scope of the study includes traffic modelling, traffic impact assessment, environmental impact assessment, utility impact assessment, associated ground investigation works, and providing technical advice and support during public consultation and gazettal of the proposed road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and in

resolving objections (if any), etc. The investigation study will take about 30 months to complete and will cost approximately \$29 million.

The HyD will deploy an additional Senior Engineer and an additional Engineer/Assistant Engineer in 2019-20 to oversee the investigation study. The details of the improvement works, staff establishment for and estimated cost of the works and the implementation programme are subject to the outcome of the investigation study.

- (3) The design capacity of the LRT is 2 600 vehicles per hour in each direction and the tunnel is fully utilised at peak hours.

The above-mentioned investigation study will include a Traffic Impact Assessment to look into the traffic of different options of improvement schemes. The design capacity and the forecast utilisation rate of the most feasible option will be worked out.

- (4) The Transport Department (TD) is actively preparing for the Study on “Congestion Charging” in mid-2019. The Study will adopt the principle of “Efficiency First” to examine the hierarchy and level of tolls of government tolled tunnels (including LRT) and the Tsing Ma and Tsing Sha Control Areas with a view to enabling efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The Study will also examine the scope for charging different tolls for different time periods.

The TD plans to consult relevant stakeholders on the proposed toll plans and the toll adjustment mechanism recommended by the Study in 2021.

Notwithstanding the above information about tunnel tolls, the construction cost of the LRT improvement works has no bearing on the LRT toll.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)028**

**(Question Serial No. 0788)**

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

Question:

The Highways Department (HyD) will commence the feasibility study on Route 11 (between North Lantau and Yuen Long). Please inform this Committee of the following:

- (1) the progress of work plan, the staff establishment and estimated expenditure involved in the past three years;
- (2) the work plan and implementation timetable, the staff establishment and estimated expenditure involved for the coming three years;
- (3) the anticipated design capacity and peak-hour utilisation rate of Route 11.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 35)

Reply:

- (1) With the funding approval of the Legislative Council (LegCo) Finance Committee in April 2018, the Feasibility Study on Route 11 commenced in May 2018 and is expected to be completed by 2020. The Study, which is ongoing, aims to study into the alignment options of Route 11, establish the technical feasibility and formulate the works implementation strategy. The HyD has been deploying existing staff resources to oversee the Feasibility Study.
- (2) Subject to the findings of the Feasibility Study, we will proceed to seek funding support from the LegCo for us to engage consultants for carrying out investigation and design of Route 11. The implementation timetable, manpower resources required and related expenditure will be drawn up in the Feasibility Study.
- (3) As the Feasibility Study is ongoing, the design capacity and utilisation rate of Route 11 are still under assessment.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)029**

**(Question Serial No. 2155)**

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

Question:

Regarding railway development,

- (a) the construction of the Northern Link was originally scheduled to commence in 2018. However, there has not yet been any information. What is the progress of the Northern Link project? Whether the Government has drawn up a timetable for the project and reserved any provision for taking forward the project? If so, what are the details? If not, what are the reasons?
- (b) apart from the Northern Link, the Government recommended in the Railway Development Strategy 2014 that six new railway projects, including the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension, Hung Shui Kiu Station, the South Island Line (West) and the North Island Line, be implemented in or before 2026. Please provide the current progresses and the anticipated completion dates of the above-mentioned projects in table form.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 28)

Reply:

The progress of the railway projects recommended in the Railway Development Strategy 2014 (RDS-2014) is tabulated below -

Railway Project	Progress
Tuen Mun South Extension	Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/ departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.
Northern Link (and Kwu Tung Station)	
East Kowloon Line	
Tung Chung West Extension (and Tung Chung East Station)	
North Island Line	
Hung Shui Kiu Station	
South Island Line (West)	

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)030**

**(Question Serial No. 0230)**

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

Question:

After the passage of super typhoon Mangkhut last year, will the Administration inform this Committee of:

- (1) the total area of roads repaired by the Highways Department (HyD) in square metres, the expenditure and staff establishment involved in road repair works; and
- (2) the outstanding cases related to the typhoon at present and the expected completion date of such cases?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 5)

Reply:

- (1) The total area of roads maintained by the HyD is 25.6 million square metres. The total expenditure on highways maintenance was \$994.8 million in 2018. The estimated area of roads damaged by super typhoon Mangkhut was about 1 200 square metres and the estimated expenditure for repair works was approximately \$1.6 million. The HyD had entrusted contractors to carry out the repair works under the supervision of HyD's staff.

Road inspections and maintenance are part of the District and Maintenance work of the HyD. As this is among its regular duties, there is no detailed breakdown in its staff establishment.

- (2) The repair works of a section of village access at Cheung Chau are still ongoing. The site concerned had been fully occupied for the stabilization work of an adjoining slope, which was also damaged during the typhoon, until February 2019. HyD commenced the repair works of the village access in early March 2019 and will complete the works by May 2019.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)031**

**(Question Serial No. 1679)**

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

Question:

According to Programme (2) District and Maintenance Works, the Administration aims to maintain the road network with a view to ensuring safety and serviceability, and to improve road cleanliness. The estimated expenditure in this respect under the Estimate 2019-20 has increased by 40.9% over the previous year. In this regard, will the Administration inform this Committee of the following:

- (1) please provide in table form the numbers of complaints relating to road maintenance received by the Administration in the past three years, their distribution in each of the 18 districts in the territory and a breakdown by quarter;
- (2) please provide in table form the details of the annual expenditure and manpower spent by the Administration on improving road cleanliness in the past three years. And has the Government received any complaints relating to road cleanliness? If so, what are the details? If not, what are the reasons?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 74)

Reply:

(1)

In 2016, 2017 and 2018, the Highways Department (HyD) received 13 150, 13 560 and 14 760 complaints associated with road maintenance respectively. The complaints received involved various maintenance issues in respect of different highway facilities, e.g. uneven road surfaces, occurrence of potholes, damaged railings, road drainage problems, damaged road signs, as well as wear and tear of highway facilities. The quarterly breakdowns of the complaints by district are tabulated below –

**2016**

	District	Q1	Q2	Q3	Q4	Total in 2016
1.	<b>General road maintenance</b>					
	Central and Western	184	158	135	143	620
	Eastern	160	179	197	220	756
	Southern	70	79	96	59	304
	Wan Chai	239	185	125	170	719
	Kowloon City	132	192	212	164	700
	Kwun Tong	53	117	121	53	344
	Sham Shui Po	157	100	141	114	512
	Yau Tsim Mong	525	667	516	426	2 134
	Wong Tai Sin	47	82	72	123	324
	Tsuen Wan	120	159	219	193	691
	Kwai Tsing	83	131	197	191	602
	Sai Kung	58	115	139	94	406
	Sha Tin	98	178	327	157	760
	Tai Po	31	63	75	53	222
	North	144	188	199	149	680
	Tuen Mun	103	97	106	101	407
	Yuen Long	312	372	389	336	1 409
	Islands	1	0	0	30	31
2.	<b>Others</b> (including maintenance of expressways, structures and slopes, etc.)	368	381	455	325	1 529
	<b>Total:</b>	<b>2 885</b>	<b>3 443</b>	<b>3 721</b>	<b>3 101</b>	<b>13 150</b>

**2017**

	District	Q1	Q2	Q3	Q4	Total in 2017
1.	<b>General road maintenance</b>					
	Central and Western	112	179	234	149	674
	Eastern	177	206	243	136	762
	Southern	48	200	283	150	681
	Wan Chai	86	251	300	145	782
	Kowloon City	174	219	344	157	894
	Kwun Tong	41	18	41	48	148
	Sham Shui Po	216	233	298	213	960
	Yau Tsim Mong	545	436	521	390	1 892
	Wong Tai Sin	79	113	112	92	396
	Tsuen Wan	125	150	199	134	608
	Kwai Tsing	107	173	246	162	688
	Sai Kung	95	103	138	55	391
	Sha Tin	160	246	375	210	991
	Tai Po	45	76	111	77	309

	District	Q1	Q2	Q3	Q4	Total in 2017
	North	102	109	179	93	483
	Tuen Mun	86	125	143	149	503
	Yuen Long	259	329	381	154	1 123
	Islands	18	44	47	40	149
2.	<b>Others</b> (including maintenance of expressways, structures and slopes, etc.)	157	302	441	226	1 126
	<b>Total:</b>	<b>2 632</b>	<b>3 512</b>	<b>4 636</b>	<b>2 780</b>	<b>13 560</b>

## 2018

	District	Q1	Q2	Q3	Q4	Total in 2018
1.	<b>General road maintenance</b>					
	Central and Western	120	134	265	249	768
	Eastern	145	146	187	192	670
	Southern	123	130	244	218	715
	Wan Chai	124	131	252	207	714
	Kowloon City	145	213	329	362	1 049
	Kwun Tong	29	27	54	129	239
	Sham Shui Po	138	174	317	230	859
	Yau Tsim Mong	415	515	616	426	1 972
	Wong Tai Sin	80	114	156	129	479
	Tsuen Wan	114	165	253	176	708
	Kwai Tsing	166	189	388	183	926
	Sai Kung	45	57	98	63	263
	Sha Tin	174	230	481	188	1 073
	Tai Po	70	121	148	139	478
	North	122	104	221	167	614
	Tuen Mun	106	161	316	248	831
	Yuen Long	185	163	364	334	1 046
	Islands	39	45	94	77	255
2.	<b>Others</b> (including maintenance of expressways, structures and slopes, etc.)	160	215	452	274	1 101
	<b>Total:</b>	<b>2 500</b>	<b>3 034</b>	<b>5 235</b>	<b>3 991</b>	<b>14 760</b>

(2)

There is a well-established division of cleansing work concerning public roads between the HyD and the Food and Environmental Hygiene Department (FEHD). Generally speaking, the HyD is responsible for the overall cleansing of and maintenance of vegetation on expressways and high speed roads. On other public roads, the FEHD is responsible for street sweeping and removal of litter.

The HyD is also responsible for the structural cleansing of highway structures, cleansing of street furniture and clearance of unwanted vegetation on highway facilities at regular intervals. The frequency will be higher at busy road sections. Under the current road maintenance contracts, the contractors will take prompt actions to clean the road facilities and clear the unwanted vegetation during regular inspections of public roads. The HyD will deploy staff to conduct site audit inspections to ensure that the relevant works are conducted in accordance with the contractual requirements. Moreover, when there is a need to enhance the state of cleanliness of road signs or to control the growth of unwanted vegetation for some road sections, the HyD will require the contractors to carry out additional cleansing/clearance works.

The estimated expenditure for cleansing of road facilities and clearance of unwanted vegetation in 2016-17, 2017-18 and 2018-19 was \$68 million, \$77 million and \$81 million respectively. The cleansing of road facilities and clearance of unwanted vegetation forms part of the district and maintenance works of the HyD. There is no separate breakdown of staff establishment for such works.

In 2016, 2017 and 2018, the HyD received 1 704, 2 294 and 2 164 complaints respectively concerning public road cleanliness and growth of unwanted vegetation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)032**

**(Question Serial No. 0928)**

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

Question:

In 2019-20, the Administration will commence the feasibility study under the third phase of "Universal Accessibility" (UA) Programme and review whether there is scope for further expansion of the Programme. Will the Administration examine whether the scope of the Programme can be expanded to cover housing estates under the Tenants Purchase Scheme?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 24)

Reply:

To ensure the proper use of public funds and to avoid the Government taking over the responsibilities of private property owners, walkways within the areas of housing estates under the Tenants Purchase Scheme are currently beyond the ambit of UA Programme. Following the announcement in the 2018 Policy Address, we are conducting a review to explore whether there is scope for further expansion of the UA Programme. We will consider the suggestion in the course of the review.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)033**

**(Question Serial No. 0929)**

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

Question:

Under Programme (3) Railway Development in the 2019-20 Budget, the Government mentioned that it will continue to take forward the proposed railway schemes recommended under the Railway Development Strategy 2014 (RDS-2014) in an orderly manner, including carrying on with the detailed planning for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station), the East Kowloon Line (EKL), the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line. Will the Government advise this Committee on the following:

- (1) What is the specific timetable for commencing the detailed planning for the EKL? What is the anticipated time for commencement of the consultation exercise?
- (2) What are the expenditures and staff establishment involved, as well as their duties?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 22)

Reply:

- (1) Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit a proposal for the implementation of the EKL. MTRCL submitted a proposal for EKL to the Government in end July 2017. THB, the Highways Department and relevant bureaux/departments have evaluated the proposal and requested MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposal submitted by MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014, including the EKL, have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be

subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- (2) As at March 2019, 0.5 Chief Engineer, one Senior Engineer and one Engineer in the HyD are tasked with assisting the THB in studying the EKL, with a total estimated staff cost of about \$3 million in 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)034**

**(Question Serial No. 2258)**

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

Question:

Regarding the Shatin to Central Link (SCL), will the Administration consider partial commissioning of stations from Diamond Hill to Ho Man Tin after ensuring the structures of all SCL stations met the safety specifications and where technically feasible? If so, what is the timetable? If not, what are the reasons?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 207)

Reply:

The Tai Wai to Hung Hom Section of the SCL was scheduled to be commissioned in mid-2019. However, due to the concerns of the quality of works of Hung Hom Station and other stations, the target commissioning date will need to be reviewed.

As regards requests for partial commissioning of the Tai Wai to Hung Hom Section, we have asked MTR Corporation Limited (MTRCL) to study different options with a view to commissioning as many stations and sections as possible, if partial commissioning is found necessary. The Government and MTRCL will make a more comprehensive assessment in the light of the findings of the Holistic Assessment Strategy, taking into account the technical feasibility of opening part of the railway section, the capacity of the railway system, the modification to the signalling system, the compatibility of the road transport, etc. In the meantime, MTRCL is undertaking the necessary preparatory groundwork to preserve and protect all practicable options.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)035**

**(Question Serial No. 0147)**

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

Question:

It is stated in the Matters Requiring Special Attention in 2019–20, that the Department will coordinate with the Mainland authorities on cross-boundary infrastructure developments. In the regard, will the Government advise this Committee:

1. of the details and estimated financial provision for the proposed work?
2. as public confidence on safety and integrity of construction works has been greatly deteriorated by recent incidents, frequent delay and overrun, whether additional measures will be implemented to prevent rising cost and guarantee construction quality.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 30)

Reply:

The cross-boundary infrastructure development in question is the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link project. Officers at various ranks of the Highways Department (HyD) may discuss and exchange views with the Mainland authorities at working level on improvement works as and when necessary. The work involved is undertaken by the staff of the HyD as part of their duties. There is no separate breakdown of expenditure for such work.

In the light of the recent concerns about the quality of construction works of the Shatin to Central Link (SCL) project, the HyD has enhanced site supervision and management such as increasing the frequency of site visits and conducting independent surprise checks, in order to strengthen supervision of the work of the MTR Corporation Limited. The interim report of the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the SCL project (CoI) was made public on 26 March 2019. We will seriously consider and follow up the recommendations of the CoI to promote public safety and assurance on the quality of works for the future railway projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)036**

**(Question Serial No. 0149)**

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

Question:

In "Matters Requiring Special Attention in 2018-19", the Administration states that it will continue to take forward the provision of barrier-free access facilities for existing footbridges, elevated walkways and subways under the "Universal Accessibility" (UA) Programme." Please provide the manpower and resources allocated to execute the above policy as well as the number of jobs that will be created as well as the number of citizens that are going to be benefited from this Programme.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 32)

Reply:

Under the "Original Programme" and "Expanded Programme" of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work.

Under the "Second Phase" of the UA Programme (previously referred to as "Next Phase" and subsequently renamed as the "Second Phase"), we have been carrying out investigation and design work for the 45 items and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the "Third Phase"). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the "Third Phase", with a view to commencing construction works progressively starting from 2021.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779.0 million, \$801.9 million, \$855.0 million and \$751.6 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure of the UA Programme in 2019-20 is \$652.8 million. Apart from deploying existing staff resources to take forward previous phases of the UA Programme, the Highways Department will deploy one Senior Engineer and three Engineers/Assistant Engineers (supported by a Clerical Assistant) in 2019-20 to oversee the “Third Phase” mentioned above. The works under the UA Programme have been creating about 1 200 jobs each year.

The UA Programme would provide / enhance the barrier-free access facilities at about 370 walkways in various districts to facilitate the access of the elderly and people in need.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)037**

**(Question Serial No. 0151)**

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

Question:

In "Matters Requiring Special Attention in 2019-20", the Administration states that it will commence the feasibility study under the third phase of "Universal Accessibility" (UA) Programme, and review whether there is scope for further expansion of the Programme. In this connection, will the Administration inform this Council the resources and manpower involved for completion of the said feasibility studies as well as the necessary procedures.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 34)

Reply:

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the "Third Phase"). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the "Third Phase". The estimated expenditure for the feasibility study on lift retrofitting proposals under the "Third Phase" is about \$12 million and we will deploy one Senior Engineer and three Engineers/Assistant Engineers (supported by a Clerical Assistant) in 2019-20 to oversee the study.

Upon completion of the study for individual proposals under the "Third Phase", the Highways Department (HyD) will brief District Councils (DCs) concerned on the findings of the investigation and the preliminary schemes of the proposals. For those schemes confirmed to be technically feasible and supported by the respective DCs, we will commence the detailed design work afterwards. We aim to commence the construction works progressively starting from 2021.

We are also conducting a review to explore whether there is any scope for further expansion of the UA Programme. The HyD is deploying existing staff resources to conduct the

review on the ambit of the UA Programme. There is no separate breakdown of manpower for this task. We will report to the Legislative Council Panel on Transport upon completion of the relevant work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)038**

**(Question Serial No. 0152)**

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

Question:

It states that the Administration will continue with the feasibility study on Route 11 (between North Lantau and Yuen Long). In this connection, will the Administration inform this Council the completion date for this feasibility study and will it allocate extra manpower and resources to complete this study at an earlier date and when will it release the result of this study? Please also inform this Council the current progress of this study and whether it has conducted any consultation for the construction of Route 11.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 35)

Reply:

To cope with the anticipated increase in traffic demand arising from the long-term developments in Northwest New Territories (NWNT), including the proposed Hung Shui Kiu New Development Area and Yuen Long South development, a new strategic route (Route 11) is required to connect NWNT with the urban areas. Furthermore, Route 11 will provide a third strategic land transport link to the Lantau on top of the Lantau Link and Tuen Mun-Chek Lap Kok Link, thus enhancing the robustness of the road network connecting to the airport.

The feasibility study on Route 11 commenced in May 2018 and is expected to complete in 2020. The study aims to study the alignment options of Route 11, establish the technical feasibility and formulate the works implementation strategy. Various technical studies are ongoing including transport modelling, marine traffic impact assessment, identification of key environmental issues and land requirement study to develop options for consideration. Upon the completion of the option assessment and identification of the preferred options, consultations exercises with relevant stakeholders and the public will be carried out.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)039**

**(Question Serial No. 2782)**

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

Question:

The work of the Highways Department in the coming year includes to “oversee the progress of the Shatin to Central Link (SCL) for its timely completion and resolve the suspected works quality issues at Hung Hom Station (HUH) Extension.” In this regard, will the Government advise this Committee of the following -

- (1) Regarding the works quality issues of the SCL, how will the Government “resolve” the works quality issues?
- (2) The Government is currently opening up the concrete to inspect the reinforcement bars at HUH. Have the relevant inspection procedures been completed? Could the Government announce the results? Among the inspected reinforcement bars, what are the number and percentage of substandard bars? Using statistical methods, what is the estimated total number of substandard reinforcement bars at the entire HUH?
- (3) According to relevant standards, what is the percentage of substandard reinforcement bars that would be considered “unacceptable”? Does the Government accept the results of the current inspection?
- (4) If the percentage of substandard reinforcement bars reached the “unacceptable” level, what is the worst-case scenario adopted by the Government? Will the Government consider demolishing the HUH for reconstruction?
- (5) Regarding the missing of Request for Inspection, Survey and Check (RISC) forms, apart from HUH, do other stations have similar problems, i.e. missing construction records and amendment of layout plans that do not conform to the established procedures?
- (6) What does “timely” completion of the SCL mean? Will the Government consider the option of partial commissioning? If so, will the Government consider commissioning the SCL to Ho Man Tin Station instead of to Diamond Hill Station only?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 11)

Reply:

(1) – (4)

As far as the quality issue of the works at HUH Extension is concerned, the MTR Corporation Limited (MTRCL) is conducting a three-stage holistic assessment. In the first stage, the MTRCL has reviewed the relevant construction records and the latest design amendment drawings. In the second stage, MTRCL has been opening up part of the East West Corridor and the North South Corridor platform slabs to verify the details of the rebar connections and whether the couplers and rebars are properly connected. The second stage also includes a review on other irregularities suspected or made known during the investigation so as to investigate the severity, extent and impact of these issues in detail. In the third stage, MTRCL will conduct a comprehensive review and a detailed structural analysis on the entire HUH Extension based on the test results and other construction issues found in the first two stages to ascertain if the overall condition of the works is acceptable and identify remedial / strengthening works (if required). The Transport and Housing Bureau and its Expert Adviser Team, the Highways Department (HyD) and its Monitoring and Verification consultant, as well as the Buildings Department, are closely monitoring the progress of the holistic assessment being conducted by MTRCL and will review the results when available.

(5) – (6)

The Tai Wai to Hung Hom Section of the SCL was scheduled to be commissioned in mid-2019. However, due to the concerns of the quality of works of HUH and other stations, the target commissioning date will need to be reviewed.

As regards requests for partial commissioning of the Tai Wai to Hung Hom Section, we have asked MTRCL to study different options with a view to commissioning as many stations and sections as possible, if partial commissioning is found necessary. The Government and MTRCL will make a more comprehensive assessment in the light of the findings of the Holistic Assessment Strategy, taking into account the technical feasibility of opening part of the railway section, the capacity of the railway system, the modification to the signalling system, the compatibility of the road transport, etc. In the meantime, MTRCL is undertaking the necessary preparatory groundwork to preserve and protect all practicable options.

As part of the preparation for the commissioning of the Tai Wai to Hung Hom Section, we have implemented a three-tier audit of all relevant stations (other than HUH) as follows –

- (a) firstly, the Government has asked MTRCL to conduct an internal audit on other SCL stations in order to ensure that the construction details are in compliance with the design and acceptable standards;
- (b) secondly, HyD and its Monitoring and Verification consultant are conducting audits on other SCL stations under the supervision of the Expert Adviser Team for the SCL project. The first stage audit was conducted from end January to early March 2019 and



covered To Kwa Wan Station and Diamond Hill Station with focus on records on quality control of works and site supervision. The RISC forms and coupler-related site records for Diamond Hill Station were found to be generally acceptable. Nevertheless, there were deficiencies in the RISC forms of the structural works and coupler-related site records for To Kwa Wan Station. MTRCL was informed of the audit findings in mid-March 2019 and the Government requested MTRCL to carry out an investigation to assess the full extent of the problem and its potential implications, and propose remedial actions. The audit will be extended to the remaining SCL stations, with priority given to those essential under various options of partial commissioning of the Tai Wai to Hung Hom Section, i.e. Tai Wai Station, Hin Keng Station, Kai Tak Station and Sung Wong Toi Station; and

- (c) finally, MTRCL has to submit to the Government the Certificate of Completion together with relevant documents. The Government will conduct the necessary site inspection. If the works are completed to the Government's satisfaction, a no objection letter will be issued by the relevant authority (Building Authority or HyD as appropriate) to acknowledge the Certificate of Completion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)040**

**(Question Serial No. 2423)**

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

Question:

Regarding the follow-up work for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project, the Government has stated that in view of serious cost overrun of the project, "the Government will continue reserving its right to take the MTR Corporation Limited (MTRCL) to arbitration on the Corporation's liability for the current cost overrun". Please advise this Committee of the following -

- (1) As at March 2019, has the Government made any claims against MTRCL for the cost overrun? If so, what are the amount of claims involved and the details?
- (2) In the coming 24 months, what follow-up actions will be taken in relation to the above-mentioned issue?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 45)

Reply:

According to the Definitive Agreement entered into between the Government and the MTRCL in November 2015, the Government reserves the right to refer the question of the MTRCL's liability for the cost overrun of the Hong Kong Section of XRL project to arbitration. The Government is reviewing MTRCL's liability. In this respect, we are requesting MTRCL to provide relevant documents on the XRL project and will take necessary steps to prepare for the possible arbitration process.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)041**

**(Question Serial No. 2424)**

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

Question:

Regarding the expenditures of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project, please advise this Committee of the following -

- (1) Details on the claims of all awarded contracts as at March 2019, including (i) contract title; (ii) amount of claims made as at March 2019; (iii) amount of claims awarded as at March 2019; (iv) amount of claims rejected as at March 2019; (v) amount of claims outstanding.
- (2) List out, by contract, the number and amount of claims made relating to Extension of Time and Variation Order.
- (3) List out, by total amount of claims, the 15 contracts with the highest amount of claims and their respective amount.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 46)

Reply:

According to the information provided by the MTR Corporation Limited (MTRCL), as at end January 2019, the MTRCL received 1 130 substantiated claims from contractors in relation to the works for the Hong Kong Section of XRL project. The amount claimed in total (including those induced due to variation orders and extension of time, among others) was approximately \$29.061 billion. The relevant details are tabulated below:

Scope of works	Awarded contract sum (\$ billion)	Claims resolved			Claims unresolved		
		Number	Amount claimed (\$ billion)	Amount awarded (\$ billion)	Number	Amount claimed (\$ billion)	Interim amount awarded (\$ billion)
Railway Tunnels	22.572	174	4.670	2.828	415	6.600	2.173
Station	14.761	129	10.066	6.285	289	2.095	0.742
Electrical and Mechanical Works	8.454	24	1.153	0.759	99	4.477	1.895
<b>Total</b>	<b>45.787</b>	<b>327</b>	<b>15.889</b>	<b>9.872</b>	<b>803</b>	<b>13.172</b>	<b>4.810</b>

According to the relevant terms of the works contracts, the Government cannot divulge information on individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)042**

**(Question Serial No. 2425)**

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

Question:

Regarding the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project, please advise this Committee of the following -

- (1) Has the Government conducted internal investigations against officers of the Highways Department (HyD) responsible for the project (including the current and former Director of Highways, Deputy Director of Highways, Principal Government Engineer/Railway Development and the HyD's officers tasked with works supervision) in relation to the cost overrun of the XRL project? If so, what are the details? If not, what are the reasons?
- (2) Will the Government consider asking the Civil Service Bureau to undertake disciplinary proceedings against the officers involved as mentioned in Part (1)?
- (3) The current positions or situations at work of the HyD's officers who have been responsible for handling the XRL project since its commencement in 2010.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 47)

Reply:

The Hong Kong Section of XRL project was entrusted to the MTR Corporation Limited (MTRCL) for design, construction and commissioning. The MTRCL has undertaken the role of project manager for the procurement, administration and supervision of the design and construction of the works. The supervision of MTRCL's work for XRL is undertaken by the HyD through deployment of in-house staff resources, with the assistance of its Monitoring and Verification Consultant engaged.

The main reasons leading to cost overrun of the XRL project include unfavourable ground conditions encountered, disruption due to other causes, changes in design to suit actual site conditions and various unforeseen circumstances, price escalations, additional project management cost and insurance, contingency for the remaining works, and additional government cost.

In the light of the public concerns on the project delay and cost overrun of the XRL project, the Chief Executive appointed in May 2014 an Independent Expert Panel (IEP) chaired by

the former Non-Permanent Judge of the Court of Final Appeal, Mr Justice Michael 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 XRL project.

The HyD had implemented improvement measures since mid-2014 to enhance the monitoring of the project which was finally commissioned in September 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)043**

**(Question Serial No. 3259)**

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

Question:

Regarding the Highways Department's supervision of the construction and development of railway projects, please advise this Committee, among the officials who have filled posts above Chief Engineer level in the Railway Development Office starting from 2010, how many of them have the experiences in participating in the construction or building of railway projects (rather than that in supervision)?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 51)

Reply:

The Railway Development Office of the Highways Department is headed by one Principal Government Engineer with the assistance of two Government Engineers and five Chief Engineers. The officers holding these posts generally possess good experience in the planning and implementation of railway projects in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)044**

**(Question Serial No. 1155)**

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 improvement measures for typhoon shelters, please advise on the following:

- (a) The Government has introduced a trial measure by designating an area in the Kwun Tong Typhoon Shelter (KTTS) for exclusive mooring of a certain class of vessels to prevent collisions and subsequent compensation claims that may arise. What are the effects of this trial measure so far as assessed by the Government?
- (b) What is the progress of the private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS) established by the Government? How many private moorings are there in that area at present? What are the figures on usage and other related details?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 6)

Reply:

- (a) The Marine Department (MD) has, on a trial basis, designated through administrative means, a specific area within the KTTS for the exclusive mooring of non-pleasure vessels with a view to achieving better mooring management. Since the implementation of the measure in August 2017, it is estimated that about 15 hectares of the total mooring space in KTTS have become available for the exclusive mooring of non-pleasure vessels. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure the safe and orderly berthing of vessels.
- (b) To increase the utilisation of the HLCTS, MD established a private mooring area in HLCTS in December 2017, and invited the submission of applications to lay private moorings in batches. As at 8 March 2019, MD processed two batches of applications and approved in total 88 applications for laying private moorings therein. Successful applicants have started to lay the private moorings. As at 8 March 2019, 13 private moorings were laid and the laying process is still ongoing. MD will continue to invite applications by phases.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)045****(Question Serial No. 1156)**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:

- (a) the respective numbers of fish carriers, fishing vessels, fishing sampans (C7), outboard open sampans (P4), as well as other fishing vessels and industry-related vessels in the past three years (2016-17 to 2018-19); and
- (b) the respective numbers of locally-licensed vessels that were less than 10 metres and between 10 to 15 metres in length in the past three years, and the number of fishing vessels among them.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 7)Reply:

(a)

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

<b>Vessels</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Fish carrier	31	30	26
Fishing sampan (known as C7)	1 982	1 942	1 961
Fishing vessel	1 997	1 949	1 899
Outboard open sampan (known as P4)	2 621	2 581	2 619
<b>Total</b>	<b>6 631</b>	<b>6 502</b>	<b>6 505</b>

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

(b)

(i) The numbers of local licensed vessels with length overall less than 10 metres in the past three years are set out as follows:

<b>Vessels</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Local Vessel	11 972	12 027	12 238
Class III Vessels (fishing vessels) therein	4 523	4 433	4 486

(ii) The numbers of local licensed vessels with length overall between 10 and 15 metres in the past three years are set out as follows:

<b>Vessels</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Local Vessel	2 027	2 084	2 123
Class III Vessels (fishing vessels) therein	361	354	350

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)046**

**(Question Serial No. 1159)**

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 three years (2016-17 to 2018-19);
- (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 three years (2016-17 to 2018-19);
- (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 three years (2016-17 to 2018-19);
- (d) the expenditure on, staffing for and progress of the relevant work conducted by the Government on the berthing and sheltered spaces for local vessels over the past three years (2016-17 to 2018-19);
- (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 three years (2016-17 to 2018-19); and
- (f) whether there are any entry restrictions for any types of fishing vessels in various typhoon shelters regarding the berthing and sheltered spaces for local vessels in Hong Kong.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 15)

Reply:

- (a) In the past three years (i.e. 2016-17 to 2018-19), the total area of the 14 gazetted typhoon shelters remained unchanged, i.e. 419.0 hectares (ha). The areas of these typhoon shelters with vessels' permitted length overall of 30.4m, 50m and 75m also remained unchanged in the past three years at 109.5 ha, 232.9 ha and 76.6 ha respectively. As for the sheltered anchorages, the total area increased from 143.8 ha in 2016-17 to 178.8 ha in 2017-2018 and 2018-19 after the establishment of three sheltered anchorages at Cheung Sha Lan, Nim Shue Wan and Shuen Wan Hoi.
- (b) All local vessels, other than 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 2016, 2017 and 2018, the number of dwelling vessels moored at the Causeway Bay Typhoon Shelter remained at four. 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) 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 vessels' demand for sheltered spaces during inclement weather could be met. The highest occupancy of typhoon shelters by class of vessels during typhoons is set out in **Annex A**.
- (d) With a view to enhancing the utilisation of the existing sheltered spaces, MD is taking forward relevant work on the berthing and sheltered spaces for local vessels, for which the breakdown of resources is not available as the relevant work is undertaken with existing resources. The salient progress in 2018-19 was as follows:
- (i) MD has processed two batches of applications for laying private moorings at the Hei Ling Chau Typhoon Shelter private mooring area (PMA) in 2018, and approved a total of 88 applications.
  - (ii) MD has obtained support of the Sai Kung District Council in 2018 to expand the existing PMA at Tso Wo Hang and to establish new PMA at Yim Tin Tsai Typhoon Shelter so as to facilitate their use by local vessels with an aim to reduce pressure on sheltered spaces. MD will continue to work with local stakeholders on the detailed arrangement.
  - (iii) MD has consulted the relevant District Councils and Rural Committees in 2018 with a view to expanding the PMAs at Shuen Wan Hoi and Tai Mei Tuk. MD will continue to liaise with the stakeholders and obtain their support.
  - (iv) MD has, on a trial basis, designated through administrative means, a specific area within the Kwun Tong Typhoon Shelter (KTTS) for the exclusive mooring of non-pleasure vessels with a view to achieving better mooring management. Since the implementation of the measure in August 2017, it is estimated that about 15 ha of the total mooring space in KTTS have become available for the exclusive mooring of non-pleasure vessels.
- (e) The number of Permits issued by MD for over-length vessels to enter the 14 typhoon shelters in 2016, 2017 and 2018 are set out in **Annex B**.

- (f) The operating licences of outboard open sampans provide for certain restrictions, including the prohibition of entering typhoon shelters except for Cheung Chau Typhoon Shelter and Shuen Wan Typhoon Shelter. In addition, a Glass Reinforced Plastic fishing sampan fitted with petrol outboard engine is confined to entering a typhoon shelter of its home port only.

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

	Class I			Class II							Class III		Class IV 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# <sub>1</sub>	26	57	67	3	44	0	0	0	88	82	586	0	733	0	12	1698	77%
Causeway Bay TS <sub>1</sub>	0	35	3	0	0	0	0	15	4	10	80	0	190	0	0	337	52%
Cheung Chau TS <sub>2</sub>	1	25	0	0	15	1	0	0	6	0	165	50	47	0	2	312	45%
Hei Ling Chau TS <sub>3</sub>	4	2	0	2	0	2	8	0	0	4	0	0	0	81	2	105	11%
Kwun Tong TS <sub>2</sub>	2	0	0	40	20	20	0	0	0	0	92	0	45	29	2	250	70%
New Yau Ma Tei TS <sub>2</sub>	27	40	30	158	30	37	0	0	4	35	15	0	50	53	5	484	100%
Rambler Channel TS <sub>2</sub>	0	1	0	26	7	2	0	2	0	6	17	0	15	50	1	127	100%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	2	0	0	0	2	0	65	0	18	0	0	92	65%
Shaukeiwan TS <sub>1</sub>	7	18	0	0	0	0	0	0	24	14	412	0	70	0	0	545	90%
Shuen Wan TS <sub>1</sub>	0	8	0	0	4	0	0	0	0	2	28	40	38	0	8	128	51%
To Kwa Wan TS <sub>2</sub>	11	0	0	60	0	30	0	18	0	13	0	0	20	10	0	162	100%
Tuen Mun TS <sub>2</sub>	0	59	0	85	26	36	0	30	4	67	161	0	105	28	7	608	100%
Yim Tin Tsai TS <sub>1</sub>	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: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

Table II – The Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2017

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	<b>Total</b>	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	13	47	55	1	35	2	0	88	103	753	0	690	0	12	1799	82%
Causeway Bay TS <sub>1</sub>	0	32	0	0	0	0	0	3	9	45	10	102	0	0	201	45%
Cheung Chau TS <sub>2</sub>	4	4	5	0	6	0	4	6	12	107	55	34	0	4	241	45%
Hei Ling Chau TS <sub>3</sub>	1	3	0	15	0	2	0	0	3	0	0	0	93	3	120	20%
Kwun Tong TS <sub>2</sub>	3	4	0	5	0	1	0	0	10	4	0	25	56	5	113	65%
New Yau Ma Tei TS <sub>2</sub>	22	36	38	106	31	42	0	1	51	27	0	41	51	3	449	95%
Rambler Channel TS <sub>2</sub>	0	6	0	25	4	3	0	0	5	10	0	15	57	2	127	100%
Sam Ka Tsuen TS <sub>1</sub>	0	3	0	0	0	0	0	2	1	6	50	12	0	0	74	40%
Shaukeiwan TS <sub>1</sub>	3	16	0	0	3	0	0	28	12	110	130	40	0	0	342	80%
Shuen Wan TS <sub>1</sub>	0	8	0	0	5	0	0	0	4	30	55	58	0	9	169	56%
To Kwa Wan TS <sub>2</sub>	7	10	0	66	0	25	0	0	12	0	0	8	0	0	128	85%
Tuen Mun TS <sub>2</sub>	0	42	0	140	10	36	6	4	50	233	20	35	19	6	601	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	7	0	2	9	8%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2017

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

## Annex A-3

Table III – The Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2018

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	<b>Total</b>	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	10	63	76	4	71	6	0	87	172	607	0	621	0	20	1737	80%
Causeway Bay TS <sub>1</sub>	2	20	0	2	0	0	0	3	23	102	0	173	0	0	325	50%
Cheung Chau TS <sub>2</sub>	2	4	4	0	3	3	0	6	22	180	40	57	0	5	326	78%
Hei Ling Chau TS <sub>3</sub>	0	2	0	20	0	6	0	0	0	0	0	2	115	1	146	50%
Kwun Tong TS <sub>2</sub>	0	4	0	15	0	0	0	0	17	37	0	101	12	1	187	75%
New Yau Ma Tei TS <sub>2</sub>	18	26	0	189	25	18	0	1	35	58	0	38	42	5	455	96%
Rambler Channel TS <sub>2</sub>	0	5	0	20	9	3	0	0	0	15	0	10	60	1	123	100%
Sam Ka Tsuen TS <sub>1</sub>	0	3	2	0	0	0	0	2	13	75	0	32	0	0	127	90%
Shaukeiwan TS <sub>1</sub>	6	10	0	0	10	2	0	24	25	270	0	222	0	0	569	95%
Shuen Wan TS <sub>1</sub>	0	9	0	0	2	0	0	0	4	14	64	92	0	5	190	55%
To Kwa Wan TS <sub>2</sub>	2	12	0	103	0	3	0	0	24	0	0	4	0	2	150	100%
Tuen Mun TS <sub>2</sub>	0	46	0	140	12	35	2	4	67	220	0	36	20	7	589	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	10%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2018

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres



**Number of Permits issued for over-length vessels to enter 14 typhoon shelters from 2016 to 2018**

Year	Number of Permits for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2016	77	96	64	47	110	72	59	61	64	68	60	69
2017	125	47	66	65	107	75	49	49	49	54	59	70
2018	53	116	56	58	115	63	53	58	52	49	48	60

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)047****(Question Serial No. 1178)**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 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 Hong Kong in the past three years (2016-17 to 2018-19);
- (b) the respective changes, if any, of the designated bunkering areas in the past three years (2016-17 to 2018-19); and
- (c) the Government's plan, if any, to establish new designated bunkering areas in the future.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 61)Reply:

(a) &amp; (b)

The number of designated bunkering areas within Hong Kong waters and licensed oil carriers in the past three years are set out as follows:

Year (As at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2016	8	162
2017		161
2018		170

(c)

There are currently eight designated bunkering areas within Hong Kong waters for oil carriers to supply bunker to vessels, which are located near the major berthing place for local vessels (including fishing vessels) to suit their needs. The Government has no plan to establish new designated bunkering areas in the near future.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)048**

**(Question Serial No. 0232)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (5) Government Fleet  
Controlling Officer: Director of Marine (Maisie CHENG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2019-20, the Government has indicated that it will conduct a consultancy study on the modernisation of the Government Dockyard by external consultant(s). Has the study commenced? When is it expected to be completed? What is the expenditure involved? What is the estimated annual expenditure to be saved by the Government from the modernisation of the Dockyard?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 9)

Reply:

The Marine Department is making preparation for the tendering of the consultancy study on the modernisation of the Government Dockyard (GD). The study would commence in the third quarter of 2019 and is expected to last for 15 months, i.e. completing in the last quarter of 2020. The expenditure involved for the study is mainly the consultancy fee. The study would look into, amongst others, the costs and benefits of the modernisation of the GD. Since the consultancy study is still in the preparation stage, details of the actual cost and the potential annual savings arising from the modernisation of GD are not yet available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)049**

**(Question Serial No. 2798)**

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:

Under Matters Requiring Special Attention in 2019-20, the Government has indicated that it will enhance the improvement measures in relation to the collision of vessels near Lamma Island in 2012. In the context of maritime safety and protection of people's lives, will the Government inform this Committee whether such measures include exploring the feasibility of establishing an independent marine accident investigation authority by making reference to the Air Accident Investigation Authority formed by the Civil Aviation Department which is independent and directly under the Transport and Housing Bureau? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 27)

Reply:

To ensure the impartiality and objectiveness of the marine accident investigations, and that no person or party can interfere in marine investigations, the Multi-lateral Policy Division of the Marine Department (MD), which oversees the Marine Accident Investigation Section (MAIS), does not participate in any substantive business on port management and safety survey of ships. This mechanism enables marine accidents to be investigated independently of other divisions of the MD. The International Maritime Organization (IMO) conducted a comprehensive audit of the MD in 2010. The audit result confirmed that the current framework of MAIS could maintain its impartiality and was in full compliance with "The Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)" of the IMO. Furthermore, the Independent Commission Against Corruption conducted a study in 2015 covering, amongst other aspects, the practice and procedures, prevention of corruption and potential conflict of interests within the MAIS, and it raised no concern on the existing organisational structure of MAIS.

At present, IMO has no intention to require all flag States/Administrations to have an independent authority for investigating marine accidents. In addition, the shipping industry

is also satisfied with the existing arrangement. Since the regulatory regime of civil aviation and maritime services are not the same, their accident investigation arrangements do not mirror each other. Nevertheless, the MD will closely monitor the development of the relevant requirements in the IMO to ensure that Hong Kong complies with the latest maritime standards.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 1056)**

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:

The actual container throughput (19.6 million twenty-foot equivalent units) for 2018 fell by 7% when compared with the estimated figure (21.1 million twenty-foot equivalent units). Are there any factors contributing to it other than the trade war between China and the United States? While the estimated container throughput is only an indicator and the actual figure depends on the specific situation of the economy, the Marine Department has exceptionally stated that it is not possible to estimate the container throughput for 2019. What is the reason for this?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 34)

Reply:

The maritime sector is highly affected by global economy. Hong Kong Port is also subject to severe competition from other ports in the region. In addition to the Sino-American trade tension, the growth in a number of economies has slowed down during the year. As such, the actual container throughput of the Hong Kong Port in 2018 was lower than the estimated figure.

The trading environment and outlook for container throughput in 2019 is expected to be more challenging amid moderating global economic growth and increasing downside risk. The uncertainty surrounding the Sino-American trade relations is still high. The uncertain direction of the US monetary policy and the rise of trade protectionism continue to affect the global market. Given the uncertainties surrounding the various external factors and severe competition from other ports in the region, it is not possible to provide an estimate for the container throughput for 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)051**

**(Question Serial No. 1057)**

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 actual container throughput by ocean-going vessels (OGVs) (13.9 million twenty-foot equivalent units) for 2018 fell by 8% when compared with the estimated figure (15 million twenty-foot equivalent units). Are there any factors contributing to it other than the trade war between China and the United States? While the estimated container throughput by OGVs is only an indicator and the actual figure depends on the specific situation of the economy, the Marine Department has exceptionally stated that it is not possible to estimate the container throughput by OGVs for 2019. What is the reason for this?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 35)

Reply:

The maritime sector is highly affected by global economy. Hong Kong Port is also subject to severe competition from other ports in the region. Around 70% of the containers handled at the Hong Kong Port are conveyed by ocean-going vessels (OGVs). In addition to the Sino-American trade tension, the growth in a number of economies has slowed down during the year. As such, the actual container conveyed by OGVs in 2018 was lower than the estimated figure.

The trading environment and outlook for container throughput by OGVs in 2019 is expected to be more challenging amid moderating global economic growth and increasing downside risk. The uncertainty surrounding the Sino-American trade relations is still high. The uncertain direction of the US monetary policy and the rise of trade protectionism continue to affect the global market. Given the uncertainties surrounding the various external factors and severe competition from other ports in the region, it is not possible to provide a good estimate for the container throughput by OGVs for 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)052**

**(Question Serial No. 1058)**

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:

In 2019-20, the Marine Department (MD) will continue to follow up the recommendations of the review on berthing and sheltered space for local vessels in Hong Kong. Regarding the follow-up of the recommendations concerned, what are the latest progress and the resources involved? It is pointed out that, due to the shortage of berthing for vessels, some people have laid moorings in the typhoon shelters without permission in order to make money. In this connection, what measures does the Government have in place to put an end to it?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 36)

Reply:

The latest progress of implementing the measures recommended by the Review on Berthing and Sheltered Space for Local Vessels in Hong Kong is as follows:

- (i) MD has processed two batches of applications for laying private moorings at the Hei Ling Chau Typhoon Shelter private mooring area (PMA) in 2018, and approved a total of 88 applications.
- (ii) MD has obtained support of the Sai Kung District Council in 2018 to expand the existing PMA at Tso Wo Hang and to establish new PMA at Yim Tin Tsai Typhoon Shelter. MD will continue to work with local stakeholders on the detailed arrangement.
- (iii) MD has consulted the relevant District Councils and Rural Committees in 2018 with a view to expanding the PMAs at Shuen Wan Hoi and Tai Mei Tuk. MD will continue to liaise with the stakeholders and obtain their support.
- (iv) MD has, on a trial basis, designated through administrative means, a specific area within the Kwun Tong Typhoon Shelter (KTTS) for the exclusive mooring of non-pleasure vessels with a view to achieving better mooring management.



Since the implementation of the measure in August 2017, it is estimated that about 15 hectares of the total mooring space in KTTS have become available for the exclusive mooring of non-pleasure vessels.

The implementation of the above measures forms part of the normal duties of concerned staff and are undertaken with existing resources. There is no separate breakdown on the manpower and expenditure involved.

Under existing legislation, no person shall lay a private mooring in the waters of Hong Kong except with the written permission of the Director of Marine. MD has from time to time conducted operations within typhoon shelters with a view to identifying and removing any illegal moorings or floating structures. MD will continue to closely monitor the situation at typhoon shelters and adopt appropriate measures to ensure their proper use by vessels.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)053**

**(Question Serial No. 3207)**

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 was the publicity cost incurred by the Government to promote the co-location arrangement of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in the past year? On which platforms were the relevant advertisements placed? What was the cost for each platform? What was the production cost of the advertisement for the co-location arrangement of the XRL? How many times has the television advertisement been broadcast to date?

What was the publicity cost incurred by the Government to promote the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the past year? On which platforms were the relevant advertisements placed? What was the cost for each platform? What was the production cost of the advertisement for the HZMB? How many times has the television advertisement been broadcast to date?

What was the publicity cost incurred by the Government to promote the Central-Wan Chai Bypass in the past year? On which platforms were the relevant advertisements placed? What was the cost for each platform? What was the production cost of the advertisement for the Central-Wan Chai Bypass? How many times has the television advertisement been broadcast to date?

What are the estimated operational expenses on promoting the XRL, the HZMB and the Central-Wan Chai Bypass in the coming year?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 51)

Reply:

## **Hong Kong Section of the XRL**

The Government undertook publicity measures through different channels to enhance public understanding of the Hong Kong Section of the XRL project and the clearance procedures under the co-location arrangement. Apart from distributing promotional booklets and pamphlets as well as displaying posters in various districts, we have been broadcasting promotional audio-clips and videos at radio stations, television stations and government venues, as well as disseminating information through Facebook. Relevant materials have also been uploaded to news.gov.hk and the website of the Transport and Housing Bureau. In the 2018-19 financial year (as at mid-March 2019), the total expenditure of relevant promotional efforts is around \$2.25 million.

The TV APIs on the XRL were broadcast over 10 000 times by domestic free-to-air and pay-TV service licensees between April 2018 and late November 2018, after which broadcasting of the TV APIs had ceased.

In 2019-20, the Government has not earmarked any expenses for the publicity in relation to the XRL. The MTRCL, as the operator, would conduct publicity as appropriate.

## **HZMB**

The Government has been undertaking a series of publicity measures through different channels to enhance public understanding of the HZMB project and the related transport arrangements. The measures include organising roving exhibitions, distributing pamphlets, displaying posters, broadcasting audio-clips and videos at radio stations and television stations, launching a dedicated website on HZMB and disseminating information through the dedicated website and Facebook. In addition, relevant publicity materials have been uploaded to news.gov.hk and the Transport Department (TD)'s website. In the 2018-19 financial year (as at mid-March 2019), the total expenditure of relevant promotional efforts is around \$4.44 million.

The TV APIs on the HZMB were broadcast over 2 800 times by domestic free-to-air and pay-TV service licensees between early October 2018 and mid-March 2019.

The estimated expenditure for the publicity of the HZMB in 2019-20 is about \$0.37 million.

## **Central – Wan Chai Bypass and Island Eastern Corridor Link (CWB)**

The Government has been undertaking a series of publicity measures through different channels to enhance public understanding of the CWB project and the related traffic arrangements. The measures include organising roving exhibitions, producing newsletters, promotional videos, driving guides and videos. Relevant publicity materials have been uploaded to the CWB project website and the TD's website. There is no API on the CWB. In the 2018-19 financial year (as at mid-March 2019), the total expenditure of relevant promotional efforts is around \$2.83 million.

The estimated expenditure for the publicity of the CWB in 2019-20 is about \$0.13 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)054**

**(Question Serial No. 0988)**

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 patronage of the MTR East Rail Line (ERL), would the Government inform this Committee of the following information in the past three years:

1. the number of times of service disruptions each year and the time of occurrence;
2. the respective numbers of incidents caused by equipment fault and human factors, and the relevant details;
3. the number of incidents involving persons falling onto railway each year and the relevant details;
4. the average frequency of train service during peak and non-peak hours; frequency of through train service;
5. the design capacity and the actual loading of the ERL;
6. the design capacity and the actual loading of the various ERL station platforms; and
7. as a follow-up to the above question, whether there is any plan to expand the platforms and provide more exits? If so, what are the details?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 38)

Reply:

1&2) The number of incidents caused by factors under MTRCL's control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the ERL from 2016 to 2018:

Year	Cause	Number of incidents
2016	Equipment failure	22
	Human factors	0
2017	Equipment failure	16
	Human factors	2
2018	Equipment failure	18
	Human factors	0

3) The numbers of passenger-on-track cases at the ERL from 2016 to 2018 are as follows:

Year	Number of passenger-on-track cases
2016	37
2017	33
2018	47

4) The average train frequency of the ERL from 2016 to 2018:

Year	Time	Average Train Frequency#: ERL (minutes)	Average Train Frequency: Through Trains
2016	Peak hours <sup>^</sup>	2.6 – 12	13 train pairs run daily with average headway of around 1-1.5 hours
	Non-peak hours	3.5 – 14	
2017	Peak hours <sup>^</sup>	2.6 – 12	
	Non-peak hours	3.5 – 14	
2018	Peak hours <sup>^</sup>	2.6 – 12	
	Non-peak hours	3.5 – 14	

<sup>^</sup> Peak hours include the morning and evening peak hours on weekdays and Saturdays.

# Figures for the ERL include frequencies of the different sections of this railway line.

5) Statistics on the carrying capacity and loading of the ERL (per hour per direction during morning peak hours for critical links) from 2016 to 2018 are as follows:

		East Rail Line		
		2016	2017	2018
1	Design capacity (six persons (standing) per square metre (6 ppsm)) (a)	101 000	101 000	101 000
2	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	90 000	90 000
3	Carrying capacity (6 ppsm) (c)	86 200	86 200	86 200

		East Rail Line		
		2016	2017	2018
4	Difference between (a) and (b) (Note 1)	11 000	11 000	11 000
5	Difference between (b) and (c) (Note 2)	3 800	3 800	3 800
6	Patronage (d)	56 800	57 800	54 800
7	Loading (1) (6 ppsm) [(d)/(c)] { } critical link	66% {Tai Wai to Kowloon Tong}	67% {Tai Wai to Kowloon Tong}	64% {Tai Wai to Kowloon Tong}
8	Loading (2) (four persons (standing) per square metre (4 ppsm)) [(d)/(c)]÷71.2% (Note 3) (For the critical links mentioned in item (7))	93%	94%	89%

Note 1 Reasons accounting for the difference include: (a) shared tracks on the ERL between local train services and cross-boundary services; and (b) train turnaround times for the ERL and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 2 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note 3 For a typical heavy rail train operating in the urban area, there are 340 seats and 2160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2500 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 1440, adding up to a total carrying capacity of about 1780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.

6) Overall speaking, the design capacity of station platform relates closely to the carrying capacity of railway lines, which is one of the indicators commonly used for measuring the levels of railway services. In view of the variations of train frequencies and travel patterns of passengers among different stations at different service hours, as well as the dynamic passenger flows at station platforms which may vary from time to time, it is difficult to provide an objective indicator for measuring the actual loading of individual station platform that can truly reflect the actual situation. The information on the carrying capacity and loading of ERL provided in part 5 above is a more useful reference in assessing the overall performance of the Line.

7) The MTRCL is committed to providing a comfortable travelling environment to passengers and has continued to invest in station facility enhancements. To enhance passenger flow, MTRCL has decided to provide a new entrance and widen a staircase at the Hung Hom-bound platform at Sheung Shui Station on the ERL. Preparatory works have been commenced. The works are targeted for completion in 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)055**

**(Question Serial No. 1358)**

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 has been half a year since the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) on 23 September last year. Please advise this Committee on the following:

- (1) the latest total patronage, number of outbound passengers, number of inbound passengers and average daily patronage since the commissioning of the XRL;
- (2) the ratio of Hong Kong residents and non-Hong Kong residents among the passengers of the XRL in table form:

	Percentage over the number of inbound passengers	Percentage over the number of outbound passengers
Hong Kong residents		
Non-Hong Kong residents (including Mainland passengers and passengers of other nationalities)		

- (3) the average patronage of each route since the commissioning of the XRL in table form:

Destination	Average patronage of the XRL		
	Monday to Thursday	Friday to Sunday	Peak period
Futian			
Shenzhen North			
Guangzhou South			
Beijing			

Destination	Average patronage of the XRL		
	Monday to Thursday	Friday to Sunday	Peak period
Shanghai			
Changsha			
Kunming			
Shantou			
Xiamen			
Fuzhou			

(4) according to the statistics of the Subcommittee on Matters Relating to Railways in December last year, upon the commissioning of the XRL, the average daily patronage of Intercity Through Train (ITT) was 7 000, representing a year-on-year decrease of 28%. In this connection, please provide the latest average daily patronage of ITT and the ratio of differential between the latest patronage and that of the same period last year; and

(5) whether the Government will further reduce the frequency on ITT in the light of the patronage of ITT so as to save more space for enhancing the frequency on the East Rail Line (ERL) and respond to the continuous growth in demand for the ERL service in the East New Territories over the years; if so, the details; if not, the reasons.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 1)

Reply:

(1) Since its commissioning on 23 September 2018 and up to 28 February 2019, the XRL has had a total patronage of 8 714 057, comprising 4 230 662 outbound passengers and 4 483 395 inbound passengers. During this period, the average daily patronage for the XRL was 54 805.

(2) The ratio of Hong Kong residents and non-Hong Kong residents among the passengers of the XRL (for the period since its commissioning up to 28 February 2019) is set out in the table below -

	Percentage over the number of inbound passengers	Percentage over the number of outbound passengers
Hong Kong residents	28%	32%
Non-Hong Kong residents (including Mainland passengers and passengers of other nationalities)	72%	68%

(3) According to the figures provided by the MTR Corporation Limited (MTRCL), the average number of tickets sold per day for all short-haul (including breakdown for Futian, Shenzhen North, Guangmingcheng, Humen, Qingsheng and Guangzhou South stations) and long-haul destinations for the XRL (for the period since its commissioning up to 28 February 2019) is set out in the table below -



Destinations	Number of tickets sold (average per day)		
	Mondays to Thursdays	Fridays to Sundays	Daily average
Futian	7 840	13 110	10 070
Shenzhen North	13 170	19 960	16 030
Guangmingcheng	210	360	280
Humen	1 800	2 050	1 910
Qingsheng	50	70	60
Guangzhou South	14 490	17 880	15 920
<b>All short-haul destinations</b>	<b>37 560</b>	<b>53 430</b>	<b>44 270</b>
<b>All long-haul destinations</b>	<b>10 050</b>	<b>11 870</b>	<b>10 810</b>
<b>Total</b>	<b>47 610</b>	<b>65 300</b>	<b>55 080</b>

(All figures rounded to nearest tenth)

Note: The number of tickets sold for XRL is slightly higher than the patronage for the XRL. This is due to some passengers having bought tickets in advance cancelled or did not complete their trips but did not seek refund either.

(4) and (5)

Upon the commissioning of the XRL up to 28 February 2019, the average daily patronage for the ITT is 7 700, representing a year-on-year decrease of 30%. The Government is considering adjusting the service for the ITT in consultation with the China Railway and the MTRCL taking into account the latest passengers' demand forecast. Where appropriate, the MTRCL will enhance ERL service in view of the adjustment of ITT service.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)056****(Question Serial No. 0372)**

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 (THB) has indicated that it will continue to take forward the planning work for a number of railway lines under the Railway Development Strategy 2014 (RDS-2014). Please advise on the progress of implementing these railway projects.

Railway line	Current implementation progress	Expenditure involved
Northern Link		
Tuen Mun South Extension		
East Kowloon Line		
Tung Chung West Extension		
North Island Line		
Others		

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 12)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the THB had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide

additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)057**

**(Question Serial No. 0374)**

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 Transport and Housing Bureau (THB) has indicated that it will work with the Civil Aviation Department (CAD) to review the regulatory regime for unmanned aircraft systems (UAS) in Hong Kong. Please advise on the progress of the review. Does the THB has any timetable for implementing the above regulatory regime? If so, what is the current situation?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 15)

Reply:

The THB is working with the CAD to review the regulatory regime for UAS in Hong Kong, with a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS. To facilitate the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, the CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. The THB is now working in conjunction with the CAD to draw up detailed proposals for an enhanced regulatory regime, taking into account the recommendations of the consultancy study and the views gathered during the consultation exercise. The Government plans to consult the Legislative Council on the proposed legislative amendments for the enhanced regime in 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)058**

**(Question Serial No. 0375)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (THB) has indicated that it will oversee the development and implementation of smart mobility initiatives and the application of advanced technologies for traffic management. Please set out the names of specific programmes under the above initiative, the amounts involved, the implementation timetable and the beneficiaries.

Name of programme	Estimated amount	Implementation timetable	Beneficiary

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 16)

Reply:

The estimated expenditure, implementation timetable and beneficiaries of Smart Mobility initiatives under the purview of THB and its departments in 2019-20 are tabulated as follows –

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
<b><i>Intelligent Transport System and Traffic Management</i></b>			
1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application	Nil (Project completed in July 2018)	- Transport Department (TD)'s all-in-one mobile application "HKeMobility" was launched in July 2018.	General public
2. Develop the installation of "in-vehicle units" (IVUs) for allowing motorists to receive real-time traffic information and paying tunnel fees by remote means	\$3.1 million (for the design and application study on IVUs)	- TD targets to complete the design and application study on IVUs in late 2019 and plans to issue IVUs to registered vehicle owners upon application/renewal of their vehicle licences from Q3 2020 onwards, in order to tie in with the implementation of Free Flow Tolling System (FFTS) at the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) in end 2021.	Motorists
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide real-time traffic information	\$121.2 million	<ul style="list-style-type: none"> <li>- Installation of traffic detectors on strategic routes is being implemented in two phases.</li> <li>- The first phase of installing about 550 traffic detectors commenced in June 2018. The second phase involving the installation of about 660 traffic detectors will commence in April 2019.</li> <li>- TD targets to complete both phases of installation works by end 2020.</li> </ul>	General public
4. Engage stakeholders to develop a detailed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) and its implementation strategy	\$6.5 million (consultancy fee)	- TD is carrying out a consultancy study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019.	General public

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
5. Introduce pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions	\$2.8 million	<ul style="list-style-type: none"> <li>- TD will commence a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians.</li> <li>- The study will include conducting laboratory trials, and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020.</li> </ul>	General public
6. Adopt an automatic tolling system without toll booths for the new Tseung Kwan O–Lam Tin Tunnel	\$3 million	<ul style="list-style-type: none"> <li>- Legislative Council (LegCo) Panel on Transport was consulted on 18 January 2019 regarding FFTS at the TKO-LTT. Subject to the funding approval of the LegCo Finance Committee, the construction of the FFTS will start in end 2019 for completion in end 2021.</li> <li>- We also target to introduce legislative amendments into LegCo within 2019 to provide legal backing for implementing the FFTS.</li> </ul>	Motorists
7. Facilitate trials of autonomous vehicles (AVs) in the West Kowloon Cultural District and other areas as appropriate	The work is undertaken by TD's staff as part of their normal duties; there is no breakdown of the expenditure involved.	<ul style="list-style-type: none"> <li>- TD has been facilitating trials of AVs through issuing movement permits since 2017. Trials of AVs have taken place at West Kowloon Cultural District, Zero Carbon Building, Science Park, the Hong Kong University of Science and Technology and Tai Po Industrial Estate. A total of 8 AVs have been tested.</li> <li>- This is an on-going initiative and TD will continue to facilitate trials of AVs at suitable locations in Hong Kong.</li> </ul>	AVs testing/development organisations

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
8. Facilitate public transport operators' plan in introducing new electronic payment systems for public transport fare collection.	The work is undertaken by TD's staff as part of their normal duties; there is no breakdown of the expenditure involved.	<ul style="list-style-type: none"> <li>- TD issued the "Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector" in June 2017 to facilitate public transport (PT) operators to introduce new electronic payment systems for fare collection.</li> <li>- MTRCL plans to introduce QR code as one of the means for fare payment in the ticketing system of MTR domestic network by 2020 onwards.</li> <li>- All franchised bus companies are actively exploring the use of various electronic payment systems.</li> <li>- A Green minibus (GMB) operator introduced "Easy Go" (by AlipayHK) system in January 2019.</li> <li>- Some taxi operators have been accepting payment by various electronic payment systems for fare collection.</li> <li>- TD will continue to facilitate all PT operators to introduce new electronic payment systems for fare collection.</li> </ul>	PT passengers
9. Encourage public transport operators to open up their data	<p>\$ 4 million (provision of real-time arrival information for GMBs)</p> <p>Other relevant work on this front is taken up by TD's existing staff. There is no breakdown of the expenditure involved.</p>	<ul style="list-style-type: none"> <li>- TD will develop a data collection system and a mobile application, as well as install relevant devices on GMBs to enable passengers to access the real-time arrival information of GMBs through the mobile application.</li> <li>- TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter.</li> </ul>	PT passengers



Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
		<ul style="list-style-type: none"> <li>- A “proof-of-concept” study started in February 2019, whereby TD engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020.</li> <li>- TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020.</li> </ul> <p>TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.</p> <ul style="list-style-type: none"> <li>- TD is actively liaising with other PT operators (including franchised bus operators and MTRCL) to encourage the opening up of their data, in particular the real-time arrival information for public use. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at data.gov.hk in the third quarter of 2019.</li> </ul>	
<b>Public Transport Interchanges (PTIs)/Bus Stops and Parking</b>			
10. Pilot the use of technology to deter improper use of loading and unloading bays and illegal parking and traffic offences	The trials are undertaken by the Energizing Kowloon East Office of the Development Bureau and	- The Energizing Kowloon East Office of the Development Bureau has been conducting two proof-of-concept trials on the use of video analytics technology to detect and deter improper use of roadside	Road users

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
	<p>Logistics and Supply Chain MultiTech R&amp;D Centre respectively.</p> <p>As far as the Transport Branch of THB is concerned, the related work will be absorbed by existing manpower. There is no separate breakdown of the manpower and expenditure involved in THB.</p>	<p>loading/unloading bays (commenced in January 2018 for completion in Q4 2019 tentatively) and illegal parking (commenced in November 2018 for completion in Q3 2020 tentatively).</p> <p>- In addition, the Police are planning in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre a separate trial by mounting cameras on selected lampposts that provide good vantage points and making use of video analytics technology for actual enforcement operation against certain traffic offences which more commonly cause traffic congestion, including illegal stopping of vehicle at a bus stop and illegal stopping at a no-stopping restriction zone, etc. Depending on the progress of the preparatory works, the trial is expected to commence in 2019.</p> <p>- Depending on the results of the aforesaid trials and taking into account such relevant factors as technical feasibility and cost-effectiveness, the Government will duly consider whether to apply such technologies to facilitate the Police's enforcement against illegal parking and other traffic offences.</p>	

<b>Smart mobility initiatives</b>	<b>Estimated expenditure in 2019-20</b>	<b>Implementation timetable</b>	<b>Beneficiary</b>
1. Release real-time information of franchised buses through mobile devices by 2018 and information display panels at government PTIs and covered bus stops	<ul style="list-style-type: none"> <li>- There is no subsidy from the Government for the release of real-time information of franchised buses through mobile device.</li> <li>- The estimated amount of subsidising the installation of real-time bus arrival information display panels is \$28 million. The estimated expenditure in 2019-20 will depend on the result of tender exercises to be conducted by each franchised bus company on the supply and installation of the display panels.</li> </ul>	<ul style="list-style-type: none"> <li>- At present, all franchised bus companies are providing real-time arrival information of their regular bus services through their websites and mobile applications.</li> <li>- For real-time bus arrival information display panels, the Government has subsidised franchised bus companies to install them at Government PTIs and 1 300 covered bus stops with electrical installations on a matching basis in phases for completion by 2020.</li> </ul>	Passengers using franchised buses, and all franchised bus companies
2. Install new on-street parking meters to support multiple payment systems (including remote payment through mobile applications) with provision of real-time parking vacancy information	\$8 million	- TD plans to install new parking meters by phases from early 2020 for completion in early 2022.	Motorists

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
<p>13. Encourage owners or operators of existing public car parks to provide real-time parking vacancy information using technology solutions to facilitate drivers to find parking spaces; and examine practicable measures to require new public car parks to provide real-time parking vacancy information</p>	<p>The work is undertaken by TD's staff as part of their normal duties; there is no breakdown of the expenditure involved.</p>	<ul style="list-style-type: none"> <li>- TD has been encouraging operators to provide real-time parking vacancy information and data of their car parks to the public through the "HKeMobility" and the Government's public sector information portal "data.gov.hk".</li> <li>- In October 2018, TD introduced practical technology solutions to car park operators to facilitate their adoption of suitable options to collect and disseminate relevant information.</li> <li>- TD and the Lands Department (LandsD) have formulated in mid-2018 provisions requiring operators of new short-term tenancy fee-paying public car parks to provide car park vacancy information and data.</li> <li>- As at end February 2019, parking vacancy information of 276 government and commercial public car parks was disseminated to the public through "HKeMobility" mobile application. The real-time parking vacancy data of 191 car parks was disseminated through the Government's public information portal "data.gov.hk".</li> </ul>	<p>Motorists</p>

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
<i>Environmental Friendliness in Transport</i>			
14. Establish bicycle-friendly new towns and new development areas and improve existing cycle tracks and cycle parking facilities in new towns in phases	\$2 million	<ul style="list-style-type: none"> <li>- The first batch of improvement works, which involved about 100 sites and the provision of about 1 000 new bicycle parking spaces was completed in mid-2018.</li> <li>- The second batch of improvement works, which involved about 500 sites and the provision of about 2 200 new bicycle parking spaces, will commence in Q3 2019 for completion by 2022.</li> </ul>	General public
15. “Walk in HK”	<p><u>Synchronisation of Traffic Lights at Staggered Crossings</u> \$0.2 million</p> <p><u>Provision of Covers for Existing Walkways</u> - \$1.2 million for the consultancy fee covering the feasibility studies of 18 proposals</p> <p><u>Consultancy fee of the Study on Enhancing Walkability in Hong Kong</u> \$8 million</p> <p><u>Consultancy fee of the Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study</u> \$1 million</p> <p><u>Estimated</u></p>	<p><u>Synchronisation of Traffic Lights at Staggered Crossings</u> - TD completed synchronisation of traffic lights at 38 staggered crossings in 2017 and 2018. - Synchronisation of traffic lights at another 18 suitable staggered crossings is scheduled for completion by 2019.</p> <p><u>Provision of Covers for Existing Walkways</u> - Under the covered walkway initiative, each of the 18 district councils selected one existing public walkway for the provision of covers. - As at end March 2019, one item (North district) is under construction while construction works for another item (Sai Kung district) is scheduled to commence in the second quarter of 2019. The construction works of the remaining 16 items will commence progressively.</p> <p><u>Consultancy Study on Enhancing Walkability in Hong Kong</u> - A comprehensive study and strategic review to enhance</p>	Pedestrians

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
	<p><u>expenditure of the Universal Accessibility (UA) Programme in 2019-20</u> \$652.8 million</p>	<p>walkability in Hong Kong commenced in end 2017 for completion in mid-2020.</p> <ul style="list-style-type: none"> <li>- TD selected two pilot areas, namely Central and Sham Shui Po, to test out innovative measures for a safe and comfortable walking environment. TD completed Stage 1 public engagement exercise in 2018, and will carry out Stage 2 public engagement in mid-2019.</li> </ul> <p><u>Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study</u></p> <ul style="list-style-type: none"> <li>- The study was substantially completed in March 2019. Improvement measures were formulated for enhancing pedestrian connectivity from Wan Chai to Sheung Wan.</li> <li>- The first batch of connectivity enhancement works will commence in mid-2019.</li> </ul> <p><u>Universal Accessibility (UA) Programme</u></p> <ul style="list-style-type: none"> <li>- A total of 379 items are being implemented under the UA programme for installation of barrier-free access facilities at public walkways and other walkways (provided that certain criteria are met).</li> <li>- As at 28 February 2019, 121 items were completed and 70 items were under construction, with 56 items under investigation/design. The feasibility study for another 132 items under the Third Phase of the Programme will commence in Q2 2019.</li> </ul>	

Smart mobility initiatives	Estimated expenditure in 2019-20	Implementation timetable	Beneficiary
16. Progressively expand walking path information on Causeway Bay and Kowloon East on government mobile apps to other districts	\$1.1 million	<ul style="list-style-type: none"> <li>- By December 2018, the walking route search function in the TD's mobile application "HKeMobility" was extended to Tsim Sha Tsui, Mong Kok and Yau Ma Tei.</li> <li>- TD and LandsD are collaborating to develop walking path information in other districts by 2021.</li> </ul>	General public
<b>Smart Airport</b>			
17. Smart Airport initiatives	Funded by the Airport Authority Hong Kong (AA)	<ul style="list-style-type: none"> <li>- The AA strives to develop a smart airport and enhance its operational efficiency through application of technology in different areas. To provide passenger a seamless experience, the AA has begun to apply facial biometrics technology at check-in gates and boarding pass checkpoints. As of February 2019, 36 e-security gates are in operation at the Hong Kong International Airport (HKIA).</li> <li>- The AA has deployed smart check-in kiosks at West Kowloon Station and Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities (HKBCF) in September and October 2018 respectively. The AA will continue to expand mobile check-in services to strategic off-airport locations (e.g. major tourist attractions, convention and exhibition centres, hotels etc.).</li> <li>- The AA will continue to explore more application of new technology including the feasibility of using autonomous vehicles and robotic equipment for different types of operation within HKIA in near future.</li> </ul>	Passengers of HKIA

**CONTROLLING OFFICER'S REPLY**

**THB(T)059**

**(Question Serial No. 0543)**

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 (THB) 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, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line and embark on the detailed planning work for Hung Shui Kiu Station and the South Island Line (West) under the Railway Development Strategy 2014 (RDS-2014). What is the current progress of the projects? What are the expenditure, staffing provision and duties involved?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 20)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, THB had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.



Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)060**

**(Question Serial No. 0544)**

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 Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies), what are the staffing provision and estimated expenditure for this year? What are the commencement and completion dates of the studies?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 21)

Reply:

The Transport and Housing Bureau (THB) plans to take forward RMR2030+ Studies based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final recommendations of the Hong Kong 2030+ Study, we will conduct strategic studies, which include examining the layout of the proposed railway and major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's long-term developments. We will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate the corresponding strategies.

Since Hong Kong 2030+ Study has not yet been completed, we will seek funding approval for the RMR2030+ Studies in due course, and commence the RMR2030+ Studies as soon as funding is secured. The part on railways will take about 38 months to complete with a cost

estimate of about \$64.9 million; whilst the part on major roads will take about 27 months to complete with a cost estimate of about \$27.5 million.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)061**

**(Question Serial No. 0545)**

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 recent years, the public has lost confidence in the work quality of large-scale infrastructure projects. How will the Transport and Housing Bureau (THB) strengthen the monitoring of the cost and quality of projects like the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and the Central Kowloon Route (CKR). In this connection, what is the staffing provision in the THB after expansion and the estimated expenditure?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 22)

Reply:

The supervision of the works for the TM-CLKL and the CKR is undertaken by the Highways Department (HyD), with the assistance of its appointed consultants. The Transport Branch of the THB has been deploying existing staff resources to oversee the implementation of these projects as part of their duties.

The Government attaches great emphasis on the cost and quality control of the works projects and has established mechanisms to monitor their implementation. 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, cost and quality of works. The same arrangement is adopted by the HyD in connection with the construction of the TM-CLKL and the CKR. The HyD also closely monitors the work of the consultants and the contractors through regular meetings, keeping track of progress of works, site inspections, technical and works quality audits, and other day-to-day liaison.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)062**

**(Question Serial No. 0546)**

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 (THB) will conduct the review due for completion in this year on whether the special helping measures (SHM) would be the most desirable long-term operation model for maintaining the financial viability of the six major outlying island ferry routes and the feasibility of providing full subsidy to ferry operators for replacement of vessels, as well as whether and how any of the eight other outlying island ferry routes should receive the SHM. What will be the staff resources and expenditure involved?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 23)

Reply:

The work involved is undertaken by the staff of the THB and the Transport Department (TD) as part of their normal duties. While there is no separate breakdown of expenditure for such work, one supernumerary post of Transport Officer I has been created in the TD since 2017-18 for a period of five years to assist in handling the increased workload and the expenditure involved in terms of notional annual mid-point salary is \$767,160.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)063**

**(Question Serial No. 0548)**

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 out the bus routes currently plying the three road harbour crossings and the number of daily trips of that batch of routes. How will the Transport and Housing Bureau (THB) urge the Kowloon Motor Bus Company (1933) Limited, the New World First Bus Services Limited and the Citybus Limited to improve their management on working hours and remuneration of bus drivers?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 25)

Reply:

The number of franchised bus routes and the number of daily trips plying the three road harbour crossings are set out below:

Tunnel name	Number of routes plying (as at the end of 2018)#	Total daily trips (as at the end of 2018)
Cross-Harbour Tunnel	32	4 543
Eastern Harbour Crossing	22	2 142
Western Harbour Crossing	32	3 559

# Main and supplementary services of a bus route of the same route group are counted as one route only.

The list of cross-harbour routes plying the three road harbour crossings are set out below:

**(A) Cross Harbour Tunnel:**

<b>Bus Company</b> (Note)	<b>Route No.</b>	<b>Origin - Destination</b>
KMB/NWFB	101	Kwun Tong (Yue Man Square) - Kennedy Town
KMB/CTBF1	102	Mei Foo - Shau Kei Wan
KMB/CTBF1	103	Chuk Yuen Estate - Pokfield Road
KMB/NWFB	104	Pak Tin - Kennedy Town
KMB/NWFB	106	Wong Tai Sin - Siu Sai Wan (Island Resort)
KMB/CTBF1	107	Kowloon Bay - Wah Kwai
KMB	108	Kai Yip - Braemar Hill
KMB/NWFB	109	Ho Man Tin - Central (Macau Ferry)
KMB/NWFB	110	Shau Kei Wan - Tsim Sha Tsui East (Mody Road)
KMB/NWFB	111	Ping Shek - Central (Macau Ferry)
KMB/NWFB	112	So Uk - North Point
KMB/NWFB	113	Choi Hung - Kennedy Town (Belcher Bay Temporary Bus Terminus)
KMB/NWFB	115	Kowloon City Ferry - Central (Macau Ferry)
KMB/NWFB	116	Tsz Wan Shan (Central) - Quarry Bay
KMB/CTBF1	117	Sham Shui Po (Yen Chow Street) - Happy Valley (Lower)
KMB/CTBF1	118	Siu Sai Wan (Island Resort) - Cheung Sha Wan (Sham Mong Road)
KMB/CTBF1	170	Sha Tin Station - Wah Fu (Central)
KMB/CTBF1	171	South Horizons - Lai Chi Kok
KMB/CTBF1	182	Yu Chui Court - Central (Macau Ferry)
KMB/NWFB	301	Hung Hom (Cross Harbour Tunnel Toll Plaza) - Sheung Wan
KMB/NWFB	101R	Happy Valley Race Course to Kwun Tong (Yue Man Square)
KMB/NWFB	102R	Happy Valley Race Course to Mei Foo

<b>Bus Company</b> (Note)	<b>Route No.</b>	<b>Origin - Destination</b>
NWFB	H1	Central Ferry Piers (Pier 6) - Tsim Sha Tsui (Hankow Road)
CTBF2	N11	Airport (Ground Transportation Centre) - Central (Macau Ferry)
KMB/CTBF1	N118	Cheung Sha Wan (Sham Mong Road) - Siu Sai Wan (Island Resort)
KMB/NWFB	N121	Ngau Tau Kok - Central (Macau Ferry)
KMB/NWFB	N122	Mei Foo - Shau Kei Wan
KMB/CTBF1	N170	Sha Tin Central (New Town Plaza) - Wah Fu
KMB/CTBF1	N171	Lai Chi Kok - Ap Lei Chau Estate
KMB/CTBF1	N182	Kwong Yuen - Central (Macau Ferry)
KMB	N368	Yuen Long (West) - Central (Macau Ferry)
KMB	N373	Fanling (Luen Wo Hui) - Central (Macau Ferry)

**(B) Eastern Harbour Crossing:**

<b>Bus Co.</b>	<b>Route No.</b>	<b>Origin - Destination</b>
KMB/NWFB	302	Tsz Wan Shan (North) to Sheung Wan
KMB/CTBF1	307	Tai Po Central - Central (Central Ferry Piers)
KMB	373	Sheung Shui - Central (Hong Kong Station Public Transport Interchange)
KMB/NWFB	601	Po Tat - Admiralty Station (East) Bus Terminus
KMB	603	Ping Tin - Central (Central Ferry Piers)
KMB/CTBF1	606	Choi Wan - Siu Sai Wan (Island Resort)
CTBF1	608	Sai Wan Ho (Grand Promenade) - Kowloon City (Shing Tak Street)
KMB	613	On Tai (West) - Shau Kei Wan
KMB/CTBF1	619	Shun Lee - Central (Macau Ferry)
KMB/CTBF1	621	Laguna City - Central (Hong Kong Station Public Transport Interchange)
KMB/NWFB	641	Kai Tak (Kai Ching Estate) - Central (Macau Ferry)
KMB/CTBF1	671	Diamond Hill Station - Ap Lei Chau (Lee Lok St)



<b>Bus Co.</b>	<b>Route No.</b>	<b>Origin - Destination</b>
KMB/CTBF1	678	Sheung Shui - Causeway Bay (Eastern Hospital Road)
KMB/NWFB	680	Lee On - Admiralty Station (East)
KMB/CTBF1	681	Ma On Shan Town Centre - Central (Hong Kong Station Public Transport Interchange)
NWFB	682	Wu Kai Sha Station - Chai Wan (East)
KMB/CTBF1	690	Hong Sing Garden - Central (Exchange Square)
NWFB	694	Siu Sai Wan - Tiu Keng Leng Station Public Transport Interchange
KMB/CTBF1	681P	Yiu On - Sheung Wan
KMB/CTBF1	N619	Central (Macau Ferry) - Shun Lee
KMB/NWFB	N680	Kam Ying Court - Central (Macau Ferry)
KMB/NWFB	N691	Tiu Keng Leng - Central (Macau Ferry)

**(C) Western Harbour Crossing:**

<b>Bus Co.</b>	<b>Route No.</b>	<b>Origin - Destination</b>
KMB/NWFB	904	Lai Chi Kok - Kennedy Town
KMB/NWFB	905	Lai Chi Kok - Wan Chai North Temporary Public Transport Interchange
KMB/NWFB	914	Hoi Lai Estate - Causeway Bay (Tin Hau)
CTBF1	930	Wan Chai North Temporary Public Transport Interchange - Tsuen Wan West Station Public Transport Interchange
CTBF1	930X	Causeway Bay (Moreton Terrace) - Tsuen Wan (Discovery Park Bus Terminus)
KMB	934	Bayview Garden - Wan Chai
KMB	935	Shek Lei (Tai Loong Street) - Wan Chai
KMB	936	Shek Wai Kok - Causeway Bay (Cotton Path)
KMB/NWFB	948	Cheung On / Cheung Wang - Causeway Bay (Tin Hau)
KMB	960	Kin Sang - Wan Chai North Temporary Public Transport Interchange
KMB	961	Wan Chai (Hong Kong Convention and Exhibition Centre) - Shan King

<b>Bus Co.</b>	<b>Route No.</b>	<b>Origin - Destination</b>
CTBF1	962	Tuen Mun (Lung Mun Oasis) - Causeway Bay (Moreton Terrace)
CTBF1	967	Tin Shui Wai North (Tin Yan Estate) - Admiralty Station (West)
KMB	968	Yuen Long (West) - Causeway Bay (Tin Hau)
CTBF1	969	Tin Shui Wai Town Centre - Causeway Bay (Moreton Terrace)
NWFB	970	So Uk - Cyberport
NWFB	971	Shek Pai Wan Estate Public Transport Interchange - Hoi Lai Estate
CTBF1	973	Tsim Sha Tsui East (Mody Road) - Stanley
KMB	978	Fanling (Wah Ming) - Wan Chai North Temporary Public Transport Interchange
KMB/NWFB	980A	Shek Mun Estate to Wan Chai (Hennessy Road)
KMB/NWFB	980X	Wu Kai Sha Station - Wan Chai (Hennessy Road)
KMB/CTBF1	981P	Yiu On - Wan Chai (Hennessy Road)
KMB/NWFB	985	Mei Tin Estate (Mei Chi House) - Wan Chai (Hennessy Road)
CTBF2	A10	Ap Lei Chau (Lee Lok Street) - Airport (Ground Transportation Centre)
CTBF2	A11	Airport (Ground Transportation Centre) - North Point Ferry Pier Public Transport Interchange
CTBF2	A12	Airport (Ground Transportation Centre) - Siu Sai Wan (Island Resort)
CTBF2	E11	Causeway Bay (Tin Hau) - Asia World-Expo
CTBF1	N962	Causeway Bay (Moreton Terrace) - Tuen Mun (Lung Mun Oasis)
CTBF1	N969	Causeway Bay (Moreton Terrace) - Tin Shui Wai Town Centre
CTBF2	NA11	North Point Ferry Pier Public Transport Interchange - Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge Public Transport Interchange
CTBF2	NA12	Siu Sai Wan (Island Resort) to Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge Public Transport Interchange
CTBF2	W1	Admiralty Station (West) Bus Terminus - West Kowloon Station Bus Terminus

Note : KMB – Kowloon Motor Bus Company (1933) Limited

CTBF1 – Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)  
CTBF2 – Citybus Limited (Franchise for Airport and North Lantau Bus Network)  
NWFB – New World First Bus Services Limited

To enhance driving safety of franchised bus captains, the Transport Department (TD) promulgated guidelines on bus captain working hours and rest time in 1983, and has updated the guidelines for six times since then. Following the TD's last update of the guidelines in February 2018, the franchised bus operators started to implement the updated guidelines by phases since the second quarter of 2018, with targeted full implementation by the second quarter of 2019, subject to the progress of the recruitment of bus captains to meet the shortfall arising from the shortening of duty hours and driving hours. Franchised bus operators are required to submit regular reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct surveys on the working hours, rest time and meal breaks of bus captains annually to monitor the compliance of the Guidelines by franchised bus operators. In the light of the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, the Government will review the recently amended guidelines upon its full implementation in the second quarter of 2019, with a view to completing the review by 2020.

The Government attaches importance to the overall well-being of bus captains. While the remuneration of bus captains is a matter between bus operators and bus captains, the Government has been appealing to franchised bus operators, as responsible enterprises, to pay regard to the needs of bus captains in considering the annual adjustments to their remuneration as far as practicable, in order to foster a friendly working environment and harmonious labour relations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)064**

**(Question Serial No. 0551)**

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 consultancy study on assessment of the impact of the Shatin to Central Link (SCL) on other public transport services and the relevant public transport service re-organisation plans, what is the current progress of the part on the Tai Wai to Hung Hom section and the part on the Hung Hom to Admiralty section of the SCL?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 28)

Reply:

The Transport Department (TD) commissioned a consultancy study on the co-ordination of other public transport services with SCL to assess the impact of SCL and to devise the public transport service re-organisation plans (PT plan). The PT plan will include proposals on feeder services to the new railway stations and proposals on service adjustment to existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network.

The study commenced in early 2017 for completion in two phases for the two railway sections under the SCL. The first phase covering the Tai Wai to Hung Hom section was largely completed in January 2019. The second phase covering the Hung Hom to Admiralty section is tentatively scheduled for completion by the end of 2019. The TD will conduct consultation with the relevant District Councils and public transport operators (including franchised and non-franchised buses, green and red minibuses and taxis) on the outcome of the study before the respective commencement of operation of the two railway sections.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)065**

**(Question Serial No. 2300)**

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 Government has indicated that it will introduce legislative amendments to raise the penalty levels of certain traffic offences under Fixed Penalty (Criminal Proceedings) Ordinance and Road Traffic Ordinance for enhancing road safety in the coming year. What are the targeted offences and the details of the legislative timetable?
- (2) After the level of fine for illegal parking was raised in June 2018, the number of penalty tickets issued for illegal parking by the police for the whole year in 2018 reached a record high of 2.01 million. Will the Government consider raising the level of fine for illegal parking again or consider raising the level of fine at a regular interval, for example with reference to the rate of inflation?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 5)

Reply:

- (1) To enhance road safety and to discourage inappropriate driving behaviour, the Government is considering raising the penalty levels of certain serious traffic offences such as careless driving, dangerous driving, drink driving and drug driving, etc. under the Road Traffic Ordinance (Cap. 374) and the fixed penalty levels of the scheduled traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), such as speeding, etc. We plan to consult the Legislative Council (LegCo) Panel on Transport in the latter half of 2019 once the proposals are ready.

- (2) In February 2017, the Government sought to raise the fixed penalty levels for illegal parking offences under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237), but the proposed legislative amendments were not supported by LegCo. The fixed penalty levels that have been raised since 1 June 2018 are those which are related to five congestion-related offences under Cap. 240, namely “unlawfully entering box junction”, “picking up / setting down passengers in restricted zone,” “ ‘U’ turn causing obstruction”, “unauthorised stopping at bus stop / public light bus stand / taxi stand / public light bus stopping place” and “stopping public bus, public light bus or taxi longer than necessary when picking up / setting down passengers”. The Government will continue to examine the case for raising the fixed penalty levels for illegal parking offences under Cap. 237.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)066**

**(Question Serial No. 0874)**

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 indicated in this year's Budget Speech that Hong Kong enjoys the unique advantages of world-class infrastructure and various inter-modal transportation services. The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (Development Plan) has also affirmed the status of the Hong Kong International Airport (HKIA) as an international aviation hub among the airports in the Greater Bay Area. Please advise on the following:

1. the direction and plan for developing inter-modal transportation services by the Government in the future; the amount of manpower and resources to be deployed in the relevant projects and work in the next two years;
2. the way the Government will capitalise on the advantages of inter-modal transportation services to attract new visitors transiting Hong Kong via the HKIA to other destinations; and
3. given that the air traffic movements at the HKIA have reached saturation before the completion of the Three-Runway System (3RS) and that the nearby airports are continuously expanding and enhancing their services, whether the Airport Authority (AA) will deploy resources and launch new development projects in addition to the 3RS expansion programme and the SKYCITY project in the next five years in order to cope with market competition and maintain Hong Kong's position as a regional aviation hub; if so, please set out the amount of resources and the projects in table form.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 5)

Reply:

To capture the robust growth of air traffic in the Greater Bay Area, the Government has been working with the AA to explore and take forward various initiatives with a view to enhancing airport services and its competitiveness. These initiatives include taking forward the Terminal 1 (T1) Annex Building project, targeted for completion in 2019, which provides over 40 new check-in counters with self-bag drop facilities and two additional baggage reclaim carousels as well as additional passenger facilities; the extension building adjacent to the existing Car Park 4, targeted for completion in 2019-20, will also provide approximately 1 400 additional car parking spaces; the expansion of East Hall of T1 to provide additional seating capacity in the food court, arrival hall and the transfer area, etc.. Furthermore, a 200-metre-long, air-conditioned Air Bridge is being built to connect T1 and the North Satellite Concourse (NSC). With an observation deck and food and beverage outlets, the Sky Bridge will reduce travel time to gates in the NSC, enhance passengers' experience and become an attraction in its own right. In addition, the AA has been proactively exploring technological applications to create a more pleasant traveler journey and streamline operations. For instance, making use of biometric technology, the new e-Security gates have been officially launched in September 2018 for use by departing passengers to verify their documents before they enter the restricted area. It is envisaged that these projects and initiatives will enable the HKIA to meet the rising expectation of the passengers and improve the efficiency of the airport operations.

To consolidate and further enhance Hong Kong's status as an international aviation hub, the Transport and Housing Bureau signed a Memorandum of Understanding with the Civil Aviation Administration of China in February 2019 to expand the intermodal code-sharing arrangements between the Mainland and Hong Kong. Designated airlines of both sides may enter into code-sharing arrangements with operators of all types of land transport of all cities in the Mainland, as well as the operators of sea transport between Hong Kong and the Pearl River Delta (PRD) region. Travellers may use the same air ticket to connect to various modes of land and sea transport to travel to different cities on the Mainland, which will assist in travel planning. Tapping on the expansions in intermodal code-sharing arrangements, the AA will continue to enhance and develop its intermodal facilities. The AA has launched off-airport check-in services at the Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities and the West Kowloon Station which would respectively provide additional convenience to users of the Hong Kong-Zhuhai-Macao Bridge (HZMB) as well as the passengers of the Express Rail Link to use the HKIA in connecting to destinations around the world. On the other hand, the AA has made available upstream check-in services over 15 locations in the PRD area and the coverage of such services will continue to expand in the coming years.

Furthermore, the AA is actively taking forward the Intermodal Transfer Terminal (ITT) project, which will enable the provision of bonded bus service for air-to-bridge/bridge-to-air transfer passengers travelling between the HKIA and Macao/Zhuhai Boundary Crossing Facilities via the HZMB when commissions as targeted in 2022. The ITT is a strategic project which not only reduces the journey time of transfer passengers travelling from Macao and the Western PRD region through the HKIA, but also expands the HKIA's catchment area and enhances its inter-modal connectivity in the PRD region.

Leveraging on the HKIA's advantageous geographical location as a gateway to the Mainland, the AA will continue to strengthen its multi-modal transportation services,



striving to offer the HKIA's extensive connectivity to passengers travelling to and from cities throughout the PRD region and beyond.

The above mentioned major enhancement projects being implemented by the AA will increase the handling capacity and efficiency of the HKIA, and will provide a vibrant new experience for passengers. The AA's budget for the T1 expansion, the extension building adjacent to Car Park 4, the expansion of East Hall of T1 and the Sky Bridge is about \$7 billion with final completion scheduled for 2020; while that for the ITT and the vehicular bridge is about \$3 billion and scheduled for completion in 2022. Other upgrading works of the current systems and software, such as e-Security gates, Smart Check-in, etc., are part of the AA's recurrent operations and maintenance expenditures; hence detailed budget breakdown is not available. The involvement of the THB staff in the above mentioned initiatives forms part of the existing staff's normal duties. No additional expenses are involved as far as the THB is concerned.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)067**

**(Question Serial No. 0889)**

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 stated in the Budget that the Government has commissioned the Hong Kong Maritime and Port Board (HKMPB) to set up a dedicated task force to study tax and other measures, with a view to attracting ship finance companies to establish their presence in Hong Kong and developing Hong Kong as a ship leasing centre in the Asia-Pacific region. The study is expected to be completed in the second half of this year. Moreover, to promote the development of marine insurance so that shipowners and shipping companies can enjoy better support, the Government will offer a 50% profits tax concession to eligible insurance businesses including the marine insurance industry. Please advise on the following:

1. The Government has commissioned the HKMPB to set up a dedicated task force to study tax and other measures, with a view to attracting ship finance companies to establish their presence in Hong Kong. What is the membership list of the task force?
2. The Government will propose providing a 50% profits tax concession for marine insurance and the underwriting of specialty risks (such as political risks and war risks), so as to promote the development of relevant businesses. What is the amount of manpower resources of the Government to be involved in the research of relevant measures? What are the anticipated benefits brought about by the measures in promoting the businesses of marine insurance and the underwriting of specialty risks?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 17)

Reply:

To uphold Hong Kong's position as an international maritime centre and further consolidate our strength in high value-added maritime services, the 2018 Policy Address

announced a package of measures to foster the development of these services, among which are ship leasing and marine insurance.

On ship leasing, to develop Hong Kong as a ship leasing centre in the Asia-Pacific region, the Task Force on Ship Leasing was set up under the HKMPB in late 2018 to devise the details of proposed tax measures. The Task Force is composed of tax, financial, legal and maritime experts, as well as representatives from the Transport and Housing Bureau, Tax Policy Unit under the Financial Services and the Treasury Bureau and the Inland Revenue Department. The study is targeted for completion in the second half of 2019.

The Government is preparing legislation to provide tax concessions at 50% of the profits tax rate for marine insurance and the underwriting of specialty risks in Hong Kong. This initiative will offer incentive for more companies to start or expand relevant business in Hong Kong and enhance the competitiveness of Hong Kong as an international insurance hub. The Government will take forward the relevant legislative work with existing financial and staffing provision.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)068**

**(Question Serial No. 1128)**

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 said in this year's Budget Speech that since the implementation of the dedicated tax regime for aircraft leasing, a number of large-scale aircraft leasing companies have received relevant tax benefits under the regime. Please give an account in table form on the number of the relevant companies, the places where these companies are incorporated before setting up offices in Hong Kong, the size of the companies and the amount of profits tax concessions granted.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 6)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. The dedicated tax regime has been well-received by the global aircraft leasing industry. While the Government is not in the position to disclose commercially-sensitive information on transactions of individual companies, we understand from the Inland Revenue Department that eight qualifying aircraft lessors and one qualifying aircraft leasing manager would receive relevant tax benefits under our dedicated tax regime, subject to assessment of their filing of tax returns.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)069**

**(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:

Under Programme (2), the Government 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, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the Railway Development Strategy 2014 (RDS-2014). With a growing population in Tung Chung, the traffic load and demand increase gradually. Please advise on the following:

1. What is the research progress of the Tung Chung West Extension (and Tung Chung East Station)? Can the Government provide a more specific timetable for the work?
2. In view of the fact that a specific implementation timetable for the above Extension is not yet available, will the Government request the MTR Corporation Limited (MTRCL) to increase the frequency of train service on the Tung Chung Line so as to meet the great transport needs?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 30)

Reply:

- (1) Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTRCL to submit a proposal for the implementation of the Tung Chung West Extension (and Tung Chung East Station). The MTRCL submitted a proposal for the project to the Government in end January 2018. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposal and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the

potential housing supply that may be brought about by railway development, the Government is also reviewing the proposal submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- (2) The MTRCL has been closely monitoring the services and passenger demand of Tung Chung Line. At present, the Tung Chung Line train services are operating at a headway of about 3.6 minutes (Hong Kong to Tsing Yi) and 6 to 8 minutes (Hong Kong to Tung Chung) on average during the morning peak hours. As number of the passengers commuting from Tsing Yi Station and Nam Cheong Station towards Hong Kong Section are relatively high during morning peak hours on weekdays, the MTRCL has deployed two special train departures from Tsing Yi Station to Hong Kong Station during morning peak hours to relieve the crowding situation. Moreover, the train departure times from Tung Chung Station and Tsing Yi Station have become more even through further enhancement of train regulation. The MTRCL will continue to keep in view the passenger demand on different sections of the railway network and consider measures to further enhance the service as necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)070**

**(Question Serial No. 1705)**

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 under Programme (2) of this Head that the Government will continue to oversee the Tuen Mun-Chek Lap Kok Link (TM-CLKL) project. Please advise on:

1. the way that the Government will ensure the quality of the works; whether the Government will purchase more sophisticated equipment to conduct testing on the TM-CLKL, e.g. on the quality of concrete; if so, the details and the amount to be used; and
2. the actual commissioning date of the above TM-CLKL.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 43)

Reply:

1. The supervision of the works for the TM-CLKL is undertaken by the Highways Department (HyD), with the assistance of its appointed consultants.

The Government attaches great emphasis on the cost and quality control of the works projects and has established mechanisms to monitor their implementation. 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, cost and quality of works. The same arrangement is adopted by the HyD in connection with the construction of the TM-CLKL. The HyD also closely monitors the work of the consultants and the contractors through regular meetings, keeping track of progress of works, site inspections, technical and works quality audits, and other day-to-day liaison.

Regarding the quality control of concrete, the concrete suppliers have to be certified under the Quality Scheme for the Production and Supply of Concrete by the Hong Kong Quality Assurance Agency or other certification organisations accredited by the Hong Kong Accreditation Services. Besides, the sampling, production and testing of concrete cubes should strictly follow relevant code of practices, standards and specifications stipulated in the works contract and under the close supervision of the engineering consultants.

2. To dovetail with the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the mainline of the TM-CLKL Southern Connection (i.e. the part which connects to the North Lantau Highway) was commissioned on 24 October 2018 to facilitate the public to travel to the HZMB as well as to relieve the traffic conditions on the Airport Island brought about by the commissioning of the HZMB. As for the part of the TM-CLKL Southern Connection which connects to Tung Chung, it was commissioned on 30 November 2018. The TM-CLKL Northern Connection is anticipated to be completed in 2020 at the earliest.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)071**

**(Question Serial No. 1706)**

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 Programme (2) of this Head that the Government will continue to work with the maritime and aviation industries and relevant education institutions to implement various incentive and scholarship schemes as well as to introduce enhancement measures for existing schemes under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives. Please advise on the following:

1. the number of post-secondary education courses related to maritime industry currently offered in Hong Kong; the annual enrolment figures and employment figures in the past;
2. the amount of funding to be provided by the Government to relevant institutions for enhancing the quality of education; and
3. whether the Government will consider using the scholarship schemes in subsidising students to join internship at maritime enterprises outside Hong Kong; if so, the details and the amount to be used.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 44)

Reply:

1. Post-secondary maritime-related education programmes are mainly provided by the Vocational Training Council (VTC) and the Hong Kong Polytechnic University (PolyU) at present. The PolyU provides a Degree programme on International Shipping and Transport Logistics; whereas the VTC runs two Higher Diploma programmes in Maritime Studies and in Mechanical Engineering. In addition, the Maritime Services Training

Institute of the VTC has been collaborating with the Warsash Maritime Academy of Solent University of the United Kingdom since 2016 in offering a part-time top-up degree programme, namely the Bachelor of Science (Honours) in Marine Operations Management, for graduates of its Higher Diploma programme in Maritime Studies.

According to the VTC, the annual enrolment of the Higher Diploma programme in Maritime Studies and the Higher Diploma programme in Mechanical Engineering were around 60 and 100 respectively for the past five years. Out of the above, around 40 graduates of these two programmes pursued sea-going seafaring careers in the past few years. As regards the part-time top-up Degree programme, since its inception in 2016, the annual enrolment is around 20.

For the Degree programme on International Shipping and Transport Logistics offered by the PolyU, the annual enrolment is around 100. However, relevant employment figure of graduates is not available.

2. The Transport and Housing Bureau does not provide direct financial support to the VTC or the PolyU for the operation of the maritime-related programmes mentioned above. Instead, the programmes under the VTC are jointly funded by the Education Bureau (EDB) and the Labour and Welfare Bureau, while that of the PolyU is funded by the EDB through the University Grants Committee.

3. The Government set up the MATF in 2014 to support and encourage more young persons and working adults to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional standard of the maritime and aviation industries. Currently, there is no programme under the MATF that sponsors students to undertake internships in overseas countries. That said, with a view to broadening the horizons of local students, the Overseas Exchange Sponsorship Scheme is being implemented under the MATF to sponsor students of selected maritime-related disciplines in the PolyU, the City University of Hong Kong, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology to take one semester of credit-bearing maritime-related exchange course(s) at partner institutions in overseas countries. As at end February 2019, 57 students have received sponsorships of a total amount of \$1.71 million under the Scheme.

As for internship in Hong Kong, the Maritime and Aviation Internship Scheme (MAIS) under the MATF provides internship opportunities for students and young people to work in a wide spectrum of jobs in the maritime and aviation sectors in Hong Kong to encourage them to pursue careers in the two industries after graduation. Through the tripartite collaboration among the Government, industries and academic institutions, the MATF will cover up to 75% of the intern's monthly honorarium or \$6,000, whichever is lower, for an internship period of up to three months. Since the launch of the MAIS in 2014, over 1 900 students have participated in the Scheme and worked as interns in some 90 companies in the two industries with a total expenditure of about \$18.9 million (as of end February 2019).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)072**

**(Question Serial No. 2843)**

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 Matters Requiring Special Attention in 2019–20 under Programme (2) that the Branch will continue to take forward the detailed planning work for the Northern Link, the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line and embark on detailed planning for Hung Shui Kiu Station and the South Island Line (West) under the Railway Development Strategy 2014 (RDS-2014). The Government earlier explained to this Committee that the MTR Corporation Limited (MTRCL) had submitted a proposal for the progress of the Northern Link project in end-March 2017. The proposal was under evaluation by the Transport and Housing Bureau (THB) and this Committee was advised that the Government needed to assess in detail and mitigate the impact on ecologically-sensitive areas (such as the Mai Po Nature Reserve, fishponds, wetlands, egretries and farmlands) along the railway alignment in planning the Northern Link (and Kwu Tung Station). Will the Government inform this Committee of the following:

- (1) What factors will be taken into account by the Government when evaluating the proposal for the Northern Link project submitted by the MTRCL?
- (2) Are there any findings of the assessment on mitigating the impact on ecologically-sensitive areas (such as the Mai Po Nature Reserve, fishponds, wetlands, egretries and farmlands) along the railway alignment in the planning of the Northern Link by the Government? If so, what are the details? If not, what are the reasons?
- (3) How can the Government ensure that the progress of the Northern Link project will keep pace with the development of the North East New Territories New Development Areas? Has the Government drawn up relevant timetable and roadmap for the works project of the Northern Link? If so, what are the details? If not, what are the reasons?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 29)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the THB had invited the MTRCL to submit a proposal for the implementation of the Northern Link (and Kwu Tung Station). The MTRCL submitted a proposal for the railway project to the Government in end March 2017. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposal and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community.

In planning the Northern Link (and Kwu Tung Station), we need to assess in detail and mitigate the impact on ecologically-sensitive areas (such as the Mai Po Nature Reserve, fishponds, wetlands, egrettries and farmlands) along the railway alignment. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposal for the Northern Link (and Kwu Tung Station) submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In planning the Northern Link (and Kwu Tung Station), we will continue to monitor the development of the new development areas (such as Kwu Tung North New Development Area (KTN NDA)), to ensure that the implementation of the Northern Link (and Kwu Tung Station) will match the timetable for the development of the new development areas. According to the latest programme of the Development Bureau, the first population intake of the public housing development in KTN NDA is anticipated in 2027. Our target is to commission Kwu Tung Station in 2027 to tie in with the said programme.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)073**

**(Question Serial No. 2850)**

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 2018-19, the Transport Branch oversaw the implementation of the Shatin to Central Link (SCL) under Programme (2). It is learnt that the Government has paid more than \$6 billion consultancy fee for the SCL project. Will the Government inform this Committee of the amount of compensation to be claimed against the MTR Corporation Limited (MTRCL) for faulty railway works after a series of scandals erupted involving works blunders and suspected falsification activities in the SCL project?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 36)

Reply:

According to the Entrustment Agreement entered into between the MTRCL and the Government for taking forward the SCL Project, the MTRCL was entrusted by the Government as the project manager to design, construct and commission the SCL Project. Among other things, the MTRCL warrants that the entrusted activities shall be carried out with the skill and care reasonably to be expected of a professional and competent project manager whose role includes supervision of the construction of works. The Government will pursue warranties and obligations from the MTRCL on the recent series of problems associated with the construction of the Hung Hom station under the SCL project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)074**

**(Question Serial No. 2857)**

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 2018, a number of incidents involving persons falling onto railway tracks occurred on the MTR East Rail Line (ERL), resulting in suspension of train services. Will the Government inform this Committee of the following:

1. What is the number of incidents involving persons falling onto railway tracks of the EAL in the past five years with breakdown by the duration of train service suspension?
2. Given the MTR's plan to install platform screen doors for the ERL only after all the 12-car trains currently serving the ERL are changed to 9-car trains, what are the timetables for changing to 9-car trains and installation of platform screen doors for the ERL?
3. As incidents involving persons falling onto railway tracks occur on the ERL every year, resulting in casualties and train operation is affected, will the Government put forth a proposal to the MTR to install temporary screen doors so that screen doors will be installed for the ERL expeditiously to ensure passenger safety as well as minimise casualties and economic loss?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 43)

Reply:

1. The figures on passenger-on-track cases at the East Rail Line (EAL) from 2014 to 2018 are as follows:

Year	Number of passenger-on-track cases	Range of Delay	
		2014	37
31-60 minutes	1		

		61 minutes or above	0
2015	35	8-30 minutes	3
		31-60 minutes	2
		61 minutes or above	0
2016	37	8-30 minutes	6
		31-60 minutes	3
		61 minutes or above	1
2017	33	8-30 minutes	4
		31-60 minutes	3
		61 minutes or above	0
2018	47	8-30 minutes	3
		31-60 minutes	6
		61 minutes or above	1

2 & 3.

The retrofitting of Automatic Platform Gates (APGs) will be carried out for the EAL under the Shatin to Central Link (SCL) project. The retrofitting works of APGs involved the strengthening of the platforms of the EAL, which has been substantially completed. Meanwhile, the new signalling system of the EAL is being tested and the new trains procured under the SCL project are progressively delivered to Hong Kong for testing. The retrofitting works of APGs will commence after the replacement of the new trains upon the commissioning of Tai Wai to Hung Hom Section of the SCL, so as to ensure that the APGs installed along the EAL will match the locations of the new train doors.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)075**

**(Question Serial No. 1115)**

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 originally planned to consult the public on the details, such as detailed alignment, locations of stations, cost estimate of the Tuen Mun South Extension and the Northern Link in 2018, but so far there has not been any progress. To facilitate the next stage of railway development, the Government should take forward the new railway projects under the Railway Development Strategy 2014 (RDS-2014) in an orderly manner. In this connection, would the Government inform this Committee of the following:

1. What is the latest progress of the detailed planning work for the Tuen Mun South Extension of the West Rail Line? Is the progress of the planning work on schedule? When will a public consultation be conducted?
2. When will the location of the terminus of the Tuen Mun South Extension be announced?
3. In addition, what is the progress of the detailed planning work for the Northern Link? Is the progress of the planning work on schedule? Can the project be completed and commissioned as scheduled?
4. Earlier on, the Government has mentioned that it will invite the MTR Corporation Limited (MTRCL) to study the feasibility of providing free Wi-Fi on all trains. What is the latest progress?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 36)

Reply:



(1) to (3)

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTRCL to submit proposals for the implementation of the Tuen Mun South Extension and Northern Link (and Kwu Tung Station). The MTRCL submitted proposals for these two railway projects to the Government in end December 2016 and end March 2017 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community.

In planning the Tuen Mun South Extension, we need to consider the various impact on nearby residents arising from the proposed alignment and the possible mitigation measures. In planning the Northern Link (and Kwu Tung Station), we need to assess the impact on ecologically-sensitive areas (such as the Mai Po Nature Reserve, fishponds, wetlands, egrettries and farmlands) along the railway alignment and the possible mitigation measures. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

(4)

The MTRCL is committed to providing various value-added services to passengers. Free Wi-Fi hotspots are currently provided at 93 MTR heavy rail stations. Passengers can also enjoy free Wi-Fi services at Hong Kong West Kowloon Station, and in-train along the Vibrant Express of High Speed Rail and the Airport Express. The MTRCL will keep monitoring the usage of the services and review the service provision from time to time.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)076**

**(Question Serial No. 1117)**

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:

More engineering problems have come to light at Hung Hom Station of the MTR's Shatin to Central Link (SCL). The newly uncovered problems include a total of 40% of the RISC Form of three parts of the project, namely South Approach Tunnel, North Approach Tunnel and stabling siding of the Hung Hom Station, are found missing, and couplers are adopted for some of the connections of the reinforcement steel bars instead. In this connection, will the Government inform this Committee of the following:

1. Will the Government restructure the Board of Directors of the MTR Corporation Limited (MTRCL) after the completion of the investigation by the independent Commission of Inquiry (CoI), so as to restore public confidence in railways in Hong Kong?
2. Will the Government consider improving the whole railway construction regime in the future with a view to stepping up monitoring of all railway and associated works?
3. As the SCL project will soon be completed, how will the Government ensure that there will not be any potential danger upon completion of the works to safeguard the safety of passengers?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 38)

Reply:

1. The MTRCL is a listed company. The composition of the Board must comply with statutory regulations and the Company's Articles of Association. At present, the Board of the MTRCL comprises 20 members, including local businessmen and professionals with different professional backgrounds, and four Government directors. Six committees have been set up under the Board to focus more effectively on different matters related to the Corporation. Pursuant to the Articles of Association and the Protocol adopted by the MTRCL Board, the Board focuses on handling matters on the Corporation's overall strategies, corporate governance, and finances and shareholders, while the day-to-day running of the Corporation is delegated to the management, which reports to the Board. The Government recently appointed a new Chairman of the MTRCL with effect from 1 July this year. Separately, the MTRCL will also appoint its new Chief Executive Officer with effect from 1 April. The Government expects that the new Chairman and Chief Executive Officer of the MTRCL will continue to strengthen the corporate governance of the Corporation, promote the enhancement of services and respond to social expectations.

The Government will also continue to fulfill the responsibilities of the majority shareholder of the MTRCL. The Government directors sitting in the MTRCL Board also represent the Government, relaying to the MTRCL the common concerns of the Government as well as the community about the management and operation of the Corporation.

2. In the light of the recent concerns about the quality of construction works of the SCL project, the Highways Department (HyD) has enhanced site supervision and management such as increasing the frequency of site visits and conducting independent surprise checks, in order to strengthen supervision of the work of the MTRCL. The interim report of the CoI into the Construction Works at and near the Hung Hom Station Extension under the SCL project was made public on 26 March 2019. We will seriously consider and follow up the recommendations of the CoI on the promotion of public safety and on better ensuring the quality of works for railway projects.
3. For the Hung Hom Station Extension, the MTRCL has formulated a holistic assessment strategy to verify the condition of the platform slab structure, which has been vetted and accepted by the Government. The holistic assessment is being conducted under three stages. For the first stage, the MTRCL has reviewed the relevant construction records and the latest design amendment drawings. In the second stage, the MTRCL is opening up part of the East West Corridor and the North South Corridor platform slabs to verify the details of the rebar connections and whether the couplers and rebars are properly connected. In the third stage, the MTRCL will conduct a comprehensive review and analysis of the structural safety and integrity of the entire Hung Hom Station based on the verification results of the first and second stages, and determine if it is necessary to carry out strengthening works. All three stages of the assessment are under close monitoring by the HyD and the Buildings Department.

As a matter of prudence, the Government is checking the major structural works of other stations of the SCL project to confirm if there are quality issues similar to those at the Hung Hom Station Extension. Under the supervision of the Expert Adviser Team of the Transport and Housing Bureau, the HyD and its Monitoring and Verification Consultant are reviewing the construction works of these stations in stages, with the first batch covering To Kwa Wan Station and Diamond Hill Station.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)077**

**(Question Serial No. 1118)**

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:

Since 2003, the Transport Department (TD) has been promoting the concept of "Transport for All" and encouraging various public transport operators to facilitate boarding by persons with disabilities. However, quite a number of transport modes (e.g. light buses and most of the buses) still do not make it inconvenient for persons with disabilities to use public transport services. Furthermore, many passengers currently have weak awareness of offering seats to people in need as they keep their heads down to use their mobile phones or pretend not noticing other passengers in greater need for a seat. In this connection, please advise this Committee on:

1. the current average proportion of the seats of each public transport mode which are priority seats;
2. whether the Government has required public transport operators to provide specified proportion of the seats on various modes of public transport for priority use by people in need; if not, whether the Government will make such a requirement;
3. whether the Government will raise public awareness of offering seats to people in need through civic education;
4. whether the Government has considered introducing more barrier-free taxis and light buses to meet the needs of the elderly and persons with disabilities in the future; and
5. whether the Government will enhance the barrier-free facilities in public transport (e.g. Mass Transit Railway (MTR) and Light Rail) to raise the commuting sentiment of persons with disabilities.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 39)

Reply:

(1)

Under the Government's active encouragement, major public transport modes have designated priority seats for priority use by people in need, including the elderly, persons with disabilities (PwDs), pregnant women and commuters travelling with young children. The proportion of priority seats amongst all seats of the MTR, Light Rail, franchised buses, trams and ferries is set out in the table below:

<b>Public transport mode</b>	<b>Proportion of priority seats</b>
MTR <sup>1</sup>	About 10-12%
Light Rail	About 19%
Franchised buses <sup>2</sup>	About 10%
Trams	About 11-18%
Ferries <sup>3</sup>	About 0.3-1.3%

Some individual green minibus operators have designated the seat near the entrance as a priority seat to facilitate the boarding and alighting of people in need. Taxis usually do not have priority seats as all passengers are to be seated.

(2)

There is no mandatory requirement on the proportion or number of priority seats on public transport. At present, public transport operators have already designated priority seats, having regard to operational situation, compartment configuration and passenger needs, etc. The Government will continue to encourage public transport operators, whenever appropriate, to consider enhancing the facilities on board for people in need (including but not limited to priority seats).

(3)

The Government has been making effort to raise the public awareness of offering seats to people in need. To make the priority seats more eye-catching to the public to alert their awareness, the TD has been liaising with public transport operators to introduce special design for the priority seats. Some major public transport operators, including MTR and franchised bus companies, also make announcements on board to encourage passengers to offer priority seats to people in need.

<sup>1</sup> Proportion of priority seats inside a train car, except for Airport Express Line, Disneyland Resort Line and the First Class compartments of trains operating East Rail Line.

<sup>2</sup> Proportion of priority seats on the lower deck.

<sup>3</sup> Proportion of priority seats provided on selected ferries. Since the majority of the carrying capacity of ferries is seating capacity, the proportion of priority seats provided on ferries is generally lower than that of the other transport modes.

The TD has recently produced a video clip to promote passengers' courteous behaviour on public transport, including encouraging people to offer seats to people in need. The Government will continue with the publicity and education efforts, with a view to promoting the culture of offering seats to people in need, in collaboration with stakeholders and public transport operators concerned.

In respect of school education, the Education Bureau has been advocating schools to cultivate students' positive values, attitudes and behaviour, including being courteous and caring to others, in different situations.

(4)

The Government has been encouraging the public transport operators, including public light bus and taxi trade, to introduce more wheelchair-accessible vehicle models to facilitate the use of public transport services by the elderly and PwDs. In this regard, the Government continues to actively take forward the "low-floor wheelchair-accessible light bus trial scheme". The first low-floor wheelchair-accessible PLB was put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) on 26 January 2018. The second low-floor wheelchair-accessible PLB was put into service on New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) on 28 May 2018. The third low-floor wheelchair-accessible PLB is being modified to comply with licensing requirements, and will be put into service on Kowloon GMB Route No. 2 (Whampoa Garden – Festival Walk via St. Teresa's Hospital) in the second quarter of 2019. The TD launched a review on the effectiveness of the trial scheme in the fourth quarter of 2018, in tandem with its regular survey on the market occupancy rate of light buses. The review will be completed by end 2019. If the trial scheme is considered feasible and desirable, the Government will discuss with the PLB trade on how low-floor wheelchair-accessible PLBs can be further promoted.

As regards taxis, the Government will continue to encourage taxi operators to use wheelchair-accessible-taxi (WAT) models in providing taxi service. With the official launch of a new WAT model in January 2019, the taxi trade has been gradually replacing their vehicles with this new model. We will keep in view the utilisation of the new WAT model by the public and the trade and consider expediting the replacement of the taxi models with the WAT ones.

Furthermore, the Government will introduce franchised taxis to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. To encourage franchised taxi operators to use WATs, the Government has proposed that operators' fleet be required to comprise at least 50% WATs. If a bidder of franchised taxis proposes a percentage of WATs which is higher than the minimum requirement, its application will receive a higher score under the tender assessment. This arrangement will help promote the use of WATs for operating franchised taxis, while encouraging the operator to provide a wider variety of vehicle types and compartment facilities to meet different needs of passengers. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in 2018-19 legislative year.

(5)

The Government has been promoting the concept of “Transport for All” and working closely with public transport operators to enhance public transport facilities where feasible so as to cater for the needs of various passenger groups, including the elderly and PwDs.

For MTR, all stations are equipped with at least one type of barrier-free facility, such as lifts, ramps, stair lifts, wheelchair aids, etc. Further, improvement projects are being carried out continuously. Tactile guide paths, exit gates with an audible device providing audible Octopus readings, braille plates, induction loops are also installed at MTR stations and Light Rail stops.

For franchised buses, all buses now in Hong Kong (except for some serving South Lantau which are constrained by the terrain) are of wheelchair-accessible low-floor design. The franchised bus companies will continue to deploy buses with two wheelchair spaces to bus routes serving hospitals, subject to operational need.

For ferries, the franchised ferry operator and some of the regular licensed ferry operators provide barrier-free passenger facilities such as wheelchair spaces. Some of the regular licensed ferry operators also provide wheelchair-accessible toilets on board.

The Government will continue the above efforts to further enhance the barrier-free facilities of the public transport.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)078****(Question Serial No. 0836)**

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:

To continue to oversee the works of the Hong Kong-Zhuhai-Macao Bridge (HZMB) is one of the tasks for the Bureau in this year. Please list in table form:

1. the final expenditures for the various items of works under the HZMB project and the works progress of each item;
2. the following information on the claims arising from the various items of works under the HZMB project to date:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

3. the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the HZMB project.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 8)

Reply:

(1) to (3)

The HZMB, including the Main Bridge, the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) were commissioned on 24 October 2018.

To dovetail with the commissioning of the HZMB, the mainline of the Tuen Mun – Chek Lap Kok Link (TM-CLKL) Southern Connection (i.e. the part which connects to the North Lantau Highway) was commissioned on 24 October 2018 to facilitate the public to travel to the HZMB as well as to relieve the traffic conditions on the Airport Island brought about by the commissioning of the HZMB. As for the part of the TM-CLKL Southern Connection which connects to Tung Chung, it was commissioned on 30 November 2018. The TM-CLKL Northern Connection is anticipated to be completed in 2020 at the earliest. Therefore, the final cost of the project can only be assessed after its completion.

It is the responsibility of the contractors of the HKBCF, the HKLR and the TM-CLKL 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) have to assess the claims carefully and independently, and then submit them to the HyD for approval. The HyD conducts detailed reviews of the assessments made by the consultant engineers on the claims to ensure that the claims are being handled strictly in accordance with the terms of the contracts.

As at end February 2019, in relation to the HKBCF, the HKLR and the TM-CLKL projects, information related to the claims submitted by the contractors is as follows:-

<b>Project</b>	<b>Number of claims with amount specified</b>	<b>Amount claimed</b>	<b>Amount Assessed</b>	<b>Amount awarded</b>
HKBCF	99	\$6.9 billion	\$4.9 billion	\$0.02 billion
HKLR	39	\$4.4 billion	\$2.3 billion	\$0.5 billion
TM-CLKL	137	\$9.0 billion	\$8.4 billion	\$1.2 billion

According to the relevant terms of the works contracts, the Government cannot divulge information on individual claims without the consent of the contractors.

In accordance with the approval of the Ministry of Transport, the latest approved project estimate of the HZMB Main Bridge is about RMB 48.068 billion, that is, the cost overrun of the Main Bridge is about RMB 9.95 billion. At the time when the HZMB Main Bridge was approved for implementation, the three sides agreed that the construction cost would be financed by funding support from the three sides and by borrowing from the banks by the HZMB Authority. In accordance with this latest project estimate approved by the Ministry of Transport, the three sides would have to contribute a capital cost of about RMB 4.6 billion, with the balance of RMB 5.35 billion to be financed by bank loan. As for the contribution from Hong Kong, it is about RMB 2.0 billion.

The costs of the HKBCF, the HKLR and the TM-CLKL projects are estimated to be within their respective approved project estimates. The final expenditure will only be available upon finalisation of the accounts of the works contracts.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)079**

**(Question Serial No. 2597)**

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 Hong Kong-Zhuhai-Macao Bridge (HZMB) was formally commissioned at the end of last year. In 2008, the Government stated that the traffic forecast of the HZMB at its initial commissioning stage is 9 200 to 14 000 vehicles per day. Later it said "the growth rate of cross-boundary passengers has decreased" and anticipated that the traffic flow upon the commissioning of the HZMB would be lower than the then forecast. Will the Government advise this Committee on the following:

1. What are the Government's previous projections on the traffic flow (with breakdown by vehicle type) and the number of passengers in the first year of commissioning?
2. What is the average monthly traffic flow of each vehicle type (including but not limited to shuttle bus, cross-boundary coach, private car, hire car, ordinary goods vehicle, container truck, etc.) since the commissioning of the HZMB (in table form)?
3. What are the arrangements for the management, the maintenance as well as the rights and responsibility in relation to various sections of the HZMB?
4. How many meetings have been held by the HZMB Authority since the commissioning of the HZMB?
5. What is the composition of the HZMB Authority? In what ratio is the decision-making power divided between the three sides? What is the decision-making process? What role does the Hong Kong Government play? And, are there any changes in the above arrangements upon the commissioning of the HZMB?

6. What are the arrangements for sharing of the revenues from the HZMB by the three sides? How can the Government ensure that the interests of Hong Kong people are safeguarded?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 9)

Reply:

(1) and (2)

Following the commissioning of the HZMB on 24 October 2018, the projection on vehicular and passenger flows for the initial stage of its operations, made prior to the commissioning, is perhaps of limited reference value.

According to the HZMB Authority, the average monthly cross-boundary vehicular flow of the HZMB by vehicle types is as follows:

<b>Period covered</b> (Note 1)	<b>Average monthly cross-boundary vehicular flow of HZMB</b> (Note 2) <b>(by vehicle types)</b>			
	<b>Shuttle Bus</b>	<b>Coach</b>	<b>Private Car</b> (Note 3)	<b>Goods Vehicle</b> (Note 4)
1 November 2018 – 28 February 2019	41 275	20 492	44 413	4 781

**Note:**

- 1 While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account when determining the average monthly vehicular flow.
- 2 The average monthly vehicular flow refers to the aggregate of two-way figures (i.e. the total of vehicles towards Hong Kong and vehicles towards Zhuhai / Macao).
- 3 Private car includes cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- 4 Covers container trucks.

The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

(3)-(6)

The HZMB Authority was jointly established by the governments of Guangdong Province, Hong Kong Special Administrative Region and Macao Special Administrative Region 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, continues to be responsible for the operation, management and maintenance of the Main Bridge after commissioning. It reports to the three governments, and the three governments hold regular meetings to monitor the operation of the HZMB and the HZMB Authority.

The senior management of the HZMB Authority mainly comprises a Director, three 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 and the appointment requires the approval by the three governments. As for the Deputy Directors, the three sides each nominated one representative. Currently, Hong Kong's representative is a Senior Engineer of the Transport Department on secondment to the HZMB Authority as a Deputy Director. We do not keep the number of meetings held by the HZMB Authority.

The income of the HZMB Main Bridge is used to repay the bank loan and to meet the expenses of daily operation and maintenance.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)080**

**(Question Serial No. 2598)**

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 Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) were completed last year. In this connection, please advise this Committee on:

1. the final expenditure for the XRL project and the works progress of each item;
2. the following information in table form on the claims arising from the various items of construction works under the XRL project to date:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

3. the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the XRL project in table form.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 10)

Reply:

1. As at end January 2019, the total expenditure of the XRL under the two public works project items (i.e. 6053TR and 6057TR) is \$81.525 billion. The XRL commenced operation on 23 September 2018.
2. According to the information provided by the MTR Corporation Limited (MTRCL), as at end January 2019, the MTRCL received 1 130 substantiated claims from contractors in relation to the works for the XRL project. The amount claimed in total (including those induced due to variation orders and extension of time, among others) was approximately \$29.061 billion. The relevant details are tabulated below:

Scope of works	Awarded contract sum (\$billion)	Claims resolved			Claims unresolved		
		Number	Amount claimed (\$ billion)	Amount awarded (\$ billion)	Number	Amount claimed (\$ billion)	Interim amount awarded (\$ billion)
Railway Tunnels	22.572	174	4.670	2.828	415	6.600	2.173
Station	14.761	129	10.066	6.285	289	2.095	0.742
Electrical and Mechanical Works	8.454	24	1.153	0.759	99	4.477	1.895
<b>Total</b>	<b>45.787</b>	<b>327</b>	<b>15.889</b>	<b>9.872</b>	<b>803</b>	<b>13.172</b>	<b>4.810</b>

According to the relevant terms of the works contracts, the Government cannot divulge information on individual claims without the consent of the contractors.

3. The subhead, project titles, increase in approved project estimates (APE) in 2016, and revised APE in 2016 of the XRL project are tabulated below:

Subhead	Project Title	Increase in APE in 2016 (\$ million)	Revised APE in 2016 (\$ million)
6053TR	XRL – construction of railway works	15,387.5 (approved by the Finance Committee on 11 March 2016)	70,405 (in MOD prices)
6057TR	XRL – construction of non-railway works	4,215 (approved by the Finance Committee on 11 March 2016)	16,015 (in MOD prices)

The main reasons leading to cost overrun include unfavourable ground conditions encountered, disruption due to other causes, changes in design to suit actual site conditions and various unforeseen circumstances, price escalations, additional project management cost and insurance, contingency for the remaining works, and additional government cost.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)081**

**(Question Serial No. 2599)**

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 Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was commissioned last year. Will the Government inform this Committee of:

1. the average monthly patronage of the XRL (with breakdown by destination and place of departure in table form) since the commissioning of the XRL;
2. the number of trains of the XRL (with breakdown by destination (departing from Hong Kong) and place of departure (departing from the Mainland) in table form) since the commissioning of the XRL;
3. the number of passenger complaints about the XRL service received by the Government (with breakdown by type of complaint in table form); and
4. the dates and duration of delays in its operations, and the number of passengers affected since the commissioning of the XRL?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 11)

Reply:

- (1) Since its commissioning on 23 September 2018 and up to 28 February 2019, the XRL has had a total patronage of 8 714 057. During this period, the average daily patronage for the XRL was 54 805.

According to the figures provided by the MTR Corporation Limited (MTRCL), the number of tickets for all short-haul (including breakdown for Futian, Shenzhen North, Guangmingcheng, Humen, Qingsheng and Guangzhou South stations) and long-haul destinations for the XRL (for the period since its commissioning up to 28 February 2019) for each month is set out in the table below –

Destinations	Total number of tickets sold					
	2018				2019	
	23 – 30 Sept	Oct	Nov	Dec	Jan	Feb
Futian	75 610	284 000	261 080	314 690	340 400	324 490
Shenzhen North	107 340	490 570	409 250	535 800	496 930	508 720
Guangmingcheng	2 050	8 980	7 080	8 440	9 940	7 320
Humen	14 060	59 500	52 610	60 440	65 200	51 230
Qingsheng	490	1 700	1 660	2 180	1 760	1 760
Guangzhou South	94 130	470 490	437 390	544 150	492 090	492 350
<b>All short-haul destinations</b>	<b>293 680</b>	<b>1 315 240</b>	<b>1 169 070</b>	<b>1 465 700</b>	<b>1 406 320</b>	<b>1 385 870</b>
<b>All long-haul destinations</b>	<b>75 420</b>	<b>313 760</b>	<b>308 200</b>	<b>361 140</b>	<b>306 980</b>	<b>353 860</b>
<b>Total</b>	<b>369 100</b>	<b>1 629 000</b>	<b>1 477 270</b>	<b>1 826 840</b>	<b>1 713 300</b>	<b>1 739 730</b>

(All figures rounded to nearest tenth)

Note: The number of tickets sold for XRL is slightly higher than the patronage for the XRL. This is due to some passengers having bought tickets in advance cancelled or did not complete their trips but did not seek refund either.

- (2) The XRL trains connect the West Kowloon Station (WKS) with 44 Mainland destinations, including six short-haul destinations and 38 long-haul destinations. As regards the train schedule, in the light of the actual patronage and the market demand, there are currently 70 pairs of short-haul trains and 13 pairs of long-haul trains daily. As the passenger demand is relatively high during weekends, nine additional pairs of trains are arranged to run between the WKS and Futian from Fridays to Sundays since 26 October 2018 until end June 2019. The train schedules for short-haul and long-haul trains are set out in the following tables respectively.

Daily schedule for short-haul trains for the XRL (with effect from 26 January 2019)

Destinations (as terminus stations)	Daily train pairs <sup>#</sup>
Futian	15*
Shenzhen North	25
Guangzhou South	30
<b>Total</b>	<b>70</b>

# Subject to the market demand, the train schedule can be suitably adjusted based on the actual patronage.

\* There will be nine additional pairs of trains running between the WKS and Futian from Fridays to Sundays since 26 October 2018 until end June 2019. The MTRCL and China Railway Corporation will closely monitor the passenger demand during festive seasons, and, if necessary, adjust the train frequency in a timely manner.

Daily schedule for long-haul trains for the XRL (with effect from 26 January 2019)

<b>Destinations (as terminus stations)</b>	<b>Daily train pairs</b>
<b>Destinations along the Beijing-Guangzhou Passenger Line, the Shanghai-Kunming Passenger Line and the Guizhou-Guangzhou Passenger Line</b>	
Beijing	1
Shanghai	1
Changsha	1
Kunming	1
<b>Destinations along the Hangzhou-Fuzhou-Shenzhen Passenger Line</b>	
Shantou	5
Xiamen	3
Fuzhou	1
<b>Total</b>	<b>13</b>

- (3) The Transport and Housing Bureau and the Transport Department received a total of 29 complaints about the XRL service since its commissioning and up to 28 February 2019. Among the complaints received, the key concerns were related to passenger information, station facilities and environment, staff performance, and ticketing arrangement.
- (4) Since the commissioning of the XRL and up to 28 February 2019, there are a total of 14 train delay cases which lead to late departure from WKS of 15 minutes or above for short-haul trains, and 30 minutes or above for long-haul trains. They are detailed in the table below. The relatively long delays on 26 November and 30 December 2018 were due to earthquake at Taiwan Strait (causing delay for trains from Fuzhou and Xiamen to WKS and snowstorm in South China (causing delay for trains between WKS and Beijing, Shanghai, and Changsha) respectively. The MTRCL does not maintain records of the number of passengers affected for these incidents.

<b>Date of the incident</b>	<b>No. of short-haul trains affected (late departure from WKS of 15 minutes of above)</b>	<b>No. of long-haul trains affected (late departure from WKS of 30 minutes of above)</b>	<b>Longest delay for departure (minutes)</b>
23 September 2018	1	0	17
1 October 2018	6	0	32
4 October 2018	1	0	15
15 October 2018	1	0	16
1 November 2018	2	0	26
26 November 2018	1	3	228
30 December 2018	1	2	148

1 January 2019	3	0	19
27 January 2019	5	0	70
7 February 2019	1	0	16
11 February 2019	1	0	50
11 February 2019	1	0	15
18 February 2019	1	0	16
25 February 2019	2	0	37

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)082**

**(Question Serial No. 2608)**

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:

a. Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2018-19, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2019-20.

b. Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2018-19, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2019-20.

c. Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant in 2018-19, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant in 2019-20.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 20)

Reply:

In the 2018-19 revised estimates, the salary provisions in respect of the positions of the Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to the Secretary for Transport and Housing are \$4.06 million, \$3.05 million and \$0.96 million respectively. For budgetary purpose, the salary provisions

in respect of these three positions in 2019-20 are \$4.08 million, \$3.06 million and \$1.02 million respectively.

There is no actual and estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the above positions in 2018-19 and 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)083**

**(Question Serial No. 2451)**

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:

What is the estimated expenditure on the annual remuneration for the Secretary for Transport and Housing in 2019-20?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 26)

Reply:

For budgetary purpose, the salary provision in respect of the position of the Secretary for Transport and Housing in 2019-20 is \$4.08 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)084****(Question Serial No. 2452)**

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 current overall estimated expenditure for the Shatin to Central Link (SCL)? What are the latest estimated commissioning dates of various sections of the SCL? What are the respective expenditures for various civil engineering contracts of the SCL? Please set out in table form the amount of fund granted and the future estimated provision for each subhead under the SCL project.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 27)

Reply:

The Approved Project Estimate for the entire SCL project was adjusted upward from the original estimate of \$79,800 million to \$80,700 million (in money-of-the-day prices) in June 2017. The estimated expenditure of various subheads for the SCL project as at February 2019 are tabulated below –

<b>Subhead</b>	<b>Project Title</b>	<b>Approved Project Estimate (\$ million)</b>	<b>Estimated Expenditure (\$ million)</b>
6059TR	SCL – construction of railway works – protection works in Wan Chai Development Phase II	152.6	119.4
6058TR	SCL – construction of railway works – protection works	541.6	429.86
6063TR	SCL – construction of railway works – advance works	7,102.6	(Note 1)



<b>Subhead</b>	<b>Project Title</b>	<b>Approved Project Estimate (\$ million)</b>	<b>Estimated Expenditure (\$ million)</b>
6064TR	SCL – construction of non-railway works – advance works	1,448.2	(Note 1)
6061TR	SCL – construction of railway works – remaining works	65,433.3	(Note 2)
6062TR	SCL – construction of non-railway works – remaining works	5,983.1	(Note 2)

Note 1: Estimated expenditure is subject to an on-going process of contract finalisation.

Note 2: The Government received the revised cost estimate of the main works of the SCL project from the MTRCL on 5 December 2017. The MTRCL indicated the need to adjust upward the entrustment cost of the main works of the SCL project, from \$70.8 billion to \$87.3 billion, i.e. an increase of about \$16.5 billion. The Government is conducting a detailed review of the MTRCL's revised cost estimate.

The awarded contract sum of the major contracts of the SCL project is tabulated in **Annex**.

Due to the concerns about the quality of works of Hung Hom Station Extension and the associated investigations, the target commissioning date of “Tai Wai to Hung Hom Section” will need to be further reviewed, whereas the target commissioning date of “Hung Hom to Admiralty Section” remains to be 2021 for the time being.

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1101	Modification of Ma On Shan Line	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 Sung Wong Toi and To Kwa Wan stations	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 PHD	Chun Wo - Henryvicy - GTECH Joint Venture	105,600,001
1120	Trackwork and Overhead Line for SCL Phase 1	Alstom Hong Kong Ltd	425,910,954
1120B	Trackwork and Overhead Line for SCL Phase 2	Eiffage Infra-Bau Tak Yue Joint Venture	204,999,695
1121	North South Line (NSL) 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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1123	Exhibition Centre Station and Western Approach Tunnel	Leighton - China State Joint Venture	5,869,282,300
1124	Admiralty SCL Related Works	Build King SCL1124 Joint Venture	833,606,000
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	Build King SCL1126 Joint Venture	871,022,808
1128	South Ventilation Building to Admiralty Tunnels	Dragages-Bouygues J.V.	5,226,570,173
1129	SCL - Advance Works for NSL	Hsin Chong Construction Company Limited	299,938,960
11209	Platform Modification and Associated Works at East Rail Line (EAL)	Chun Wo Construction and Engineering Company Limited	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 Ma On Shan Line (MOL) and WRL	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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
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	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
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
1164B	Building Services for SCL Hong Kong Island Section	Gammon E&M Limited	346,800,000
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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1176	Building Services for Sung Wong Toi Station and Ancillary Building	Leighton M&E Limited	183,341,320
1177	Building Services for To Kwa Wan 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)085**

**(Question Serial No. 2453)**

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 scandals involving the works of Hung Hom Station of the Shatin to Central Link (SCL), the Government is now conducting holistic assessment, testing and verification work to confirm if the as-built conditions of the platform slabs are consistent with the latest design drawings received and to verify the workmanship quality of the coupler connections. What are the estimated expenditures for the relevant verification and testing work and the subsequent remedial work? Which party should be finally held responsible for the relevant expenditures?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 28)

Reply:

According to the Entrustment Agreement entered into between the MTR Corporation Limited (MTRCL) and the Government for taking forward the SCL Project, the MTRCL was entrusted by the Government as the project manager to design, construct and commission the SCL Project. Among other things, the MTRCL warrants that the entrusted activities shall be carried out with the skill and care reasonably to be expected of a professional and competent project manager whose role includes supervision of the construction of works. The Government will pursue warranties and obligations from the MTRCL on the recent series of problems associated with the construction of the Hung Hom station under the SCL project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)086**

**(Question Serial No. 2454)**

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 the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the Railway Development Strategy 2014 (RDS-2014)? What are the estimated expenditures for the above routes? What is the expected time for conducting consultation on the routes?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 29)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different

degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)087**

**(Question Serial No. 2455)**

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 progress of the planning work for Hung Shui Kiu (HSK) Station and the South Island Line (West) of the railway is slow. What are the dates of commissioning of the above routes for serving the public according to Government's initial estimation? When will the MTR Corporation Limited (MTRCL) be invited to submit proposals on detailed alignments for Government's consideration?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 30)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) invited the MTRCL in an orderly manner to submit proposals for the implementation of the railway projects.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects.

Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

For planning of HSK Station, its implementation is targeted to tie in with the planned population intake of HSK New Development Area. For planning of the South Island Line (West), its implementation is subject to the actual programme for the development in the Wah Fu area and redevelopment of Wah Fu Estate as well as the build-up of transport demand. Subject to the pace of development of the areas concerned, the Government will invite the MTRCL in a timely manner to submit proposals for these projects.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)088**

**(Question Serial No. 2457)**

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 budget for the subsidy scheme for retrofitting safety devices on existing franchised buses? Will the Government consider requesting the franchised bus companies to cancel "special shift" duties (14 hours of work), so as to reduce the working hours, avoid driver fatigue and ensure passenger safety? Will the Government consider increasing the financial support to the bus companies to enable them to recruit more bus captains after cancelling the "special shift" duties?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 32)

Reply:

The Government proposes to set aside \$500 million to subsidise the franchised bus operators 80% of the relevant costs for retrofitting Electronic Stability Control and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops. The remaining costs and maintenance in future will be borne by the franchised bus operators.

Currently, franchised bus operators need to arrange special shift duties to cater for passenger demand during morning and evening peak periods. To ensure that there is sufficient rest time for bus captains of special shifts, the revised Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the Guidelines) promulgated by the Transport Department (TD) in February 2018 introduced a new arrangement under which a rest break of no less than three consecutive hours should be provided in a special shift, and the maximum driving hours in a special shift is no different from that of a normal shift, i.e. ten

hours. In addition, franchised bus operators have been improving the rest facilities for bus captains by, for example, providing and improving rest facilities at depots and termini for the convenience of the bus captains. The TD will review the Guidelines upon its full implementation in the second quarter of 2019 with a view to completing the review in 2020.

The TD has worked with the Labour Department to organise thematic job fairs in different districts to assist the franchised bus operators in recruiting bus captains. For instance, five thematic job fairs were held in Tung Chung, Tuen Mun, Tin Shui Wai and Tsuen Wan in the period between March 2018 and February 2019. The TD also encourages the franchised bus operators to offer competitive remuneration package and provide good working environment to retain staff and attract new entrants. At the moment, all existing public transport services are in general operated in accordance with prudent commercial principles. The Government will continue to consider further enhancing the ancillary facilities of the franchised bus operators to raise bus operational safety through appropriate means.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)089**

**(Question Serial No. 2458)**

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 been implementing special helping measures (SHM) for the six major outlying island ferry routes, and is examining and reviewing how any of the eight other outlying island ferry routes should receive SHM. In what time of the year of 2019 the review is expected to be completed? In addition to the proposed “water taxi” service operating between Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central on a trial basis, will the Government consider increasing the number of stops for the “water taxi” service? If so, what are the details? If not, under what circumstances will the Government consider doing so?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 33)

Reply:

The Government continues to provide SHM for the six major outlying island ferry routes (namely “Central – Cheung Chau”, “Inter-islands” serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Mui Wo”, “Central – Peng Chau”, “Central – Yung Shue Wan”, and “Central – Sok Kwu Wan”) in their current licence period 2017-20. In the mid-term review (in the first half of 2019) for the current licence period, the Government will review whether the SHM would be the most desirable long-term operation model for maintaining the financial viability of the ferry services. The review will cover, among other things, a detailed study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. The objective is to ensure service quality, long-term financial sustainability of ferry operation, and a fair adjustment of fares. The review will also include whether and how the long-term operation model selected should be applicable to the eight other outlying island ferry routes<sup>1</sup>. The result of the review will be announced in the first half of 2019.

In August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals, including the operation of short-working services between different berthing points along the Victoria Harbour.

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1 The eight 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)090**

**(Question Serial No. 2459)**

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 organises promotional visits to the Mainland China from time to time in order to strengthen cooperation between different maritime and port cities and promote Hong Kong as an international maritime centre and a regional logistics hub. What was the expenditure on related work in 2018-19? What is the budget for the work in 2019-20?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 34)

Reply:

The Transport and Housing Bureau (THB) has been working closely with the Hong Kong Maritime and Port Board (HKMPB) and the Hong Kong Logistics Development Council (LOGSCOUNCIL) in promoting Hong Kong as an ideal place for maritime and logistics businesses and an international maritime centre and regional logistics hub. This is done through organising promotional events and activities, as well as visiting major maritime and logistics cities in the Mainland of China and overseas.

In 2018-19, THB organised three promotional visits to the Mainland of China, including –

- (i) visit to Shanghai in July 2018 to attend the China Maritime Forum 2018 organised by the Shanghai Municipal Transport Commission during which THB officials gave a presentation to promote Hong Kong's maritime industry and development of high-value added maritime services;

- (ii) visit to Dalian in August 2018 to attend the inauguration of the pilot “Yu Kun Training Programme” sponsored under the Maritime and Aviation Training Fund, and to explore further collaboration with the Dalian Maritime University; and
- (iii) visit to Guangxi to learn more about the latest developments in the logistics and maritime sectors in Guangxi and to explore business opportunities brought about by these developments.

The total expenditure incurred in these three visits was around \$311,000.

For 2019-20, THB plans to visit Shanghai in late 2019 to attend the biennial Marintec China, the largest marine technology exhibition in Asia. Following past practice, a Hong Kong Pavilion will be set up at the exhibition in collaboration with the Hong Kong Trade Development Council with an estimated expenditure of around \$800,000.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)091**

**(Question Serial No. 3283)**

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 Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) commenced operation on 23 September 2018. Will the Government inform this Committee of the average daily patronage of the XRL as at end February 2019 and the ratio of Hong Kong residents to non-Hong Kong residents among the passengers? To date, are there any persons making claims for compensation against the Government or the MTR Corporation Limited (MTRCL) for building damage caused by the construction of the XRL or other reasons? If so, what are the respective numbers of claims made against the Government and the MTRCL? How will the Government and the MTRCL handle these cases?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 50)

Reply:

Since its commissioning on 23 September 2018 and up to 28 February 2019, the XRL has had a total patronage of 8 714 057, comprising 4 230 662 outbound passengers and 4 483 395 inbound passengers. During this period, the average daily patronage for the XRL was 54 805. The ratio of Hong Kong residents and non-Hong Kong residents among the passengers of the XRL (for the period since its commissioning up to 28 February 2019) is set out in the table below -

	Percentage over the number of inbound passengers	Percentage over the number of outbound passengers
Hong Kong residents	28%	32%
Non-Hong Kong residents (including Mainland passengers and passengers of other nationalities)	72%	68%

Regarding the cases of alleged building damage caused by the construction of the XRL, if site inspection suggests that certain damage may have been 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 2019, the MTRCL received a total of 511 reports of alleged damage, including reports of alleged damage to nearby buildings and other losses, in various districts along the XRL alignment. Among these 511 cases, 415 cases were found to be not related to the XRL project. The MTRCL has settled 53 cases with the property owners concerned and is reviewing the remaining 43 cases.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)092**

**(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 the traffic conditions of the various tunnels in Hong Kong, please inform this Committee of the following:

(a) Please set out (i) the average traffic volume, (ii) the average time required to go through the tunnel and (iii) the average volume/capacity (v/c) ratio of (1) the Tate's Cairn Tunnel (TCT), (2) the Lion Rock Tunnel (LRT), (3) the Eagle's Nest Tunnel, (4) the Tai Lam Tunnel (TLT), (5) the Eastern Harbour Crossing (EHC), (6) the Cross-Harbour Tunnel (CHT) and (7) the Western Harbour Crossing (WHC) during the morning and evening peak hours over the past five years.

(b) The Government has proposed to set up a \$900 million "Smart Traffic Fund" to subsidise vehicle owners to install smart devices to enhance road safety. Has the Government carried out any scientific estimation on the results that can be achieved under the initiative? Can the current road conditions, especially congestion at some tunnels, be improved?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 29)

Reply:

- (a)(i) Between 2014 and 2018, the average weekday hourly traffic volume of the various tunnels during the morning and evening peak hours are tabulated below:

Name of tunnel	Direction	Average peak hour traffic volume <sup>Note 1</sup> (vehicles per hour)				
		2014	2015	2016	2017	2018
EHC	Southbound	2 700	2 800	2 700	2 700	2 700
	Northbound	2 600	2 700	2 600	2 700	2 700
CHT	Southbound	2 900	2 900	2 800	2 800	2 800
	Northbound	2 800	2 700	2 700	2 700	2 700
WHC	Southbound	2 400	2 500	2 500	2 600	2 700
	Northbound	2 300	2 400	2 500	2 500	2 500
TCT	Southbound	2 200	2 300	2 200	2 300	2 300
	Northbound	2 100	2 200	2 200	2 200	2 300
LRT	Southbound	2 600	2 700	2 600	2 700	2 700
	Northbound	2 500	2 500	2 500	2 500	2 500
Eagle's Nest and Sha Tin Heights Tunnel (Route 8K)	Southbound	1 900	2 000	2 200	2 300	2 400
	Northbound	1 700	1 800	2 000	2 100	2 200
TLT	Southbound	2 300	2 400	2 300	2 400	2 400
	Northbound	1 800	1 800	1 800	1 800	1 800

Note 1: The figures refer to the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions, provided by tunnel operators through the toll collection systems, and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on a weekday.

- (a)(ii) In 2017, the average time required to cross the various tunnels during the morning and evening peak hours are tabulated below:

Name of tunnel	Direction	Average time for crossing the tunnel (Minutes) <sup>Notes 2, 3</sup>
EHC	Southbound	14
	Northbound	14

Name of tunnel	Direction	Average time for crossing the tunnel (Minutes) <sup>Notes 2, 3</sup>
CHT	Southbound	31
	Northbound	36
WHC	Southbound	3
	Northbound	3
TCT	Southbound	26
	Northbound	14
LRT	Southbound	17
	Northbound	13
Route 8K	Southbound	5
	Northbound	5

Note 2: The figures provided in the table are based on the results of the traffic survey conducted from March to April 2017 by the Transport Department (TD)'s consultant for the study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (*viz.* TCT, LRT and Route 8K) (toll rationalisation study). TLT was not covered in the survey. No survey of similar nature was conducted in 2014 to 2016 and 2018.

Note 3: The average time for crossing the tunnel refers to the time required to travel from the end of traffic queue to the exit portal of the tunnel.

(a)(iii) Between 2014 and 2018, the average weekday volume/capacity (v/c) ratio of the various tunnels during the morning and evening peak hours are tabulated below:

Name of tunnel	Direction	v/c ratio <sup>Note 4</sup>				
		2014	2015	2016	2017	2018
EHC	Southbound	1.0	1.1	1.0	1.0	1.0
	Northbound	1.0	1.0	1.0	1.0	1.0
CHT	Southbound	1.1	1.1	1.1	1.1	1.1
	Northbound	1.1	1.0	1.0	1.0	1.0
WHC	Southbound	0.6	0.6	0.6	0.6	0.6
	Northbound	0.5	0.6	0.6	0.6	0.6

Name of tunnel	Direction	v/c ratio <sup>Note 4</sup>				
		2014	2015	2016	2017	2018
TCT	Southbound	0.8	0.9	0.8	0.9	0.9
	Northbound	0.8	0.8	0.8	0.8	0.9
LRT	Southbound	1.0	1.0	1.0	1.0	1.0
	Northbound	1.0	1.0	1.0	1.0	1.0
Route 8K	Southbound	0.4	0.4	0.5	0.5	0.5
	Northbound	0.4	0.4	0.4	0.4	0.5
TLT	Southbound	0.5	0.5	0.5	0.5	0.5
	Northbound	0.4	0.4	0.4	0.4	0.4

Note 4: The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions, provided by tunnel operators through the toll collection systems. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on a weekday.

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at TCT, LRT, EHC and CHT exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the table above present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of TCT, LRT, EHC and CHT would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

- (b) If the toll adjustment proposal for the rationalisation of traffic among the three road harbour crossings (Toll Adjustment Proposal) were implemented with the Legislative

Council (LegCo)'s support, we estimate that the additional toll revenue from private cars, motorcycles and taxis using the CHT and EHC would amount to about \$913 million. Earlier, we proposed to establish a "Smart Traffic Fund" with reference to this amount, for the purpose of promoting smart city development and alleviating traffic congestion with better use of technology. Now that the Toll Adjustment Proposal cannot be implemented due to insufficient support from LegCo, the Government will continue to take forward smart traffic initiatives in the context of the Hong Kong Smart City Blueprint.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)093**

**(Question Serial No. 2157)**

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 Government's initiative to exempt or pay the tolls for franchised buses using government and Build-Operate-Transfer (BOT) tunnels and roads with a view to relieving the bus companies' pressure for fare increases, how will the Government oversee the implementation of the initiative? In addition, the fares and routes of green minibuses (GMBs) are also subject to regulation by the Government. What are the reasons for not including the GMBs in the scheme?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 30)

Reply:

As a Policy Address initiative in 2018, the tolls charged on franchised buses for using government tunnels and roads will be exempted. The Government has made legislative amendments to exempt the toll for franchised buses using government tolled tunnels and roads with effect from 17 February 2019 with a view to relieving their fare increase pressure. Each franchised bus operator will set up its own dedicated fund account, known as Franchised Bus Toll Exemption Fund (the Fund) for keeping the toll saved. The Fund will be used for relieving the fare increase pressure of the corresponding franchised bus operators, so that the magnitude of the fare increase shouldered by the passengers will be lowered.

The Government will monitor the operation of the Fund. In addition to checking the monthly statements submitted by the franchised bus operators, the Government also requires the operators to submit an Auditor's Statement on the Fund annually.



As franchised buses are mass carriers with high carrying capacity, they should be accorded priority in being given tunnel and road toll exemption. At present, there are only a small number of GMB routes plying through tolled tunnels, so at present the tunnel and road toll exemption does not extend to them. In the longer term, to make more efficient use of tunnels and roads in business districts, the Government proposes to adopt the concept of “Congestion Charging” and study the toll levels of government tolled tunnels and Tsing Ma and Tsing Sha Control Areas for different vehicle classes, so that vehicle classes with higher capacity and supporting economic activities could enjoy lower tolls. The Government will consider whether toll exemption should be extended to other modes of transport in the light of the relevant study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)094**

**(Question Serial No. 2158)**

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:

With the completion of public housing development at Kwu Tung North and Fanling North New Development Areas and Queen's Hill, the population in North East New Territories will increase to more than 200 000. A number of recommendations tendered by the Task Force on Land Supply, including developing brownfield sites, tapping into private agricultural land reserve in the New Territories, examining the feasibility of rezoning of 30 hectares of the Fanling Golf Course for residential use and developing more new development areas in the New Territories, all focus on the New Territories. We can foresee that the population in the New Territories will further increase in the future. Will the Government develop long-term transport plans on the basis of the earlier Public Transport Strategy Study having regard to the latest situation, including building new railways and roads, to relieve the traffic pressure arising from the need to travel to and from urban Kowloon of the local residents?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 31)

Reply:

The Transport and Housing Bureau (THB) plans to take forward the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final recommendations of the Hong Kong 2030+ Study, we will conduct strategic studies, which include examining the layout of the proposed railway and

major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's long-term developments. We will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate the corresponding strategies.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)095**

**(Question Serial No. 2159)**

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:

Although a review was conducted on the Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL) in 2017, the direct-drive formula for fare adjustment was not involved and adjustments were only made to the operational mechanism and concession. Quite a number of members of the public are disappointed at it and think that the FAM is just a mechanism for fare increase but not reduction. Please advise on:

- (a) whether the Government has any plan to conduct further review on the FAM; if so, the timetable; if not, the reasons;
- (b) whether the Government will consider including factor that can effectively reflect the company's profitability in the fare adjustment formula; and
- (c) the number of incidents or service disruptions occurred on MTR lines in each of the past three years.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 32)

Reply:

(a) and (b) The Government and the MTRCL completed the second review of the FAM in March 2017. The enhanced mechanism has come into effect in June 2017 and will continue to apply for six years until 2022-2023. The mechanism contains features which aim at better responding 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 formulate will be retained.

For details of the measures under the enhanced FAM, please refer to the Legislative Council Brief on “Review Outcome of the FAM of the MTRCL” issued by the Transport and Housing Bureau on 21 March 2017.

(c) The number of incidents caused by factors under the MTRCL’s control (including equipment failure and human factors) which led to service disruption of eight minutes or above on MTR Lines (excluding Light Rail) from 2016 to 2018 is tabulated below:

<b>Year</b>	<b>Cause</b>	<b>Number of incidents</b>
2016	Equipment failure	84
	Human factors	6
2017	Equipment failure	92
	Human factors	12
2018	Equipment failure	90
	Human factors	13

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)096****(Question Serial No. 3209)**

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 the usage rate of single or coupled-set vehicles, the maximum train frequency, patronage and loading of each Light Rail route during peak and non-peak hours in the past two years.
2. Please also set out the maximum train frequency, patronage and loading of each MTR heavy rail line.
3. Eight-car trains have been introduced on the West Rail Line in a progressive manner since 2016. Please set out the changes in patronage during peak and non-peak hours after the increase in the number of train compartments.

Asked by: Hon LEUNG Che-cheung (LegCo internal reference no.: 49)

Reply:

1. The carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2017 and 2018 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 (Note 1)	
	2017	2018	2017	2018
505	2 356	2 356	78%	84%
507	2 430	2 430	89%	79%
610	2 019	2 019	69%	91%
614 (Note 2)	980	980	67%	81%

614P (Note 2)	1 225	1 225		
615 (Note 2)	942	942	87%	90%
615P (Note 2)	1 225	1 225		
705	4 900	4 900	78%	73%
706	4 900	5 440	78%	74%
751	2 625	2 625	92%	81%
751P	1 532	1 532	83%	68%
761P	5 444	5 444	76%	81%

Note 1: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles (LGVs) by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL 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 four Light Rail routes can more accurately reflect the actual situation.

The respective numbers of single-set LRVs and coupled-set LRVs deployed to the various Light Rail routes in the morning peak hours in 2017 and 2018 are as follows:

Light Rail Route No.	Number of single-sets		Number of coupled-sets	
	2017	2018	2017	2018
505	6	6	2	2
507	10	10	1	1
610	11	11	2	2
614	7	7	-	-
614P	5	5	-	-
615	7	7	-	-
615P	5	5	-	-
705	-	-	5	5
706	-	-	5	6
751	6	6	6	6
751P	4	4	-	-
761P	-	-	13	13
<b>Total</b>	<b>61</b>	<b>61</b>	<b>34</b>	<b>35</b> (equivalent to 70 single-sets LRVs)

For 2018, in addition to these 131 LRVs (61 single-set LRVs + 70 coupled-set LRVs), two additional single-set LRVs and one 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 135 LRVs on average in the morning peak hours.

As one of the measures under the Public Transport Strategy Study, the MTRCL has awarded a contract in 2016 to procure 40 new LRVs, among which 30 will be used to replace the existing Phase 2 LRVs while the other ten will be used to expand the fleet. The new LRVs are expected to be put into service progressively from 2019 to 2023. Our current assessment is that with the addition of four new LRVs (with the first two to be introduced in second half of 2019, and another two afterwards), the carrying capacity of the overall network would be increased by 6%, and the ratio of double-car trains would be increased by 36% to 49%. This should help improve the passenger loading during peak hours.

2. The maximum train frequency, patronage and loading of each MTR heavy rail line are as follows:

Year 2018	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			6ppsm	4ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5 5.5 10.0	54 800	64% { Tai Wai to Kowloon Tong }	89% { Tai Wai to Kowloon Tong }
West Rail Line (WRL)	2.9	40 400	72% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	15 800	29% { Che Kung Temple to Tai Wai }	41% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.2 3.3 6.7	48 200	71% { Yau Tong to Quarry Bay }	100% { Yau Tong to Quarry Bay }



Year 2018	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			6ppsm	4ppsm
Island Line	1.9	57 600	72% { Tin Hau to Causeway Bay }	101% { Tin Hau to Causeway Bay }
South Island Line	3.3	9 200	55% { Ocean Park to Admiralty }	77% { Ocean Park to Admiralty }
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1 4.2	51 200	72% { Shek Kip Mei to Prince Edward }	101% { Shek Kip Mei to Prince Edward }
Tsuen Wan Line	2.0	60 200	80% { Yau Ma Tei to Jordan }	113% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 600	27% { Sunny Bay to Disneyland }	38% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	3.6 6.7	28 600	67% { Olympic to Kowloon }	95% { Olympic to Kowloon }
Airport Express	10	2 300	48% (Note)	

Note: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

- To tie in with the East West Corridor project of the Shatin to Central Link, starting from 2016, the number of train compartments of the WRL train has been progressively increased from seven to eight, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (6 ppsm).

The carrying capacity, patronage and loading of WRL in 2016 to 2018 are as follows:

		<b>WRL</b>		
		<b>2016</b>	<b>2017</b>	<b>2018</b>
1	Carrying capacity (6 ppsm)	52,200	56,200	56,200
2	Patronage	36,800	40,300	40,400
3	Loading (1) (6 ppsm) { }Critical Link	70% {Kam Sheung Road to Tsuen Wan West}	72% {Kam Sheung Road to Tsuen Wan West}	72% {Kam Sheung Road to Tsuen Wan West}
4	Loading (2) (4 ppsm) (For the critical links mentioned in item (3))	99% {Kam Sheung Road to Tsuen Wan West}	101% {Kam Sheung Road to Tsuen Wan West}	101% {Kam Sheung Road to Tsuen Wan West}

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 or non-peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours or non-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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)097**

**(Question Serial No. 3265)**

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 Budget: “continued to implement the enhancement measures recommended under the Public Transport Strategy Study (PTSS)”. In this connection, will the Government advise on:

1. the progress of the work relating to Light Rail service under the PTSS, including route rationalisation, re-routing, increase in carrying capacity and reduction in overlapping of routes with other road users; and
2. the progress of the work relating to the proposal on re-routing the Light Rail service in Yuen Long under the PTSS?

Asked by: Hon LEUNG Che-cheung (LegCo internal reference no.: 50)

Reply:

Six short, medium and long-term measures<sup>1</sup> are proposed in the PTSS for enhancing the carrying capacity and alleviating crowdedness of light rail.

Regarding the short-term measures, the Mass Transit Railway Corporation Limited (MTRCL) awarded a contract in 2016 to procure 40 new light rail vehicles (LRVs), among which 30 will be used to replace the existing Phase 2 LRVs while the other ten will be used

<sup>1</sup> The following measures for short, medium and long term are proposed in the Strategy Study –  
Short-term measure - (a) purchasing ten additional LRVs ; (b) rationalising some LR routes ; and (c) adjusting traffic lights at busy junctions  
Medium-term measures - (d) undertaking a study on design improvements for busy junctions.  
Long-term measures - (e) improving the long-term operation model of the Yuen Long Main Road of the LR; and ; (f) undertaking a long-term study of the feasibility of constructing a heavy rail to connect Northwest New Territories and the urban areas.

to expand the fleet. The new LRVs are expected to be put into service progressively from 2019 to 2023. Regarding the route rationalisation proposal, the Government and the MTRCL consulted the Traffic and Transport Committees (TTCs) of Tuen Mun and Yuen Long District Councils in July 2017 and July 2018 for members' views about the Light Rail route rationalisation proposals, which aim to enhance Light Rail capacity to address the issues of unevenly distributed headway and congestion due to overlapping routes, and also enhance the overall effectiveness of putting the ten new LRVs into service to benefit passengers. Taking into account rather diverse views raised by Yuen Long TTC and Tuen Mun TTC, the MTRCL is now making appropriate service adjustments/enhancements to optimise the benefits of deployment of the new LRVs. Our current assessment is that with the addition of four new LRVs (with the first two to be introduced in second half of 2019, and another two afterwards), the carrying capacity of the overall network would be increased by 6%, and the ratio of double-car trains would be increased by 36% to 49%. This should help improve the passenger loading during peak hours. The MTRCL will further consider appropriate route rationalisation proposals having regard to the progress of introducing new LRVs to the fleet.

As regards the measure to adjust traffic lights at three busy junctions shared use by Light Rail and other vehicles, namely the Tin Ho Road / Tin Yiu Road junction, Tin Shui Road / Tin Wing Road junction, and Tin Fuk Road / Tin Yiu Rod / Ping Ha Road junction, the concerned traffic signal improvement works were completed in 2018.

Moreover, the Highways Department (HyD) commenced a feasibility study in January 2019 on design improvements for some identified busy junctions to alleviate the need for Light Rail to share road with other road users. It is expected that the study will take about two years to complete.

Upon completion of the above feasibility study, the HyD will conduct studies with the MTRCL on improving the mode of operation along Yuen Long Main Road in the long run.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)098**

**(Question Serial No. 1866)**

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 operation of the Hong Kong International Aviation Academy (HKIAA), will the Government advise this Committee on:

the number of student intake of the HKIAA in each of the past two years and the estimated enrolment in the coming year;

the annual operation expenditure and manpower establishment; and

whether the Government has put in place any monitoring mechanism to ensure that the courses offered by the HKIAA will meet the required standard as well as the development needs of the aviation industry?

Asked by: Hon LEUNG Kenneth (LegCo internal reference no.: 112)

Reply:

The total participants of the HKIAA's programmes in 2017/18 and 2018/19 (as of February 2019) were around 6 900 and 6 100 respectively. It is envisaged that the total number of participants for the coming academic year will also be around 6 000.

The HKIAA is established, managed and operated by the Airport Authority Hong Kong (AA). It is wholly funded and owned by the AA and operated on a cost-recovery basis. All daily expenses of the HKIAA are borne by the AA.

In support of the HKIAA, representatives of the Transport and Housing Bureau and the Civil Aviation Department sit on the Steering Committee of the HKIAA to provide

policy and professional advice on the development strategy, syllabus, training materials and trainer qualifications of relevant courses to the HKIAA. The Government will continue to provide support to the HKIAA with a view to facilitating talent training for future development of the aviation industry.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1890)**

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 stated that the Government has offered profits tax concessions to aircraft leasing and related businesses, and that the measure has been well received by the market since its introduction. He mentioned a number of large-scale aircraft leasing companies have negotiated or reached deals with airlines around the world through Hong Kong.

- a. What is the breakdown of the manpower and expenditure involved in monitoring and reviewing the above policy?
- b. What is the breakdown of the number of cases qualified for the tax concession in each of the past financial years since the introduction of the aforementioned profit tax deduction? If available, what is the total amount in tax saved by the public in each respective financial year since the introduction of the scheme?
- c. Has the Bureau analysed the effectiveness in terms of economic benefits of the aforementioned profit tax deduction? If no, why not? If yes, what are the conclusions drawn?

Asked by: Hon LEUNG Kenneth (LegCo internal reference no.: 221)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. The dedicated tax regime has been well-received by the global aircraft leasing industry. While the Government is not in the position to disclose commercially-sensitive information on transactions of individual companies, we understand from the Inland Revenue Department that eight qualifying aircraft lessors and

one qualifying aircraft leasing manager would receive relevant tax benefits under our dedicated tax regime, subject to assessment of their filing of tax returns. A number of the world's top leasing companies from the United States, Ireland and Mainland China have set up their Hong Kong operation and some have already completed deals using our leasing platform with airlines around the world, such as Chile, Indonesia, Japan, Mainland China, Qatar and South Korea.

The Government will continue to deploy existing resources to work with all stakeholders, including the aircraft leasing and aviation financing association, to promote our tax regime at key regional and international aircraft leasing and aviation financing conferences and to meet with key aircraft leasing companies and financial institutions with a view to encouraging market players (including lessors, lessees and leasing managers) to tap the business potential using Hong Kong's leasing platform.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)100**

**(Question Serial No. 1992)**

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:

As mentioned in paragraph 114 of the Budget Speech, it is hoped that the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), together with the three-runway system and other development projects and facilities at the Airport Island, will produce synergy and render Lantau an Aerotropolis connecting the Greater Bay Area and the world. Please give an account of the work plan and estimated expenditure for rendering Lantau an Aerotropolis.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 25)

Reply:

Coupled with the Three-runway System, the Airport Authority Hong Kong (AA) is taking forward a number of strategic projects, with a vision to building a cluster of aviation-related businesses of high economic value and diversified employment opportunities connecting the Greater Bay Area and the world, thereby creating at Lantau an Aerotropolis. These projects include:

- (1) SKYCITY – with a site area of approximately 25 hectares (ha) at the north of the Airport Island, SKYCITY, featuring retail, dining and entertainment (RDE) facilities, as well as hotel and office complex, will be developed in phases. The construction of a 1 200-room hotel awarded to developer in 2017 is targeted for completion in 2020-21. The RDE development, with a maximum gross floor area (GFA) of 350 000 square metres (m<sup>2</sup>), was awarded to a developer in May 2018, for phased construction and opening between 2023 and 2027;

- (2) Premium Logistics Centre at Kwo Lo Wan in the South Cargo Precinct (the Centre) – a site of about 5.3 ha, with an estimated GFA of 380 000 m<sup>2</sup>, will be the third-largest warehouse in Hong Kong. Upon commencement of operation targeted in 2023, the Centre will become the smart hub in Asia serving the fast-going global e-commerce business, further enhance the Hong Kong International Airport’s air cargo handling capacity;
- (3) AsiaWorld-Expo (AWE) Phase 2 Development – following the AA’s acquisition of the private interest in AWE in September 2018, the Government will discuss with the AA the Phase 2 expansion plan of AWE; and
- (4) Topside Development at the Hong Kong Boundary Crossing Facilities of HZMB (Topside Development) – in response to the Government’s invitation, the AA will submit a proposal for airport-related development, including land use recommendations, a financial assessment, a development programme and an implementation strategy. After the AA completes their study and submits the proposal to the Government in the second half of 2020, the Government will consider the proposal in detail before finalising the development plan for the Topside Development.

The AA is taking forward these projects based on prudent commercial principles. There is no Government expenditure involved in (1) and (2). As regards (3) and (4), since they are still at the planning stage, relevant bureaux do not have information on the estimated expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)101**

**(Question Serial No. 0670)**

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:

Given that seven new railway projects have been identified in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) has indicated that it 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, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line and embark on the detailed planning work for the Hung Shui Kiu Station and the South Island Line (West) under the RDS-2014. In this connection, please advise on the following:

1. the major progress of the above work in 2018-19; whether the Government has assessed if the relevant projects can be implemented in a timely and orderly manner; if so, the details; if not, the reasons for that; and
2. given the need for dovetailing with the implementation of the "Lantau Tomorrow Vision (LTV)" and developing the Guangdong-Hong Kong-Macao Greater Bay Area in order to enhance connectivity between cross-border infrastructures, whether the THB will expeditiously review the railway development strategy in Hong Kong and conduct a new feasibility study on the planning of railway network; if so, the details; if not, the reasons for that.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 27)

Reply:

1. Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council (LegCo) and the relevant District Councils, on the details of the scheme.

2. According to the Development Bureau (DEVB), to complement the development of the artificial islands near Kau Yi Chau, the Government will take forward a new strategic road and railway network to link up the artificial islands, Hong Kong Island, Lantau and the coastal area of Tuen Mun under the LTV announced in the Policy Address 2018. Subject to the funding approval of the Finance Committee of the LegCo, the Civil Engineering and Development Department (CEDD) plans to commence the studies related to the artificial islands in the Central Waters, which will include an area-wide transport study covering the aforementioned new strategic road and railway network.

In parallel, the THB plans to take forward the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the DEVB and the Planning Department. Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final recommendations of the Hong Kong 2030+ Study, we will conduct strategic studies, which include examining the layout of the proposed railway and major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's long-term developments. We will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate the corresponding strategies. In the RMR2030+ Studies, we will take into account the planning studies (including the transport study) undertaken by the CEDD in relation to LTV.

With the promulgation of the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area, cities in the Greater Bay Area will embrace more opportunities and development potential. At the same time, with the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in September last year, the journey time between Hong Kong and cities in the Greater Bay Area (in particular Guangzhou and Shenzhen) has been greatly reduced. We will closely monitor the long term cross-boundary transport demand, which would gradually increase with the development of the Greater Bay Area, and will maintain communications with relevant Mainland authorities on the transport infrastructure planning in the Greater Bay Area, so as to separately explore the feasibility, necessity, functions and positioning as well as benefits of a cross-boundary rail link (or other transport infrastructure) connecting Hong Kong and Qianhai at an appropriate time. In exploring any new cross-boundary infrastructure project, we must also take into account the impact on the patronage and financial performance of the Hong Kong Section of the XRL (and existing cross-boundary rail links).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)102**

**(Question Serial No. 0671)**

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 (THB) is responsible for, in conjunction with the governments of Guangdong and Macao Special Administrative Region, overseeing the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the implementation of related cross-boundary transport arrangements. In this connection, please advise on:

1. the highest and the lowest numbers of incoming and outgoing vehicles during non-festive holidays and Lunar New Year holidays since the successful commissioning of the HZMB in October 2018; whether the THB has made any assessment on the room for improvement in local public transport arrangement at the Hong Kong Port (HKP); if so, the details; if not, the reasons for that; and
2. given the needs to further enhance the social and economic benefits brought about by the HZMB and to dovetail with the implementation of the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area, whether the THB has held discussions with the Guangdong Government so as to expeditiously increase the quotas and relax the approval criteria for private cars travelling between Guangdong and Hong Kong via the HZMB; if so, the details; if not, the reasons for that.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 31)

Reply:

(1)

According to the HZMB Authority (HZMBA), the highest and the lowest numbers of daily

cross-boundary vehicular trips of the HZMB during non-festive holidays and Lunar New Year holidays (from 5 to 7 February 2019) since its commissioning are as follows:

Types of Holidays	Number of Daily Cross-boundary Vehicular Trips	
	Highest	Lowest
Non-festive holidays	5 791 (recorded on 10 February 2019)	3 120 (recorded on 28 October 2018)
Lunar New Year public holidays (from 5 to 7 February 2019)	6 830 (recorded on 7 February 2019)	4 246 (recorded on 5 February 2019)

**Note:** Non-festive holidays refer to the public holidays that are not festive holiday (i.e. normal Sundays).

As for local public transport services, there are nine Airport bus routes (“A” routes), three feeder bus routes (“B” routes) and one green minibus route serving the HKP of HZMB. The HKP is also served by all types of taxis (i.e. urban taxis, New Territories taxis and Lantau taxis). Registered non-franchised bus operators can enter the HKP for picking up passengers on any day provided that they have completed simple online application procedures by 9 pm the prior day, which will help Hong Kong receiving travel agents and Mainland inbound travel agents better cater for passenger needs through flexible deployment of coaches.

The Transport Department (TD) has been closely monitoring the provision of public transport services at the HKP, and will make improvement on services whenever necessary to cater for passenger demand. For instance, to cope with the high passenger demand during the Chinese New Year holidays, the TD worked in collaboration with relevant franchised bus operators to strengthen the services, including the deployment of stand-by buses and the operation of special departures from the HKP during peak periods, in order to cope with the upsurge in demand as observed by the bus regulators on site.

At present, the operation of local public transport services at the HKP is smooth in general. The TD will continue to monitor the operation and passenger demand of the services, and make timely service improvement whenever necessary.

(2)

To facilitate the use of the HZMB by the cross-boundary private cars, the Guangdong Government has relaxed the application criteria in respect of the Hong Kong cross-boundary private cars quota using the HZMB<sup>Note</sup>. At present, about 10 000 quota holders of Hong Kong cross-boundary private cars and about 1 000 quota holders of Guangdong cross-boundary private cars could use the HZMB to travel between Hong Kong and Zhuhai. In addition, Guangdong/Hong Kong cross-boundary private cars with the regular quota of Lok Ma Chau Control Point, Man Kam To Control Point and Sha Tau Kok Control Point could use the HZMB travelling between Hong Kong and Zhuhai from 25 February 2019 on a two-year trial basis without the need to go through additional procedures. The same trial arrangement will be extended to Guangdong/Hong Kong cross-boundary private cars with

the regular quota of Shenzhen Bay Port starting from 29 April 2019. A total of around 33 000 Guangdong/Hong Kong cross-boundary private cars will benefit.

The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

Note: The application criteria for the Hong Kong cross-boundary private cars quota using the HZMB are as follows:

- (1) Enterprises that have paid an accumulative amount of tax at RMB 0.1 million or above in Guangdong in the past three years (including the year in which the application is made), irrespective of the investment amount;
- (2) Recognised national high-tech enterprises;
- (3) Hong Kong residents who have donated to charity for an accumulative amount of RMB 5 million or above in Guangdong; or
- (4) Hong Kong residents who are members of the National People's Congress and the Chinese People's Political Consultative Conference, or at the provincial/prefecture/county level of Guangdong province.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)103**

**(Question Serial No. 0672)**

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 strengthen Hong Kong's status as an international and regional aviation centre and enhance the interconnection of the Guangdong-Hong Kong-Macao Greater Bay Area, has the Transport and Housing Bureau stepped up discussions with the civil aviation authorities of the Mainland and Macao to further optimise the efficient use of the airspace in the Pearl River Delta (PRD) region, and co-ordinate the integration and utilisation of resources of various existing airports, so as to achieve more reasonable distribution of passenger and cargo flows? If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 32)

Reply:

The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area defined Hong Kong's role as the international aviation hub. To reinforce the Hong Kong International Airport (HKIA)'s leading status as an international aviation hub, we have been exploring various means of co-operation with the Mainland airports and enhancing the complementary interaction among airports within the region. Such cooperation is based on the principle of mutually beneficial and compliance with multilateral and bilateral agreements entered into by the Mainland and the Hong Kong Special Administrative Region (HKSAR).

The HKIA partners with a few airports in the Mainland by means of investment and airport management to improve the quality of management and services delivery in airports in the Mainland. For instance, the Airport Authority Hong Kong (AA) established a joint venture to manage Zhuhai airport in 2006. Under AA's management, the passenger throughput and cargo volume at the Zhuhai Airport have grown significantly over the years

with 2017 being another record-breaking year. In terms of cooperation on airport services, the HKIA and Shenzhen airport jointly launched the Hong Kong – Shenzhen Airports Link, which enables passengers at the HKIA or Shenzhen airport to check in and obtain boarding passes for connecting flights at either airport thereby benefitting passengers of both sides.

The Hong Kong International Aviation Academy established by the AA has been delivering courses and professional training on airport operation and management for, inter alia, PRD airport staff to help nurture a pool of aviation talents in the region. The AA is also an active participant in the Greater Pearl River Delta (GPRD) A5 Chairmen’s Meeting, a forum for the five airports in the region to discuss development needs and concerns, as well as to share experiences and foster collaboration on issues of common interests, and promote sustainable growth in the air transport sector. The AA will continue to explore means to foster closer cooperation with the GPRD airports with a view to capturing the opportunities brought about by the Greater Bay Area development.

In order to rationalise and optimise the PRD airspace management, the Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao (CAAM) have been working together to formulate measures to enhance the air traffic management arrangements in the PRD region.

The three authorities are jointly working on the modeling and simulation of the airspace and air traffic in the Greater Bay Area using the Fast Time Simulation (FTS) to evaluate the impact of air traffic demand in the Greater Bay Area. The three authorities will formulate specific measures to further optimise airspace and air traffic management based on the results of the assessment and analysis. The evaluation result will provide data and technical support in airspace optimisation for facilitating the Three-Runway System operations at the HKIA and the sustainable development of the Macao, Guangzhou, Shenzhen and Zhuhai airports. At this stage, air traffic management and technical experts from Mainland China, Hong Kong and Macao are working closely in adjusting and testing the parameters of the simulation model. Our objective is to have preliminary results within 2019.

The CAD will continue to enhance cooperation with the CAAC and the CAAM, including expanding the implementation of electronic flight handover procedure with adjacent air traffic control units, sharing of real time surveillance data and flight information, as well as further enhancing air traffic flow management coordination mechanism among the three civil aviation authorities, with a view to optimising the efficient use of the PRD airspace.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)104**

**(Question Serial No. 0521)**

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 studies on public transport front, will the Government inform this Committee:

- a. of the studies which have been conducted and under planning by the Government in respect of public transport modes, major railway projects, infrastructures or major roads in the past three years, with a breakdown by the consultancies engaged/government departments concerned, progress of the studies/completion timetable, highlights of the reports, staffing provision involved and relevant expenditures;
- b. whether the Government has any plan to commence a consultancy study concerning local transport personnel and workers as a whole; if so, the details; if not, the reasons for that; and
- c. given that different degrees of traffic congestion occurred continuously at the three road harbour crossings on Hong Kong Island during peak hours, and there have been public comments that a fourth road harbour crossing should be built in order to ease the traffic congestion at the road harbour crossings, whether the Government has any plan to conduct a study on the relevant infrastructure; if so, of the details and the research expenditure involved; if not, the reasons for that?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 18)

Reply:

(a) Details of consultancy studies on land and waterborne public transport<sup>1</sup> engaged by the Transport Branch of the Transport and Housing Bureau and its departments<sup>1</sup> during the period 2016-17 to 2018-19 are provided at **Annex**.

(b) In respect of consultancy study concerning local transport personnel and workers as a whole, no such study is under planning as far as the Transport and Housing Bureau is concerned.

(c) Earlier, we put forth a toll adjustment proposal for the rationalisation of traffic distribution among the three existing road harbour crossings, but the proposal was regrettably unable to secure necessary support of the Legislative Council. Setting aside land use constraints and technical difficulties involved, constructing a fourth road harbour crossing may not be the most advisable means to alleviate cross-harbour traffic congestion in the long run as the provision of such may induce additional traffic. To make more efficient use of tunnels, we propose to adopt the concept of “Congestion Charging” and the principle of “Efficiency First” in setting the tolls for different types of vehicles using tolled tunnels. In this connection, the Transport Department is actively preparing for the commencement of the Study on “Congestion Charging” in mid-2019, and plans to consult relevant stakeholders on the proposed toll plans covering all government tolled tunnels (including the Western Harbour Crossing and Tai Lam Tunnel which will be taken over by the Government upon franchise expiry in August 2023 and May 2025 respectively) and the Tsing Ma and Tsing Sha Control Areas as well as the toll adjustment mechanism recommended by the Study in 2021.

For planning the necessary strategic transport infrastructure for the long term, the Transport and Housing Bureau plans to take forward the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. Since Hong Kong 2030+ Study has not yet been completed, we will seek funding approval for the RMR2030+ Studies in due course, and commence the RMR2030+ Studies as soon as funding is secured.

<sup>1</sup> Including consultancy studies engaged by the Civil Engineering and Development Department, the Highways Department and the Transport Department, except for those overseen by other bureau/departments.

## Annex

### (I) Transport and Housing Bureau (Transport Branch)

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
09/2013 to 11/2016	ICF International Ltd	Consultancy for the Review on the Fare Adjustment Arrangement for Franchised Buses (FAA)	Completed	11/2016	Monitoring of the studies are undertaken by existing staff of the relevant bureau and departments as part of their normal duties. There is no separate breakdown on expenditure involved.	1.42	Examined the need of updating the FAA, and the review results were used as reference in the review of the FAA as part of the Public Transport Strategy Study.
02/2016 to 07/2017	Asia Consulting Group Limited	Consultancy Services for the Fares for Premium Taxis	Completed	07/2017		1.43	Recommended the fare structure and fare level for franchised taxis (formerly referred to as "premium taxis")
02/2016 to 02/2018	AECOM Asia Company Limited	Consultancy Study on the Assessment of the Desirability and Feasibility of Increasing the Seating Capacity of Public Light Buses	Completed	02/2018		0.58	Recommended to increase the maximum seating capacity of public light buses to 19 seats
03/2016 to 03/2018	CRBE Limited	Consultancy study on financial matters related to outlying island ferry routes	Completed	03/2018		1.20	Recommended a profit-sharing mechanism for the six major outlying island ferry routes
07/2016 to 10/2018	Ove Arup & Partners Hong Kong Ltd	Public Transport Strategy Study (Roles and Positioning Review - Feasibility Study)	Completed	10/2018		4.99	Reviewed the roles and positioning of different public transport services and recommended measures to enhance the public transport services
09/2016 to 12/2018	Asia Consulting Group Limited	Consultancy Services for the Assessment of the Fare Levels for the Hong Kong Section of the Guangzhou-Shenzhen-	Completed	12/2018		2.51	Reviewed the patronage forecasts and fare levels submitted by the MTR Corporation Limited (MTRCL) for the XRL

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
		Hong Kong Express Rail Link (XRL)					
03/2017 to 08/2017	Deloitte Consulting (Hong Kong) Limited	Consultancy Services for the Review of the Fare Adjustment Mechanism (FAM) of the MTRCL	Completed	08/2017		1.46	Provided expert advice on the financial matter in relation to the Review of the FAM of the MTRCL
12/2017 to 12/2018	PYPUN Engineering Consultants Limited and PYPUN-KD & Associated Limited – Joint Venture	Consultancy Services for the Assessment of the Financial Arrangements for the Grant of the Operating Right of XRL to MTRCL	Completed	12/2018		1.88	Reviewed the matters relating to the financial arrangements for the grant to access, use and operation of XRL to MTRCL
01/2018 to 10/ 2021	PYPUN Engineering Consultants Limited & PYPUN-KD & Associates Limited – JV	The Assessment of the Financial Arrangements for the Grant of the Operating Right of the Shatin to Central Link (SCL) to MTRCL	In progress	10/2021		2.88	N/A (Study still in progress)

## (II) Civil Engineering and Development Department

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
04/2016 to 04/2019	AECOM Asia Company Limited	Traffic Review on Major Roads in Sha Tin – Feasibility Study	Being finalised	04/2019	Monitoring of the studies are undertaken by existing staff of the relevant bureau and departments as part of their normal duties. There is no separate breakdown on expenditure involved.	3.30	N/A (Study being finalised)
07/2017 to 05/2019	Mott MacDonald Limited	Preliminary Environmental Review for Reconstruction of Pak Kok Pier on Lamma Island – Investigation	In progress	05/2019		1.19	N/A (Study still in progress)
04/2018 to 10/2019	WSP (Asia) Limited	North-South Link(s) as Alternative to So Kwun Po (Kai Leng) Roundabout in North District – Feasibility Study	In progress	10/2019		4.68	N/A (Study still in progress)
06/2018 to 12/2020	AECOM Asia Company Limited	Revised Trunk Road T4 and Associated Improvement Works in Sha Tin - Investigation Study	In progress	12/2020		6.71	N/A (Study still in progress)
09/2019 to 02/2021	N/A (Study still under planning)	Feasibility study for proposed improvement to/ reconstruction of Cheung Chau Ferry Pier	Under planning	02/2021		N/A (Study still under planning)	N/A (Study still under planning)

### (III) Highways Department

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
08/2010 to 12/2019	Jacobs China Limited	CE 8/2010 (HY)  Hong Kong Section of Guangzhou – Shenzhen - Hong Kong Express Rail Link (XRL) – Monitoring and Verification for Construction, Testing and Commissioning Phase – Investigation	In Progress	12/2019	Monitoring of the studies are undertaken by existing staff of the relevant bureau and departments as part of their normal duties. There is no separate breakdown on expenditure involved.	211.57	N/A (Study still in progress)
12/2011 to 12/2020	Meinhardt Infrastructure and Environment Limited	Further Study and Preliminary Design for Improvement of Hiram's Highway from Marina Cove to Sai Kung Town – Investigation	In progress	12/2020		4.26	N/A (Study still in progress)
07/2012 to 12/2019	Atkins China Limited	CE 2/2012 (HY)  Escalator Link and Pedestrian Walkway System at Pound Lane and Lift System and Pedestrian Walkways at Cheung Hang Estate, Tsing Yi - Investigation	In progress	12/2019		3.00	N/A (Study still in progress)
08/2012 to 10/2021	PYPUN-KD & Associates Limited	CE 7/2012 (HY)  Shatin to Central Link (SCL) - Monitoring and Verification for Construction, Testing and Commissioning Phase – Investigation	In progress	10/2021		209.57	N/A (Study still in progress)



Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
08/2013 to 12/2019	Mannings (Asia) Consultants Limited	CE 61/2012 (HY)  Improvement to Fan Kam Road – Investigation	In progress	12/2019		3.18	N/A (Study still in progress)
10/2013 to 03/2019	Atkins China Limited	Proposed Pedestrian Footbridge System in Mong Kok – Investigation	Completed	03/2019		5.96	To carry out investigation of the proposed pedestrian footbridge system in Mong Kok
06/2014 to 03/2020	WSP (Asia) Limited	CE 46/2013 (HY)  Lift and Pedestrian Walkway Systems at Hing Sing Road, Kung Yip Street, Lai Cho Road and Chuk Yuen North Estate – Investigation	In progress	03/2020		6.89	N/A (Study still in progress)
06/2015 to 06/2020	WSP (Asia) Limited	CE 74/2014 (HY)  Braemar Hill Pedestrian Link - Investigation	In progress	06/2020		6.18	N/A (Study still in progress)
08/2015 to 12/2019	Mannings (Asia) Consultants Limited	CE 75/2014 (HY)  Lift and Pedestrian Walkway Systems at Wo Tong Tsui Street, Kwai Chung and Luen On Street, Kwun Tong – Investigation	In progress	12/2019		2.87	N/A (Study still in progress)
07/2016 to 03/2019	CKM Asia Limited	Traffic Review and Improvement Schemes at Tsuen Wan Road and Associated Junctions	Completed	03/2019		1.11	To carry out traffic review on widening of Tsuen Wan Road and improvement of associated junctions

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
12/2016 to 09/2019	PYPUN Engineering Consultants Limited and PYPUN-KD & Associated Limited – Joint Venture	XRL Engineering Professional Services in connection with the Service Concession for the Operation of the XRL – Investigation	In Progress	09/2019 (scheduled)		4.49	N/A  (Study still in progress)
05/2017 to 07/2021	PYPUN Engineering Consultants Limited & PYPUN-KD & Associates Limited - Joint Venture	CE 53/2016 (HY)  Shatin to Central Link (SCL)  Professional Services in connection with the Service Concession for the Operation of the SCL – Investigation	In progress	07/2021		8.93	N/A  (Study still in progress)
10/2017 to 12/2019	WSP (Asia) Limited	Further Study on Tuen Mun Western Bypass – Investigation	In progress	12/2019		16.13	N/A  (Study still in progress)
05/2018 to 06/2020	Mannings (Asia) Consultants Limited	CE 76/2017 (HY)  Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road – Investigation	In progress	06/2020		3.88	N/A  (Study still in progress)
05/2018 to 09/2020	Meinhardt - Aurecon Joint Venture	Route 11 (between North Lantau and Yuen Long) – Feasibility Study	In progress	09/2020		28.11	N/A  (Study still in progress)
06/2018 to 11/2019	BKF (Hong Kong) Consultants Limited	Feasibility Review for Retrofitting Barrier-free Access Facilities at Grade-separated Walkways – Feasibility Study	In progress	11/2019		2.73	N/A  (Study still in progress)

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
07/2018 to 01/2020	AECOM Asia Company Limited	Review on the Feasibility of Pedestrian Subway System in Causeway Bay – Feasibility Study	In progress	01/2020		7.99	N/A (Study still in progress)
03/2019 to 09/2021	AECOM Asia Company Limited	Improvement of Lion Rock Tunnel – Investigation	In progress	09/2021		18.29	N/A (Study just commenced)

### (IV) Transport Department

Time of Study	Name of Consultant	Title of Studies	Progress of Study	Completion/ Scheduled Completion Date	Staffing provision and expenditure involved	Consultancy Fee (\$ million)	Highlight of Report
12/2013 to 03/2018	OVE ARUP & Partners HK Limited	Study on the planning of public transport services for the Hong Kong boundary crossing facilities of the Hong Kong-Zhuhai-Macao Bridge (HZMB)	Completed	21/03/2018	Monitoring of the studies are undertaken by existing staff of the relevant bureau and departments as part of their normal duties. There is no separate breakdown on expenditure involved.	0.66	With the aid of the Study, the local public transport plan of the HZMB Hong Kong Port was formulated. Three new franchised bus routes, and one new green minibus route, were then introduced on 24 Oct 2018 (the date of the commissioning of HZMB).
2/2017 to 12/2019	AECOM Asia Company Limited	Study on the coordination of other public transport services with Shatin to Central Link – feasibility study	In progress	12/2019		6.30	N/A  (Study still in progress)
12/2018 to 12/2019	MVA Hong Kong Limited	Study of the Operating Conditions of Public Light Buses (PLBs)	In progress	12/2019		6.67	N/A  (Study still in progress)
01/2019 to 07/2020	Meinhardt Infrastructure and Environment Limited	Traffic and Transport Study for Wan Chai	In progress	07/2020		5.05	N/A  (Study still in progress)

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)105**

**(Question Serial No. 1130)**

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 monitoring of fare concessions offered by franchised bus companies, please advise this Committee on the following:

- (a) the fare concession initiatives offered by various franchised bus companies in each of the past three years with breakdown by the type of fare concession offered by each franchised bus company, the amount involved and the number of beneficiaries of the initiatives;
- (b) given the current requirement that “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”, whether the Government will negotiate with the relevant franchised bus operators for adjusting downwards the threshold to allow more passengers to benefit from fare concessions; if so, the details;
- (c) the monthly patronage using the monthly pass of the Kowloon Motor Bus Company (1933) Limited (KMB) since the introduction of the initiative, accumulated total patronage, the monthly amount involved and the total number of beneficiaries of the initiative;
- (d) as a follow-up to the above question, whether the Government will negotiate with the KMB and other franchised bus companies for improving the relevant monthly pass initiatives; if so, the details; and
- (e) the staffing provision and expenditure involved for overseeing the fare concession arrangements of franchised bus companies.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 4)

Reply:

(a) Fare concession initiatives offered by various franchised bus companies in the past three years are as follows:

**Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)**

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
1	\$2 or half fare per trip for senior citizens on Sunday and public holidays	\$2.3 - \$10.6	\$2.3 - \$10.6	\$2.3 - \$10.6
2	Bus-Bus Interchange	\$0.1 - \$21.4	\$0.1 - \$21.4	\$0.1 - \$21.4
3	Free ride to passengers aged 65 or above on Senior Citizen Day	\$2.4 - \$32.2	\$2.4 - \$32.2	\$2.4 - \$32.2
4	Half Fare Concession for Children	\$1.2 - \$19.0	\$1.2 - \$19.0	\$1.2 - \$19.0
5	Half Fare Concession for Senior Citizens	\$1.2 - \$19.0	\$1.2 - \$19.0	\$1.2 - \$19.0
6	Section Fare	\$0.2 - \$28.2	\$0.2 - \$28.2	\$0.2 - \$28.2
<b>Average daily passenger benefited (million, in terms of passenger trips)</b>		<b>0.28</b>	<b>0.29</b>	<b>0.30</b>

**Citybus Limited (Franchise for Airport and North Lantau Bus Network)**

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
1	Bus-Bus Interchange	\$0.5 - \$24.0	\$0.5 - \$24.0	\$0.5 - \$24.0
2	Bus-Railway Interchange	-	-	\$1.0
3	Concession on "Airbus Services", "Overnight Services" and "Airbus	\$3.0 - \$21.0	\$3.0 - \$21.0	\$3.0 - \$21.0

	Overnight Services" routes to Airport staff and staff of the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge (Note 2)			
4	Concession on prepaid tickets on "Airbus Services" routes	\$17.0 - \$22.5	\$17.0 - \$22.5	\$17.0 - \$22.5
5	Free ride to passengers aged 65 or above on Senior Citizen Day	\$3.0 - \$52.0	\$3.0 - \$52.0	\$3.0 - \$52.0
6	Half Fare Concession for Children	\$1.5 - \$26.0	\$1.5 - \$29.0	\$1.5 - \$29.0
7	Half Fare Concession for Senior Citizens	\$1.5 - \$26.0	\$1.5 - \$29.0	\$1.5 - \$29.0
8	Same Day Return Discounts	Passengers using an Octopus card for fare payment and making any two trips on the same day of the "Airbus Services" routes will enjoy a 50% discount on the same-day second trip		
9	Section Fare	\$1.0 - \$44.0	\$1.0 - \$48.0	\$1.0 - \$48.0
<b>Average daily passenger benefited (million, in terms of passenger trips)</b>		<b>0.04</b>	<b>0.04</b>	<b>0.05</b>

**Long Win Bus Company Limited**

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
1	Bus-Bus Interchange	\$0.5 - \$19.9	\$0.5 - \$22.8	\$0.5 - \$27.7
2	Concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff	\$3.0 - \$15.0	\$3.0 - \$15.0	\$3.0 - \$15.0

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
3	Concession on prepaid tickets on "Airbus Services"	-	\$5.6 - \$30.8	-
4	Free ride to passengers aged 65 or above on Senior Citizen Day	\$3.0 - \$45.0	\$3.0 - \$45.0	\$3.0 - \$45.0
5	Half Fare Concession for Children	\$1.5 - \$22.5	\$1.5 - \$22.5	\$1.5 - \$22.5
6	Half Fare Concession for Senior Citizens	\$1.5 - \$22.5	\$1.5 - \$22.5	\$1.5 - \$22.5
7	Same Day Return Discounts	(a) Passengers using an Octopus card for fare payment and making any two trips on the same day of the "Airbus Services" routes or "North Lantau External Services" routes will enjoy a 20% or 10% discount respectively on the same-day second trip		-
		-	(b) 20% fare discount on the same-day return trip on "Airbus Services" with forward trip on "North Lantau External Services"	
8	Section Fare	\$0.5 - \$36.5	\$0.5 - \$36.5	\$0.5 - \$36.5
<b>Average daily passenger benefited (million, in terms of passenger trips)</b>		<b>0.05</b>	<b>0.06</b>	<b>0.04</b>

**New Lantao Bus Company (1973) Limited (NLB)**

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
1	Bus-Bus Interchange	\$1.0	\$1.0	\$1.0 - \$2.0



Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
2	Bus-Railway Interchange	\$1.0	\$1.0	\$1.0
3	Day pass	<p>(a) Lantao Pass one day ticket valid for unlimited ride of NLB routes except Route 1R, overnight routes, Shenzhen Bay Port routes and other designated routes on purchase day.</p> <p>(b) The “360 Sky-Land-Sea Day Pass” valid for unlimited ride of NLB Routes except Route 1R, Hong Kong-Zhuhai-Macau Bridge Hong Kong Port Routes, overnight routes, Shenzhen Bay Port routes and other designated routes on purchase day.</p>		
4	Free ride to passengers aged 65 or above on Senior Citizen Day	\$2.4 - \$43.0	\$2.4 - \$43.0	\$2.4 - \$43.0
5	Free Single Ticket(s) for passengers taking designated number of rides of the same route	<p>(a) Passenger of Route 11 (Tai O bound) alighting between Upper Cheung Sha Village and Cheung Sha Bridge may exchange one complimentary ticket for Route 11 of the same class after collecting eight exchange vouchers of the same class (either Adult or Concessionary class).</p>		
		-	<p>(b) A complimentary single journey ticket for Routes 1, 2, 3M, 4, 11, 21, 23, A35, N1 or N35 is offered to adult passenger paying full fares who has taken 30 rides on any one of these routes with the same Octopus card within a calendar month</p> <p>(c) Two complimentary single journey tickets for Routes 1, 2, 3M, 4, 11, 21, 23, A35, N1 or N35 are offered to adult passenger paying full fares who has taken 40 rides on any one of these routes with the same Octopus card within a calendar month</p>	
6	Half Fare Concession for Senior Citizens	\$1.2 - \$21.5	\$1.2 - \$21.5	\$1.2 - \$21.5
7	Half Fare Concession for Children	\$1.2 - \$21.5	\$1.2 - \$21.5	\$1.2 - \$21.5

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
8	Section Fare	\$0.7 - \$32.0	\$0.7 - \$32.0	\$0.7 - \$32.0
<b>Average daily passenger benefited (million, in terms of passenger trips)</b>		<b>0.04</b>	<b>0.04</b>	<b>0.04</b>

**New World First Bus Service Limited**

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
1	Bus-Bus Interchange	\$0.6 - \$24.0	\$0.6 - \$24.0	\$0.6 - \$24.0
2	Day Pass	Whole day unlimited rides on Route H1	Whole day unlimited rides on Routes H1, H2 and H2A	
3	Free ride to passengers aged 65 or above on Senior Citizen Day	\$2.6 - \$35.6	\$2.6 - \$35.6	\$2.6 - \$35.6
4	Half Fare Concession for Children	\$1.3 - \$17.8	\$1.3 - \$17.8	\$1.3 - \$17.8
5	Half Fare Concession for Senior Citizens	\$1.3 - \$17.8	\$1.3 - \$17.8	\$1.3 - \$17.8
6	Section Fare	\$0.2 - \$29.4	\$0.2 - \$29.4	\$0.2 - \$29.4
<b>Average daily passenger benefited (million, in terms of passenger trips)</b>		<b>0.26</b>	<b>0.27</b>	<b>0.28</b>

**KMB**

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
1	5% Fare Discount Concession Scheme	-	5% discount on KMB solely-operated routes	-
2	Bus-Bus Interchange	\$0.6 - \$29.2	\$0.6 - \$29.2	\$0.6 - \$29.2
3	Bus-GMB Interchange	-	\$1.0	\$1.0
4	Bus-Railway Interchange	\$0.6	\$0.6	\$0.6 (Note 3)
5	Bus-Tram Interchange	-	\$2.3	\$2.6
6	Day Pass	Whole day unlimited rides on Routes B1, 2, 6, 68X, 268X and 968	-	-
7	Fare Concession for Student	-	\$1.8 - \$12.2	\$1.8 - \$12.2
8	Free ride to passengers aged 65 or above on Senior Citizen Day	\$2.0 - \$46.6	\$2.0 - \$46.6	\$2.0 - \$46.6
9	Half Fare Concession for Children	\$1.0 - \$23.3	\$1.0 - \$23.3	\$1.0 - \$23.3
10	Half Fare Concession for Senior Citizens	\$1.0 - \$23.3	\$1.0 - \$23.3	\$1.0 - \$23.3
11	Monthly Pass	-	-	Whole day unlimited 10 rides on eligible routes (Only 2 rides on Route B1 per day)
12	Same Day Return Discount	20% discount for the return trip of the same route or routes within the same group on the same operating day.		-

Item	Fare concession schemes	Fare concession for each trip (Note 1)		
		2016	2017	2018
13	Section Fare	\$0.2 - \$40.2	\$0.2 - \$40.2	\$0.2 - \$40.2
<b>Average daily passenger benefited (million, in terms of passenger trips)</b>		<b>1.80</b>	<b>3.73</b>	<b>1.66</b>

Notes :

1. All fare concessions for each trip refer to the fare concession enjoyed by adults unless otherwise specified.
2. Since Hong Kong-Zhuhai-Macao Bridge commenced operation in October 2018, the concession for Hong Kong Port Staff is not applicable in 2016 and 2017.
3. The interchange fare concession arrangement ceased on 30 September 2018.

(b) The Passenger Reward Arrangement has set the triggering point at the Weighted Average Cost of Capital (WACC) of the franchised bus industry. Having regard to the latest market data, the current economic and financial market situations, as well as the potential risks and challenges that the franchised bus operators will be facing (such as the competition from the railway network and fluctuation of fuel prices), the Chief Executive-in-Council approved to update the WACC (which is the triggering point of the Passenger Reward Arrangement) to 8.7% on 8 January 2019 with immediate effect.

(c) and (d) Since the implementation of KMB Monthly Pass Scheme in March 2018, about 36 000 passengers have benefited <sup>Note</sup>. The average number of Monthly Pass sold and the amount involved per month was about 15 000 and \$11,841,000 respectively. The Government will continue to encourage the franchised bus operators to offer and enhance various fare concession schemes as far as practicable, taking into account their respective operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public.

[Note: The number of beneficiaries is counted by the number of Octopus cards which have been used to purchase KMB Monthly Pass.]

(e) Monitoring of fare concession arrangements of franchised bus services is undertaken by the staff of the Transport Department as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)106**

**(Question Serial No. 2571)**

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 relevant issues in respect of the improvement of cross-boundary railway connection, will the Government inform this Committee of the following:

- a. the average monthly patronage, the highest patronage on a single day in each month and the total patronage of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since its commissioning last year and the comparison with its loading;
- b. the average monthly patronage, the highest patronage on a single day in each month and the total patronage of the MTR's cross-boundary service (i.e. the East Rail Line operating to/from Lo Wu and Lok Ma Chau) and the Intercity Through Train since the commissioning of the Hong Kong Section of the XRL last year, and the comparison with the patronage of the same period of the previous year and its loading; and
- c. the government departments, staffing provision and expenditure involved for overseeing the operations of the Hong Kong Section of the XRL?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 3)

Reply:

(a) and (b)

The XRL commenced operation on 23 September 2018. Since its commissioning and up to 28 February 2019, the patronage figures for the XRL, cross-boundary service (i.e. the East Rail Line operating to/from Lo Wu and Lok Ma Chau) and the Intercity Through Train

(ITT), and the comparison with the patronage of the same period of the previous year are set out in the tables below.

### XRL

Month	Total patronage	Highest patronage on a single day
September 2018 (from 23 to 30 September )	376 149	75 744
October 2018	1 609 788	80 020
November 2018	1 467 801	73 568
December 2018	1 816 543	94 625
January 2019	1 682 290	76 859
February 2019	1 761 486	104 155
<b>Total</b>	<b>8 714 057</b>	

### Cross-boundary service

Month	Total patronage (a)	Highest patronage on a single day	Total patronage of the same period of the previous year (b)	Percentage difference (a)/(b)
September 2018 (from 23 to 30 September )	2 572 100	437 600	2 647 400	- 2.84%
October 2018	9 730 700	407 100	9 728 400	+ 0.02%
November 2018	9 224 100	419 900	9 334 200	- 1.18%
December 2018	10 282 500	428 000	10 604 700	- 3.04%
January 2019	10 409 500	462 900	9 842 400	+ 5.76%
February 2019	8 377 100	398 200	9 143 400	- 8.38%
<b>Total</b>	<b>50 596 000</b>	<b>Total</b>	<b>51 300 500</b>	- 1.37%

(All figures rounded to nearest hundred)

### ITT

Month	Total patronage (a)	Highest patronage on a single day	Total patronage of the same period of the previous year (b)	Percentage difference (a)/(b)
September 2018 (from 23 to 30 September )	66 100	10 400	82 000	- 19.39%
October 2018	250 500	10 900	354 600	- 29.36%
November 2018	212 200	8 500	307 900	- 31.08%

December 2018	231 700	9 600	347 200	- 33.27%
January 2019	228 000	9 000	318 100	- 28.32%
February 2019	217 000	12 000	338 800	- 35.95%
<b>Total</b>	<b>1 205 500</b>	<b>Total</b>	<b>1 748 600</b>	- 31.06%

(All figures rounded to nearest hundred)

As regards the loading of trains, for cross-boundary services, particularly long-haul journeys, the loading of trains is difficult to determine and not very meaningful, since passengers may get on and off trains at different intermediate stations. As such, the MTR Corporation Limited (MTRCL) does not keep track of the loading of the trains. On the other hand, the Government and the MTRCL will keep track of the patronage change of cross-boundary services to monitor their performance.

- (c) In 2018-19, the Transport Branch of the Transport and Housing Bureau (THB) oversaw the construction and operational arrangements of the XRL, including the successful commissioning of the project in September 2018. In 2019-20, the THB will continue to oversee the operation and management of the XRL by the MTRCL. The above on-going work will be absorbed by the existing staff resources of the THB.

For the day-to-day monitoring of the operation and service performance of the XRL, the Transport Department had created three permanent civil service posts in 2018, including one Chief Transport Officer, one Senior Transport Officer and one Transport Officer II. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$3,004,500 in 2019-20. With respect to the regulation of railway safety for the XRL, the Electrical and Mechanical Services Department had created four permanent civil service posts including one Senior Electrical and Mechanical Engineer, two Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, and one Electronics Engineer/Assistant Electronics Engineer. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$3,787,650 in 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)107**

**(Question Serial No. 1795)**

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 Department (TD) issued the "Guidelines on the introduction of a new electronic payment system for the collection of fares in the public transport (PT) sector" in June 2017. Please advise on:

1. the progress of promoting the introduction of a new electronic payment system by public transport operators in 2018-19; and
2. the measures which will further facilitate public transport operators to make good use of electronic payment means (e.g. mobile payment) in 2019-20; if so, the timetable and the expenditure and manpower involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 55)

Reply:

The PT operators are generally open to adopting new electronic payment systems for fare collection. For example, the MTR Cooperation Limited plans to introduce QR code as one of the means for fare payment in the ticketing system of MTR domestic network by 2020. Some taxi operators have already accepted electronic payment by WeChat Pay, AliPay and O!ePay. A green minibus (GMB) operator introduced "Easy Go" (by Alipay) system on GMBs in January 2019. Franchised bus companies are also actively exploring the use of various electronic payment systems (such as QR code, Visa and Master cards).

The Government welcomes the introduction of new technology to facilitate fare collection in the PT sector. At the same time, the Government needs to ensure that, apart from complying with any legal requirements for operating an electronic payment system, any new electronic payment system to be adopted in the PT sector for fare collection are reliable, user friendly and efficient and would not cause disruption to the operation of the PT and the



road or traffic conditions, so as to protect the interest of passengers and road users. In this connection, the TD will continue to encourage PT operators to explore the use of alternative electronic payment systems in their respective public transport systems in accordance with the “Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the PT Sector” issued by the TD in June 2017.

The work related to this subject is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)108**

**(Question Serial No. 0280)**

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:

Aircraft financing is a very promising global business. The Government has introduced 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 five years according to government estimation? In addition, in the coming five years, 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 NG Wing-ka, Jimmy (LegCo internal reference no.: 8)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. With the dedicated tax regime in place, the Government has been working with all stakeholders, including the aircraft leasing and aviation financing associations and professional groups, to promote our new regime by means of attending key regional and international aircraft leasing and aviation financing conferences, and meeting with key aircraft leasing companies and financial institutions with a view to encouraging market players (including lessors, lessees and leasing managers) to tap the business potential using Hong Kong's leasing platform. With concerted efforts, various leasing companies have already completed deals using our leasing platform with airlines around the world, such as Chile, Indonesia, Japan, Mainland China, Qatar and

South Korea. A number of the world's top leasing companies from the United States, Ireland and Mainland China have also set up their Hong Kong operation and started using our new tax regime. The Transport and Housing Bureau and other relevant government agencies (such as Invest Hong Kong) will continue to deploy existing resources to take forward the work.

According to our earlier analysis<sup>1</sup>, the new dedicated tax regime for aircraft leasing would enable Hong Kong to 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 \$707 billion;
- (b) direct employment of around 1 640 people and about \$2 billion in staff compensation;
- (c) profits tax paid by aircraft leasing companies of about \$1 billion in the 20th year and a total of more than \$10 billion over a twenty-year period;
- (d) a cumulative gross domestic product value added of more than \$430 billion over a twenty-year period; and
- (e) over 13 700 indirect jobs due to the linkage and multiplier effects.

<sup>1</sup> Report by the Focus Group on Promoting Aerospace Financing in Hong Kong under the Working Group on Transportation of the Economic Development Commission in 2014.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)109**

**(Question Serial No. 0281)**

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 117 of the Budget Speech that the Government has commissioned the Hong Kong Maritime and Port Board to set up a dedicated task force to study tax and other measures, with a view to attracting ship finance companies to establish their presence in Hong Kong and developing Hong Kong as a ship leasing centre in the Asia-Pacific region. Would the Government advise on the estimated expenditure for the relevant study, the manpower involved and the expected completion time of the study?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 10)

Reply:

To uphold Hong Kong's position as an international maritime centre and develop Hong Kong as a ship leasing centre in the Asia-Pacific region, the Task Force on Ship Leasing was set up under the Hong Kong Maritime and Port Board in late 2018 to devise the details of proposed tax measures to promote the development of ship leasing in Hong Kong. The Task Force is composed of tax, financial, legal and maritime experts as well as representatives from the Transport and Housing Bureau, Tax Policy Unit under the Financial Services and the Treasury Bureau and Inland Revenue Department. The supporting work for the Task Force is undertaken by existing staff of the Transport and Housing Bureau as part of their normal duties and there is no additional expenses involved. The study is targeted for completion in the second half of 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)110**

**(Question Serial No. 0407)**

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:

One of the duties of the Innovation and Technology Bureau (ITB) under Programme (2) is to monitor the progress of initiatives in the Smart City Blueprint for Hong Kong. It is mentioned in the chapter on "Smart Mobility" of the document that the Government would pilot the use of technology to deter improper use of loading and unloading bays and illegal parking from 2018. In this connection, please advise on the following:

- the initiatives implemented by the Government since 2018 in respect of the policy direction for the use of technology to deter improper use of loading and unloading bays and illegal parking;
- whether the Government is aware of the number of prosecutions instituted by the Hong Kong Police Force (HKPF) according to the above initiatives since their implementation; if so, the relevant figures by vehicle type; and
- the staffing provision and estimated expenditure involved for handling the above initiatives by the ITB.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 42)

Reply:

The Government has been actively examining the application of new technologies to assist frontline officers in taking enforcement actions against traffic contraventions, thereby enhancing enforcement efficiency and strengthening the deterrent effect.

The Energizing Kowloon East Office (EKEO) of the Development Bureau commenced in 2018 two proof-of-concept (PoC) trials on the use of video analytics technology to detect and deter improper use of roadside loading/unloading bays and illegal parking. During the PoC trials, the HKPF provide advice and assistance to EKEO from the traffic enforcement perspective. The data collected will not be used for prosecution purposes.

In addition, the HKPF is planning in collaboration with the Logistics and Supply Chain MultiTech R&D Centre a separate trial by mounting cameras on selected lampposts that provide good vantage points and making use of video analytics technology for actual enforcement operation against certain traffic offences which more commonly cause traffic congestion, including illegal stopping of vehicle at a bus stop and illegal stopping at a no-stopping restriction zone, etc. Depending on the progress of the preparatory works, the trial is expected to commence in 2019.

Depending on the results of the aforesaid trials and taking into account such relevant factors as technical feasibility and cost-effectiveness, the Government will duly consider whether to apply such technologies to facilitate the HKPF's enforcement against illegal parking and other traffic offences.

As far as the Transport Branch of the Transport and Housing Bureau (THB) is concerned, the related work will be absorbed by existing manpower. There is no separate breakdown of the manpower and expenditure involved in THB.

Implementation of the above trials does not involve any manpower and expenditure on the part of the ITB, while the trial undertaken by the Logistics and Supply Chain MultiTech R&D Centre will be supported by the Innovation and Technology Fund under the Innovation and Technology Commission with \$2.2 million allocated.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)111**

**(Question Serial No. 1662)**

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 2019-20 under Programme (2), the Bureau has mentioned a number of initiatives to alleviate traffic congestion. Will the Bureau inform this Committee of the following:

1. What is the progress of the Study on "Congestion Charging"? Has any timetable been formulated for the Study? Will the Bureau urge the Transport Department (TD) to consult related stakeholders, including trade unions, in the course of the Study?
2. The Bureau plans to consult the stakeholders on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) in the first half of 2019. Regarding this specific proposal, who are the consultation targets?
3. Regarding the toll adjustment proposals for the rationalisation of traffic distribution among the three road harbour crossings, the Bureau has indicated that revenue from the Cross Harbour Tunnel in Hung Hom and the Eastern Harbour Crossing will be used to establish a "Smart Traffic Fund" so as to tie in with the objective of making good use of technology to alleviate traffic congestion. What are the details of the plan concerning the use of the Fund in the future?
4. What are the respective estimated expenditures on the above three items of work in 2019-20?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 10)

Reply:

- (1) The TD is actively preparing for the commencement of the Study on “Congestion Charging” in mid-2019. The Study will adopt the principle of “Efficiency First” to examine the hierarchy and level of tolls of government tolled tunnels (including the Western Harbour Crossing and Tai Lam Tunnel which will be taken over by the Government upon franchise expiry in August 2023 and May 2025 respectively) and the Tsing Ma and Tsing Sha Control Areas with a view to enabling efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The Study will also examine the scope for charging different tolls for different time periods. The TD plans to consult relevant stakeholders, including the transport trades, the Legislative Council (LegCo) Panel on Transport and the Transport Advisory Committee (TAC), on the proposed toll plans and the toll adjustment mechanism recommended by the Study in 2021.
- (2) The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, LegCo Panel on Transport and TAC, on the detailed proposal for the ERP Pilot Scheme in the first half of 2019.
- (3) If the toll adjustment proposal for the rationalisation of traffic among the three road harbour crossings (Toll Adjustment Proposal) were implemented with LegCo’s support, we estimated that the additional toll revenue from private cars, motorcycles and taxis using the Cross-Harbour Tunnel and Eastern Harbour Crossing would amount to about \$913 million. Earlier, we proposed to establish a “Smart Traffic Fund” with reference to this amount, for the purpose of promoting smart city development and alleviating traffic congestion with better use of technology. Now that the Toll Adjustment Proposal cannot be implemented due to insufficient support from LegCo, the Government will continue to take forward smart traffic initiatives in the context of the Hong Kong Smart City Blueprint.
- (4) The Study on “Congestion Charging” and the feasibility study on ERP Pilot Scheme involve estimated expenditure of \$3.5 million and \$6.5 million respectively by TD in 2019-20. The management of the two studies and other work in relation to the two initiatives are carried out by existing staff in the Transport and Housing Bureau and the TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)112**

**(Question Serial No. 2893)**

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 mentioned in the Policy Address and the Budget that it will embark on detailed planning for Hung Shui Kiu (HSK) new development area. Please set out the works programme and the cost estimate for HSK Station.

Asked by: Hon SHIU Ka-chun (LegCo internal reference no.: 64)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) in an orderly manner to submit proposals for the implementation of the railway projects.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

For planning of HSK Station, its implementation is targeted to tie in with the planned population intake of HSK New Development Area. Subject to the pace of development of the area concerned, the Government will invite the MTRCL in a timely manner to submit a proposal for the project.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)113**

**(Question Serial No. 2775)**

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 Hong Kong-Zhuhai-Macao Bridge (HZMB) was commissioned in October last year. In this connection, it is hoped that the Government will respond to the following:

- (1) Will the Government provide the monthly traffic flow of the HZMB by vehicle type since its commissioning? Has the traffic flow reached the original estimate?
- (2) What are the expenditures required for repair, maintenance and operation of the HZMB since its commissioning?
- (3) What is the net amount of tolls received by the Government since the commissioning of the HZMB? Has the amount met the expected level? Has the Government any plans to raise the toll levels?
- (4) During the initial period upon the commissioning of the HZMB, problems involving Tung Chung packed with tourists had arisen. Has the Government compiled any statistics on the number of tourists travelling to Tung Chung via the HZMB at weekends since its commissioning? Will the Government provide such information on a monthly basis? Has the situation been improved?
- (5) During the initial period upon the commissioning of the HZMB, problems involving Airport bus routes ("A" routes) packed with tourists had arisen. Has the Government compiled any statistics on the number of tourists using the "A" routes since the commissioning of the HZMB? Will the Government provide such information on a monthly basis? Has the situation been improved?

Asked by: Hon TAM Man-ho (LegCo internal reference no.: 4)

Reply:

(1)

The earlier projection on vehicular flow made prior to the commissioning is perhaps of limited reference value following the commissioning of the HZMB. According to the HZMB Authority, the actual monthly cross-boundary vehicular flow of the HZMB entering / leaving Hong Kong by vehicular types is as follows:

Year	Month (Note 1)	Private Car (Note 2)		Shuttle Bus		Coach		Goods Vehicle (Note 3)		Total Monthly Vehicular Flow		
		Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
2018	11	15 804	16 793	21 970	21 901	12 285	12 303	1 401	1 970	51 460	52 967	104 427
	12	22 263	22 810	22 757	22 728	11 568	11 574	2 493	2 809	59 081	59 921	119 002
2019	01	22 172	22 691	18 497	18 484	8 414	8 389	3 240	3 780	52 323	53 344	105 667
	02	27 307	27 810	19 378	19 385	8 730	8 705	1 655	1 774	57 070	57 674	114 744

**Note:**

- (1) The HZMB was commissioned on 24 October 2018. Since the vehicular flow figures for October 2018 only cover eight days, such figures are not included in the above table.
- (2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (3) Covers container trucks.

The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

(2) & (3)

The HZMB Main Bridge is located within the Mainland waters and the toll plaza is also situated in the Mainland. According to the territoriality principle and the agreement of the government of Hong Kong, Guangdong and Macao, the HZMB Authority collects tolls from vehicles using the HZMB Main Bridge in accordance with the laws of the Mainland. The toll levels have to be set and approved according to the Mainland's laws and procedures after the completion of relevant discussion by the three governments.

The income of the Main Bridge (including the tolls) is used to repay the bank loan and meet the expenses of its daily operation and maintenance. The toll income is not received by the Hong Kong Government. The HZMB Authority is responsible for repair, maintenance and operation of the Main Bridge. It is not appropriate for us to disclose the relevant information unilaterally.

(4)

New Lantao Bus Company (1973) Limited is currently operating a direct bus route B6 between Tung Chung town centre and the Hong Kong Port of the HZMB. Most of the cross-boundary tourists via the HZMB heading for Tung Chung town centre would take this

direct bus route at the Hong Kong Port. The average daily patronage figures of Route B6 (Tung Chung bound) at weekends on a monthly basis since the commissioning of the HZMB are as follows:

<b>Month</b>	<b>Average daily patronage of Bus Route B6 at weekends <sup>(Note)</sup> (Tung Chung bound)</b>
November 2018	8 500
December 2018	5 200
January 2019	4 300
February 2019	5 300

Note: Weekends include Saturdays and Sundays, but excluding public holidays.

The number of tourists to Tung Chung town centre as reflected by the patronage of Route B6 was high in the initial month of November 2018 after commissioning of the HZMB. The figure in December 2018 dropped significantly by about 39% and it remained relatively stable afterwards.

(5)

Since the commissioning of the HZMB, the following nine Airport “A” routes, covering the major catchments on Hong Kong Island, in Kowloon and the New Territories, have been extended to serve the Hong Kong Port:

- (i) Route A11 (to / from North Point),
- (ii) Route A21 (to / from Hung Hom),
- (iii) Route A22 (to / from Lam Tin),
- (iv) Route A29 (to / from Tseung Kwan O),
- (v) Route A31 (to / from Tsuen Wan),
- (vi) Route A33X (to / from Tuen Mun),
- (vii) Route A35 (to / from Mui Wo),
- (viii) Route A36 (to / from Yuen Long), and
- (ix) Route A41 (to / from Sha Tin).

The average daily patronage figures of the above nine “A” routes in aggregate on a monthly basis since the commissioning of HZMB are as follows:

<b>Month</b>	<b>Routes</b>	<b>Average daily patronage in total</b>
November 2018	A11、A21、A22、A29、 A31、A33X、A35、A36 and A41	30 000
December 2018		31 000
January 2019		29 000
February 2019		34 000

To cope with the increasing passenger demand, the franchised bus companies concerned have strengthened the service levels of these “A” routes by deploying additional buses. The Transport Department will continue to monitor the passenger demand closely, and

request the franchised bus companies concerned to further improve the service level as and when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)114**

**(Question Serial No. 2776)**

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 is responsible for planning the public transport services in Hong Kong. In this connection, would the Government respond to the following:

- (1) It is mentioned under the Programme that the Government 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 (EKL), the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the Railway Development Strategy (RDS) 2014. In this connection, what are the efforts made and the progress of follow-up work for each railway line?
- (2) It is reported that the MTR Corporation Limited (MTRCL) has submitted a feasibility study report of the EKL to the Government. Can the Government release the details (including the selected alignments, estimated expenditure, feasibility, etc. of the EKL) of the relevant report? What is the time for constructing the EKL? What is the estimated time for conducting public consultation, seeking funding, commencing the construction and completing the project?
- (3) Regarding the bus route rationalisation plans in Kwun Tong and Wong Tai Sin Districts, will the Transport Department (TD) advise this Committee on the details of the proposals in respect of the Route Planning Programmes (RPPs) for Kwun Tong and Wong Tai Sin Districts in the coming year?
- (4) The TD has commissioned a consultancy study to assess the impact of the Shatin to Central Link (SCL) on other public transport services and devise the relevant public transport service re-organisation plans. As replied by the Government earlier, the study

would be completed in two phases by the first quarter of 2019 at the latest. Has the study been completed? What are the findings?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 5)

Draft Reply:

(1) & (2) Having regard to the indicative implementation window recommended in the RDS-2014, the THB had invited the MTRCL to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), EKL, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

(3) Regarding the 2019-20 RPPs, there are a total of 39 proposals involving bus services serving Kwun Tong and Wong Tai Sin districts. Among these 39 proposals, six are on new route introduction, 27 on service enhancement, four on re-routeing, and two on frequency reduction. The TD is consulting the Traffic and Transport Committees (TTCs) of the District Councils concerned on the proposals. For details of the proposals, please refer to the consultation papers on the 2019-20 RPPs submitted by the TD to the TTCs of these two District Councils in January this year (in Chinese only). The papers can be downloaded at TD's website:

[https://www.td.gov.hk/filemanager/en/util\\_uarticle\\_cp/2019-20\\_kwun\\_tong\\_rpp.pdf](https://www.td.gov.hk/filemanager/en/util_uarticle_cp/2019-20_kwun_tong_rpp.pdf)  
[https://www.td.gov.hk/filemanager/en/util\\_uarticle\\_cp/2019-20\\_wong\\_tai\\_sin\\_rpp.pdf](https://www.td.gov.hk/filemanager/en/util_uarticle_cp/2019-20_wong_tai_sin_rpp.pdf)



(4) The TD commissioned a consultancy study on the co-ordination of other public transport services with SCL to assess the impact of SCL and to devise the public transport service re-organisation plans (PT plan). The PT plan will include proposals on feeder services to the new railway stations and proposals on service adjustment to existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network.

The study commenced in early 2017 for completion in two phases for the two railway sections under the SCL. The first phase covering the Tai Wai to Hung Hom section was largely completed in January 2019. The second phase covering the Hung Hom to Admiralty section is tentatively scheduled for completion by the end of 2019. The TD will conduct consultation with the relevant District Councils and public transport operators (including franchised and non-franchised buses, green and red minibuses and taxis) on the outcome of the study before the respective commencement of operation of the two railway sections.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)115****(Question Serial No. 2780)**

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 2018-19, the Transport Branch “oversaw the operational arrangements of the Hong Kong Section (HKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)”. Regarding the passenger throughput and the operations of the XRL, the Government is requested to respond to the following:

- (1) What is the monthly passenger throughput since the commissioning the HKS of the XRL in September last year?
- (2) What is the daily passenger throughput since the commissioning the HKS of the XRL in September last year? Can the Government provide relevant statistics on this?

Daily passenger throughput	Days
< 10000	
10000-20000	
20000-30000	
30000-40000	
40000-50000	
50000-60000	
60000-70000	
70000-80000	
80000-90000	
90000-100000	
>100000	

- (3) What are the respective numbers of passengers travelling to and from various Mainland destinations via the West Kowloon Station (WKS) since the commissioning of the HKS of the XRL in September last year? Can the Government set out the number of passengers by destination?

(4) According to an agreement entered into with the MTR Corporation Limited (MTRCL), if the patronage of the XRL is less than the pre-set threshold 15% or above, the Kowloon-Canton Railway Corporation (KCRC) shall provide subsidies. What is the above “pre-set threshold”? Have subsidies been provided? If so, what are the details?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 9)

Reply:

(1) and (2)

Since its commissioning on 23 September 2018 and up to 28 February 2019, the XRL has had a total patronage of 8 714 057. The patronage for the XRL since its commissioning as requested are set out in the tables below –

<b>Month</b>	<b>Total patronage</b>
September 2018 (from 23 to 30 September )	376 149
October 2018	1 609 788
November 2018	1 467 801
December 2018	1 816 543
January 2019	1 682 290
February 2019	1 761 486
<b>Total</b>	<b>8 714 057</b>

<b>Daily patronage</b>	<b>Number of days</b>
Under 30 000	0
30 000 - 40 000	34
40 001 - 50 000	44
50 001 - 60 000	26
60 001 - 70 000	22
70 001 - 80 000	24
80 001 - 90 000	2
90 001 - 100 000	6
Over 100 000	1

(3) According to the figures provided by the MTRCL, the average number of tickets sold per day for all short-haul (including breakdown for Futian, Shenzhen North, Guangmingcheng, Humen, Qingsheng and Guangzhou South stations) and long-haul destinations for the XRL (for the period since its commissioning up to 28 February 2019) is set out in the table below –

Destinations	Number of tickets sold (average per day)		
	Mondays to Thursdays	Fridays to Sundays	Daily average
Futian	7 840	13 110	10 070
Shenzhen North	13 170	19 960	16 030
Guangmingcheng	210	360	280
Humen	1 800	2 050	1 910
Qingsheng	50	70	60
Guangzhou South	14 490	17 880	15 920
<b>All short-haul destinations</b>	<b>37 560</b>	<b>53 430</b>	<b>44 270</b>
<b>All long-haul destinations</b>	<b>10 050</b>	<b>11 870</b>	<b>10 810</b>
<b>Total</b>	<b>47 610</b>	<b>65 300</b>	<b>55 080</b>

(All figures rounded to nearest tenth)

Note: The number of tickets sold for XRL is slightly higher than the patronage for the XRL. This is due to some passengers having bought tickets in advance cancelled or did not complete their trips but did not seek refund either.

- (4) The patronage of the XRL has been increasing progressively since its commencement of operation, bringing in stable fare revenues to the MTRCL. As explained in detail when the operating arrangements for the XRL was announced on 23 August 2018, since the XRL is a brand new cross-boundary transport mode, for the purpose of ensuring the financial stability of the operation of the XRL, the Government, the KCRC and the MTRCL have adopted a more prudent daily patronage forecast for the XRL in the business case (including the Patronage Cap-and-Collar Mechanism) for the Supplemental Service Concession Agreement than the Government's earlier forecast (i.e. an average daily patronage of 80 100 at the initial commissioning stage). Since the commissioning of the XRL, the patronage has never touched the lower limit under the Patronage Cap-and-Collar Mechanism as set out in the Supplemental Service Concession Agreement, therefore neither the Government nor the KCRC have had to make any payment to the MTRCL in this regard.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)116**

**(Question Serial No. 2793)**

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 2019-20 under Programme (2), it is indicated that the Bureau will “take forward the re-commissioning of the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, as well as injecting commercial elements into the Hung Hom (South) Ferry Pier”. In addition, the Transport Department (TD) will renovate ferry piers on a pilot basis. In this connection, would the Government provide further information on the following:

1. What is the purpose of the “water taxi” service, for sightseeing or daily commuting? Please provide details of the plan as well as the manpower and expenditure involved.
2. Today, roads are congested in Hong Kong. Railways and road-based public transport have nearly reached saturation. In particular, traffic on both sides of the Victoria Harbour is busy. There are serious traffic congestions during the rush hours. Will the Government consider replanning the marine traffic as a whole, and examining the feasibility of launching Hung Hom-Wan Chai, Tsuen Wan and Tsing Yi-Central, Wan Chai-Tuen Mun, Central-Hung Hom, Central-Tuen Mun, Central-Gold Coast and Central-Tsing Lung Tau ferry routes, in addition to taking forward the re-commissioning of the Central-Hung Hom ferry route. If so, what are the details? If not, what are the reasons?
3. Please set out the usage rate of various public piers in Hong Kong and their annual expenditures for maintenance.
4. Please provide details of the renovation of ferry piers. What are the details of the enhancement of their design and facilities? Will the Government improve the interchange facilities at ferry piers and select more ferry piers for the pilot scheme?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 22)

Reply:

1&2. Hong Kong has a well-developed public transport system which comprises different transport modes. The existing public transport services could generally meet the public transport demand. Regarding the journeys crossing the Victoria Harbour and between various coastal points of Hong Kong Island, Kowloon Peninsula and the New Territories (e.g. Tuen Mun, Tsing Yi, Gold Coast, Tsing Lung Tau and Central and Wan Chai as quoted by the Member), there are existing public transport services including rail services and franchised buses serving these areas. Rail and road-based public transportation modes are in general more efficient and can carry more commuters than ferry services for these places. Notwithstanding the above, the Government welcomes operators to run ferry services should they consider the proposed services financially and operationally viable. Those who are interested in providing new licensed ferry services are welcome to submit applications. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, financial and operational viability, etc..

Generally, “ferry services” provide regular services between two or more points to cater for the demand of commuters including tourists. The proposed “water taxi” service, the service proposal of which will be put forth for consultation with relevant stakeholders, aims to provide slightly more flexible services among more than two piers located in busy districts and tourists’ spots across the Victoria Harbour, again to cater for the demand of commuters including tourists. We envisage that the proposed “water taxi” service would fall within the definition of the “ferry service” and would therefore be subject the requisite licensing and regulatory regime under the Ferry Services Ordinance (Cap. 104). During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals, including the operation of short-working services between different berthing points along the Victoria Harbour.

The Transport and Housing Bureau proposed to create five permanent posts (including one Administrative Officer Staff Grade C and four non-directorate posts) in the Transport Branch in the 2019-20 financial year to assist in preparing and continuously overseeing the implementation of the various new initiatives for enhancing public transport services. These include, among other duties, overseeing the implementation of the “Central – Hung Hom” ferry route and “water taxi” service. The proposal will be submitted to the Establishment Subcommittee for consideration, and the estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$5,280,660. There is no further breakdown of the resources involved in relation to the ferry route and “water taxi” service, as these tasks form part of the many duties undertaken by the additional staff mentioned above. On the other hand, the work to prepare for the tenders and monitor the operation of the “Central – Hung Hom” ferry route and “water taxi” service is undertaken

by the existing staff of the TD as part of their normal duties. There is no additional manpower involved nor separate breakdown of expenditure for such duty.

3. The TD manages 66 public piers and the Civil Engineering and Development Department (CEDD) is the works agent for maintaining these public piers. The TD engages a consultant to conduct a utilisation survey of the public piers on a biennial basis. The most recent survey was conducted in 2017. The survey results together with the maintenance cost for each of these public piers are listed in **Annex 1**.

In addition to the public piers managed by the TD, there are 51 public piers maintained by either the Home Affairs Department (HAD) or the CEDD. Having consulted these two departments, we have prepared **Annex 2** showing the maintenance cost of these public piers borne by the HAD or the CEDD, while the utilisation rate of these piers is not available.

4. The TD is carrying out renovation projects for enhancing ferry piers with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by the Architectural Services Department, has identified Yung Shue Wan Ferry Pier as the pilot project, having considered factors such as the condition and utilisation rates of the pier, as well as design and technical feasibility. The estimated total expenditure of this minor works project is around \$29 million.

With the support of the Islands District Council on the pilot project, the site works at Yung Shue Wan Ferry Pier is targeted to commence in early Q2 2019 for completion in end 2020. The scope of the pilot project would include provision of passengers' facilities such as additional toilet facilities, new baby care room with facilities for breastfeeding, more seats as well as other interior refurbishment and better lighting facilities. Subject to the result of the pilot project, the TD, together with the relevant works departments, would consider extending the renovation projects to other ferry piers.

## Utilisation rate and maintenance cost of public piers managed by the TD

No.	Public Pier	Utilisation				Maintenance Cost in the first three quarters of 2018/19 (from 1 Apr to 31 Dec 2018) Note (\$)
		No. of vessels berthed daily		No. of passengers picked up and dropped off daily		
		Weekday	Weekend/ public holiday	Weekday	Weekend/ public holiday	
1	Tong Shui Road Pier	34	55	86	368	273,944
2	St. Stephen's Beach (South) Pier	0	1	0	1	81,580
3	Tai Tam Bay Pier	1	4	3	4	110,982
4	Blake Pier at Stanley	16	21	63	1420	104,264
5	Central Pier No.9	69	109	937	1788	362,409
6	Central Pier No.10	14	57	179	1323	362,978
7	Ma Tau Kok Public Pier	68	45	9438	10362	856,906
8	Kwun Tong Public Pier	52	139	1096	1900	121,650
9	Kowloon Public Pier	77	91	1498	3074	412,896
10	Cheung Chau Public Pier	88	170	724	1769	603,332
11	Sai Wan Jetty	33	56	217	788	20,465
12	Sok Kwu Wan Pier No. 2	17	24	920	3985	592,032
13	Lo Tik Wan Pier	0	1	0	2	46,990
14	Sok Kwu Wan Public Pier	51	79	754	2312	337,532
15	Yung Shue Wan Public Pier	6	21	21	158	53,632
16	Chi Ma Wan Pier	0	9	0	79	427,114
17	Pak Mong Pier	13	9	17	15	35,415
18	Sha Lo Wan Pier	13	9	16	133	21,482
19	Tai O Public Pier	28	8	225	75	47,915
20	Tai Shui Hang Pier	9	8	69	29	53,190
21	Tung Chung Public Pier	24	11	100	236	251,632
22	Ma Wan Public Pier	0	3	0	4	88,414
23	Peng Chau Public Pier	41	39	1705	1424	68,482
24	Tai Lei Island Pier	7	5	12	2	18,082
25	Po Toi Public Pier	36	0	2039	0	250,765
26	Tung Lung Chau Public Pier	95	15	1908	1240	16,994



No.	Public Pier	Utilisation				Maintenance Cost in the first three quarters of 2018/19 (from 1 Apr to 31 Dec 2018) Note (\$)
		No. of vessels berthed daily		No. of passengers picked up and dropped off daily		
		Weekday	Weekend/ public holiday	Weekday	Weekend/ public holiday	
27	Tung Lung Chau (North) Pier	0	36	0	2039	39,869
28	Tai Pai Tsui Pier	2	0	9	0	12,990
29	Yung Shue Wan Development Pier	12	5	64	12	51,015
30	Luk Chau Tsuen Pier	2	3	3	10	23,890
31	Tung Chung Development Pier (Public)	61	42	403	241	134,314
32	Tsuen Wan Ferry Pier (West Rail)	4	3	183	351	6,591
33	Tsuen Wan Public Landing Steps Pier (West Rail)	48	106	608	1080	178,238
34	Joss House Bay Public Pier	4	3	17	69	38,079
35	Tung Ping Chau Public Pier	2	14	19	1370	105,201
36	Pak A Pier	2	6	7	30	21,704
37	Yim Tin Tsai Pier	16	3	26	1	21,704
38	Hap Mun Bay Public Pier	25	13	220	71	114,385
39	Sai Kung Public Pier	23	54	153	1238	400,523
40	Sha Kiu Tau Pier	1	8	2	270	21,704
41	Tai Tau Chau Pier	2	5	8	7	21,704
42	Tso Wo Hang Pier	63	39	160	138	84,133
43	Ap Chau Public Pier	4	8	13	119	19,879
44	Kat O Chau Pier	14	29	31	656	56,609
45	Wu Kai Sha Pier	5	4	33	9	135,054
46	Sham Tseng Public Pier	11	7	6	11	56,764
47	Sam Mun Tsai Village Pier	25	28	112	174	21,415
48	Tai Mei Tuk Pier No. 1	26	7	68	18	25,165
49	Tai Mei Tuk Pier No. 2	15	0	49	0	21,415
50	Tai Po Railway Pier	6	3	17	2	127,013

No.	Public Pier	Utilisation				Maintenance Cost in the first three quarters of 2018/19 (from 1 Apr to 31 Dec 2018) Note (\$)
		No. of vessels berthed daily		No. of passengers picked up and dropped off daily		
		Weekday	Weekend/ public holiday	Weekday	Weekend/ public holiday	
51	Chek Keng Pier	7	27	28	301	21,415
52	Kei Ling Ha Hoi Pier	3	9	15	40	94,091
53	Lai Chi Chong Pier	5	12	28	613	69,760
54	Sham Chung Pier	6	11	31	76	42,699
55	Tap Mun Pier	36	48	220	2390	80,378
56	Tsing Yi Public Pier	35	34	65	191	99,641
57	Yau Kam Tau Pier	0	0	0	0	31,238
58	Kadoorie Pier	0	2	0	142	53,732
59	Ma Liu Shui Ferry Pier	7	30	85	3397	638,911
60	Po Toi O Pier No. 2	3	15	50	161	89,875
61	Pak Sha Wan Pier No.2	87	153	569	1941	212,935
62	Pier at Angler's Beach Sham Tseng	16	34	43	88	76,582
63	Tiu Keng Leng Pier	11	156	32	948	16,475
64	Sha Tau Kok Public Pier	11	6	69	29	575,374
65	Wong Shek Public Pier	84	189	115	3403	84,300
66	Ko Lau Wan Public Pier	13	38	58	274	42,699

Note: Maintenance cost of each public pier may vary with different factors, such as the size and structure of the pier, utilisation, wave and weather conditions etc..

## Maintenance cost of public piers maintained by HAD/CEDD

No.	Public Pier	Maintenance cost
1	Slipway at Lung Tin Tsuen, Tai O	Pier maintenance is carried out by a term contract under Islands District Office. The annual expenditure of that term contract is \$2.53 million in 2018/19.
2	Tai Long Wan Pier, South Lantau	
3	Ha Keng Pier, South Lantau	
4	San Shek Pier, Tai O	
5	Shum Wat Pier, Tai O	
6	San Tau Pier, Tai O	
7	Fan Lau Pier, Tai O	
8	Man Kok Tsui Pier, Mui Wo	
9	Mong Tung Wan Pier, South Lamma	
10	Siu A Chau Pier, South Lantau	
11	Sha Lo Wan Pier, Tai O	
12	Nim Shue Wan Pier, Peng Chau	
13	Luk Chau (Miu Wan) Pier, South Lamma	
14	Pak Kok Pier, North Lamma	
15	Mo Tat Wan (South) Pier	
16	Mo Tai Wan (North) Pier	
17	Po Toi Fisherman's Pier	
18	Tsing Lung Tau Pier	\$0.73 million incurred by HAD in 2018/19.
19	Sai Kung New Public Pier	\$0.38 million incurred by the CEDD from 1 April to 31 December 2018.
20	Luk Keng Village Pier	No expenditure is incurred by HAD for these public piers in 2018/19.
21	Tso Wan Pier	
22	Fa Peng (North) Pier	
23	Fa Peng (South) Pier	
24	Fung Hang Pier	
25	Kok Po Pier	
26	Lai Chi Wo Pier	
27	Sai Lau Kong Pier	
28	Sam Ah Tsuen Pier	
29	So Lo Pun Pier	
30	Yung Shue Au Pier	
31	Chek Keng Pier No. 1	
32	Chek Keng Pier No. 2	
33	Hoi Ha Pier	
34	Nai Chung Pier	
35	Tan Ka Wan Pier	
36	Tap Mun New Fisherman's Village Pier	
37	Tap Mun Tin Hau Temple Pier	
38	To Kwa Peng Pier	
39	Tung Sum Kei Pier	
40	Ko Lau Wan Pier No. 1	

No.	Public Pier	Maintenance cost
41	Ko Lau Wan Pier No. 2 near Tin Hau Temple	
42	Po Toi O Pier	
43	Kau Sai Village Pier	
44	Kiu Tsui Pier	
45	Leung Shuen Wan Pier	
46	Pak Lap Pier	
47	Sai Kung Hoi Pong Street Pier	
48	Sam Sing Wan (Trio Beach) Pier	
49	Tui Min Hoi Pier	
50	Ma Nam Wat Pier	
51	Sai Wan Tsui Jetty	

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)117**

**(Question Serial No. 2814)**

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 list out the online platforms, including the webpages, Facebook Pages, YouTube Channels, mobile applications and others, set up or operated by the Transport and Housing Bureau over the past five years, and inform this Committee of the following:

1. What are the dates of setting up the above online platforms, the respective staffing provision, expenditures and advertising expenses? Has the Bureau outsourced any projects of producing and designing applications and filming?
2. What is the Key Performance Index used by the Bureau to assess the effectiveness of social media on promotion of government's policies and activities?
3. What are the average daily hit counts of the above webpages? What are the total numbers of downloads, numbers of active users, average daily hit counts and usage times of the above mobile applications?
4. Please list out the total numbers of "Likes" of the above Facebook Pages and the total numbers of videos available at the Pages, as well as the three most popular and the three least popular videos last year by:
  - numbers of users reached
  - clicks on posts
  - reactions, comments and shares
  - total numbers of videos viewed
  - advertising expenses

5. Will the Bureau set aside any resources in 2019-20 to review the effectiveness of its online platforms? If so, what are the relevant work plan and estimated expenditure involved? If not conducting any review, what are the reasons for that?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 43)

Reply:

1. The online platforms set up or operated by THB over the past five years are tabulated below:

<b>Name of Online/Social Media Platform (Website / Facebook / YouTube / Mobile App/ Others)</b>	<b>Commencement Date (mm/yyyy)</b>	<b>Staffing Provision and Expenditure</b>	<b>Advertising Expenses</b>	<b>Outsourcing (Y/N)</b>
Website of the Air Accident Investigation Authority	09/2018	The work was undertaken by existing staff as part of their duties. There is no separate breakdown of the staff cost concerned.	\$60,720	Y
Website of Hong Kong Maritime Week	09/2016		For design, developing the webpages, maintaining the system and updating the contents: 2018/19 - \$84,000 2017/18 - \$60,000 2016/17 - \$80,000	Y
Hong Kong Maritime and Port Board (HKMPB): YouTube, Facebook, LinkedIn, Twitter, Weibo	YouTube (07/2016)		Nil	N
	Weibo (04/2016)		Nil	N
	Facebook (04/2016)		Online advertisement : 2018/19 - \$44,000 2017/18 - \$29,437 2016/17 - \$20,269	Y
	Twitter (04/2016)		Online advertisement: 2016/17 - \$8,977	Y
	LinkedIn (04/2016)		Online advertisement: 2018/19 - \$44,000 2016/17 - \$20,778	Y
Website of HKMPB	06/2016		For design, developing the webpages, maintaining the system and updating the contents: 2018/19 - \$33,600 2017/18 - \$201,600 2016/17 - \$91,000	Y
“Any Walker” Facebook page	09/2016 - 06/2017		For updating the content of the “Any Walker” Facebook page: \$184,000	Y

THB's Facebook page and Instagram page	05/2018		For setting up the THB's Facebook page and Instagram page and updating the contents: \$975,200	Y
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2. The objectives of setting up dedicated pages on online social media and launching promotion on these social media are to enhance interaction with the public and increase coverage of information dissemination, so as to achieve the purpose of dissemination information and promotion activities. We evaluate from time to time the effectiveness of these publicity channels with reference to the visitor statistics.

3. The statistical figures for the websites are detailed below:

Name of Website	Average Daily Hits Count (rounding to the nearest hundred)
Website of the Air Accident Investigation Authority	1 700
Website of HKMPB	138 700
Website of Hong Kong Maritime Week	17 000

4. The statistical figures for the Facebook pages are detailed below:

Name of Facebook page	Total no. of "Likes"	Total no. of videos	The 3 most popular videos last year	The 3 least popular videos last year
HKMPB	4 313	16 [Five videos were posted last year.]	<p>1. 【香港海運週 2018】</p> <ul style="list-style-type: none"> <li>No. of users reached: 25 416</li> <li>No. of clicks on post: 295</li> <li>No. of interactions: 205 likes, 15 shares</li> <li>View count: 536</li> </ul> <p>2. 【遠洋船輪機部高級船員升呢攻略】</p> <ul style="list-style-type: none"> <li>No. of users reached: 912</li> <li>No. of clicks on post: 112</li> <li>No. of interactions: 12 likes, 5 shares</li> <li>View count: 393</li> </ul> <p>3. 【實習同學開心 Share – 第一集】</p> <ul style="list-style-type: none"> <li>No. of users reached: 1 031</li> <li>No. of clicks on post : 143</li> <li>No. of interactions: 18 likes, 1 share, 3 replies</li> <li>View count: 281</li> </ul>	<p>1. 【實習同學開心 Share – 第二集】</p> <ul style="list-style-type: none"> <li>No. of users reached: 624</li> <li>No. of clicks on post: 45</li> <li>No. of interactions: 10 likes, 1 share</li> <li>View count: 225</li> </ul> <p>2. 【遠洋船輪機部之《工作時間》】</p> <ul style="list-style-type: none"> <li>No. of users reached: 795</li> <li>No. of clicks on post: 68</li> <li>No. of interactions: 6 likes, 3 shares</li> <li>View count: 281</li> </ul>

THB's Facebook page	5 429	84	<p>1. 【運房局局長過去一年的工作】</p> <ul style="list-style-type: none"> <li>• No. of users reached: 32 048</li> <li>• No. of clicks on post: 474</li> <li>• No. of interactions: 120</li> <li>• View count: 3 031</li> </ul> <p>2. 【三隧分流 四大效益】</p> <ul style="list-style-type: none"> <li>• No. of users reached: 27 346</li> <li>• No. of clicks on post: 1 237</li> <li>• No. of interactions: 132</li> <li>• View count: 10 163</li> </ul> <p>3. 【公共交通費用補貼計劃 - 補貼領取篇】</p> <ul style="list-style-type: none"> <li>• No. of users reached: 26 894</li> <li>• No. of clicks on post: 1 766</li> <li>• No. of interactions: 404</li> <li>• View count: 5 524</li> </ul>	<p>1. 【公共交通費用補貼計劃 - 登記指定車船票篇】</p> <ul style="list-style-type: none"> <li>• No. of users reached: 92</li> <li>• No. of clicks on post: 39</li> <li>• No. of interactions: 5</li> <li>• View count: 57</li> </ul> <p>2. 【公共交通費用補貼計劃 - 登記指定車船票篇】 港九小輪假日來回票登記步驟</p> <ul style="list-style-type: none"> <li>• No. of users reached: 99</li> <li>• No. of clicks on post: 24</li> <li>• No. of interactions: 6</li> <li>• View count: 60</li> </ul> <p>3. 【公共交通費用補貼計劃 - 登記指定車船票篇】 機場快綫團體票登記步驟</p> <ul style="list-style-type: none"> <li>• No. of users reached: 340</li> <li>• No. of clicks on post: 54</li> <li>• No. of interactions: 10</li> <li>• View count: 88</li> </ul>
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The advertising expenses for the Facebook pages are stated in the reply to point (1) above. There is no additional cost incurred.

5. The review of effectiveness of these online platforms will be undertaken by existing staff as part of their duties from time to time. There is no separate breakdown of relevant expenditure.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)118****(Question Serial No. 2817)**

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:

i) Regarding the duty visits paid by the Secretary for Transport and Housing (STH) since his assumption of office, please provide information on the travelling expense for each visit in the following table:

Date of visit	Destination	Travelling expense for each transport mode (HK\$)					Total amount (HK\$)
		High-speed rail	Aircraft	Ship	Vehicle	Others	

ii) When deciding on the commuting mode for visits to the Mainland, did the STH give prime consideration to the "advantage of convenience" offered by the 20 000-kilometre national high-speed rail and accord top priority to this transport mode? If not, what were the reasons? What were the considerations for deciding on the commuting mode?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 46)

Reply:

Inter-city travelling expenses incurred in duty visits between 1 July 2017 and 28 February 2019 by the STH and entourage from STH's Office concerning Programme (1) is tabulated below:

Date of Visit	Place of Visit	Inter-city Travelling Expense (HKD)				Total (HKD)
		Railway	Flight	Ferry	Cross-boundary hire car service	
28-29 August 2017	Singapore	-	About 30,600	-	-	About 30,600 <sup>Note 1</sup>
30 August 2017	Jiangmen & Shenzhen	-	-	-	About 500	About 500 Note 1
5-7 September 2017	Beijing	-	About 22,800	-	-	About 22,800
12-14 September 2017	United Kingdom	-	About 208,500	-	-	About 208,500
5-8 October 2017	Papua New Guinea	-	About 119,100	-	-	About 119,100
9-10 October 2017	Hangzhou	-	About 17,500	-	-	About 17,500
24 November 2017	Macao	-	-	About 400	-	About 400 Note 1
26-28 November 2017	Beijing	-	About 21,000	-	-	About 21,000
4-8 December 2017	Shanghai & Beijing	About 2,100	About 20,000	-	-	About 22,100
21-23 December 2017	Beijing	-	About 23,600	-	-	About 23,600
10-13 January 2018	Germany	About 12,000	About 127,500	-	-	About 139,500
14 January 2018	Zhuhai	-	-	About 400	-	About 400 Note 1
14-15 January 2018	Beijing	-	About 24,000	-	-	About 24,000
31 January – 2 February 2018	Beijing	-	About 25,900	-	-	About 25,900
14 March 2018	Macau	-	-	About 1,600	-	About 1,600
29-30 March 2018	Zhuhai	-	-	About 700	-	About 700
26 April 2018	Guangzhou	About 400	-	-	-	About 400
2-4 May 2018	Beijing	-	About 24,900	-	-	About 24,900
11 May 2018	Zhuhai	-	-	About 400	-	About 400 Note 1

5 June 2018	Guangzhou	About 400	-	-	-	About 400
14-16 August 2018	Beijing	-	About 24,800	-	-	About 24,800
4 September 2018	Zhuhai	-	-	About 400	-	About 400 Note 1
13 September 2018	Zhuhai	-	-	About 400	-	About 400 Note 1
22-23 October 2018	Zhuhai	-	-	About 2,600	-	About 2,600
12 December 2018	Macau	-	-	-	About 600	About 600 Note 1
15 January 2019	Guangzhou	About 800	-	-	-	About 800
26-28 January 2019	Guangxi	-	About 11,700	-	-	About 11,700
18-19 February 2019	Beijing	-	About 20,200	-	-	About 20,200
22-23 February 2019	Macau	-	-	-	-	Note 2

Note:

<sup>1</sup> The travelling expense was borne by other Government departments and not charged to Head 158.

<sup>2</sup> STH travelled between Hong Kong and Macau on a government vehicle for the duty visit. The related expense was charged under the Operational Expenses and there is no separate breakdown.

Apart from the duty visits listed above, STH and his entourage attended the opening ceremony of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) on 22 September 2018. As part of the ceremony, STH took a return trip on the XRL between Hong Kong West Kowloon Station and Guangzhou South Railway Station. There is no separate breakdown for the travelling expense incurred.

The transport arrangement for each duty visit by STH is decided having regard to the practical needs of the visit. Factors such as the purpose, destination, duration and routing of the visit as well as the schedule and seat availability of the means of transport will be taken into account. We will continue to consider using various modes of transport having regard to the factors described above when we formulate the itinerary of duty visits.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)119**

**(Question Serial No. 0334)**

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 2018 (loading at four and six persons (standing) per square metre (ppsm));
- b) the carrying capacity of each MTR line, including both heavy rail and the Light Rail, in 2018 (loading at four and six ppsm);
- c) the patronage of each MTR line, including both heavy rail and the Light Rail, during peak hours in 2018 (loading at four and six ppsm);
- d) the latest loading at four 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 2018;
- 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 four ppsm) during morning peak hours after upgrading; and
- f) given that it was stated in the document on "Deployment of Light Rail Vehicles (LRVs) 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, having consulted

the relevant District Councils after announcing the Public Transport Strategy Study in June 2017, has adjusted the Light Rail route rationalisation plan to improve the situation.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 5)

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 2018 are set out in Annex.

The carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2018 are as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour during the morning peak hours</b>	<b>Passenger loading of the busiest section in the morning<sup>Note 1</sup></b>
505	2 356	84%
507	2 430	79%
610	2 019	91%
614 <sup>Note 2</sup>	980	81%
614P <sup>Note 2</sup>	1 225	
615 <sup>Note 2</sup>	942	90%
615P <sup>Note 2</sup>	1 225	
705	4 900	73%
706	5 440	74%
751	2 625	81%
751P	1 532	68%
761P	5 444	81%

Note 1: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL 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 four Light Rail routes can more accurately reflect the actual situation.

(e) The MTRCL made a \$3.3 billion investment to replace the signaling systems of seven railway lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line and Airport Express) in 2015. Currently, the replacement works of Tsuen Wan Line, Island Line, Kwun Tong Line are in progress while those of the other railway lines will commence continuously. Upon the completion of all works in 2026, the overall carrying capacity of these seven railway lines will be increased by about 10%. The signaling system of East Rail Line is also being upgraded.

The planned completion timeframe of the upgrading of the new signaling systems is provided as below:

<b>Railway line</b>	<b>Expected completion year</b>
Tsuen Wan Line	2019
East Rail Line	2019
Kwun Tong Line	2020
Island Line	2021
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

Having regard to the MTR railway incident on Tsuen Wan Line on 18 March 2019, the MTRCL will work with the Government to review the above timeframe.

(f) The Government and the MTRCL consulted the Traffic and Transport Committees (TTCs) of Tuen Mun and Yuen Long District Councils in July 2017 and July 2018 for members' views about the Light Rail route rationalisation proposals, which aim to enhance Light Rail capacity to address the issues of unevenly distributed headway and congestion due to overlapping routes, and also enhance the overall effectiveness of putting the ten new LRVs into service to benefit passengers. Taking into account rather diverse views raised by Yuen Long TTC and Tuen Mun TTC, the MTRCL is making appropriate service adjustments/enhancements to optimise the benefits of deployment of the new LRVs. Our current assessment is that with the addition of four new LRVs (with the first two to be introduced in second half of 2019, and another two afterwards), the carrying capacity of the overall network would be increased by 6%, and the ratio of double-car trains would be increased by 36% to 49%. This should help improve the passenger loading during peak hours. The MTRCL will further consider appropriate route rationalisation proposals having regard to the progress of introducing new LRVs to the fleet.

**2018 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 Rail	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 (Note 7)
1.	Design capacity (6 ppsm)(a)	101 000	64 000	32 000 (Note 3)	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1, 7)
2.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	56 200 (Note 2)	53 600 (Note 3)	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800 (Note 7)
3.	Existing carrying capacity (6 ppsm)(c)	86 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800 (Note 7)
4.	Difference between (a) and (b) (Note 4)	11 000	7 800	21 600	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 5)	3 800	0	0	0	0	10 200	0	0	0	2 500	0
6.	Current patronage (d)	54 800	40 400	15 800	48 200	57 600	9 200	51 200	60 200	2 600	28 600	2 300
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	64% {Tai Wai to Kowloon Tong}	72% {Kam Sheung Road to Tsuen Wan West}	29% {Che Kung Temple to Tai Wai}	71% {Yau Tong to Quarry Bay}	72% {Tin Hau to Causeway Bay}	55% {Ocean Park to Admiralty}	72% {Shek Kip Mei to Prince Edward}	80% {Yau Ma Tei to Jordan}	27% {Sunny Bay to Disneyland }	67% {Olympic to Kowloon }	48% (Note 7)
8.	Current loading (2) (4 ppsm) [(d)/(c)÷71.2% (Note 6) (For the critical links mentioned in item (7))	89%	101%	41%	100%	101%	77%	101%	113%	38%	95%	

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 carrying capacity of Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signaling system will also make allowance for potential capacity enhancement.

- 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 56 200 (6 ppsm).
- Note 3 The design capacity of Ma On Shan Line was based on 4-car train operation. To tie in with the East West Corridor project of the SCL, starting from 2017, the number of train compartments of the Ma On Shan Line train has been progressively increased from 4 to 8, contributing to an increase in the maximum carrying capacity from 30 500 to 53 600 (6 ppsm).
- Note 4 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 in 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 5 This is because the service frequency has not yet been increased to the maximum level the signaling system permits.
- Note 6 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.
- Note 7 The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)120**

**(Question Serial No. 0575)**

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 “oversaw the preparatory work for the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies)” in 2018-19 and will “oversee the RMR2030+ Studies” in 2019-20 (subject to funding approval from the Finance Committee of the Legislative Council). Please inform this Committee:

- (1) of the staffing provision and estimated expenditure involved for the above studies, as well as the commencement and completion dates of the studies; of the details of the preparatory work in 2017-18 and 2018-19;
- (2) whether the Government has formally decided to conduct the studies in 2019-20, and whether the studies will cover a coastal railway between Tuen Mun and Tsuen Wan so as to address the population growth in the new development areas in the New Territories West; and
- (3) of the programmes to be included in the RMR2030+ Studies, overseen by the Transport Branch in 2019-20. Please list the programmes in detail.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 2)

Reply:

The Transport and Housing Bureau (THB) plans to take forward the RMR2030+ Studies based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department.

Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final recommendations of the Hong Kong 2030+ Study, we will conduct strategic studies, which include examining the layout of the proposed railway and major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's long-term developments. We will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate the corresponding strategies.

In 2017-18 and 2018-19, the Highways Department and the Transport Department were making preparation for the RMR2030+ Studies, including the collection and analysis of the latest planning data available, the preparation of the consultancy briefs and the coordination with interfacing projects.

According to the Lantau Tomorrow Vision announced in the Policy Address 2018, part of the proposed railway corridor envisaged in the Lantau Tomorrow Vision is similar to the alignment of the Tuen Mun-Tsuen Wan Link (Tuen Mun to Tsing Lung Tau). In the RMR2030+ Studies, we will take into account the planning studies (including the proposed railway corridor) in relation to the Lantau Tomorrow Vision to be separately undertaken by the Development Bureau.

Since Hong Kong 2030+ Study has not yet been completed, we will seek funding approval for the RMR2030+ Studies in due course, and commence the RMR2030+ Studies as soon as funding is secured. The part on railways will take about 38 months to complete with a cost estimate of about \$64.9 million; whilst the part on major roads will take about 27 months to complete with a cost estimate of about \$27.5 million.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)121**

**(Question Serial No. 0576)**

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 (THB) 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 continued 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 2018-19, it continued to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the RDS-2014. In 2019-20, it 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, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line and embark on the detailed planning work for Hung Shui Kiu Station and the South Island Line (West) under 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) the date for commencement of works and the anticipated date for commissioning in relation to the detailed planning work for Hung Shui Kiu Station and the South Island Line (West) under the RDS-2014;

(c) the preliminary findings in relation to the detailed planning work for the proposed Tung Chung West Extension, the Northern Link (and Kwu Tung Station) and the Tung Chung East Station; and

(d) the time when details, such as detailed alignment of the above routes, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable will be made available by the Bureau.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 3)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, THB had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community.

Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)122**

**(Question Serial No. 0577)**

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 mentioned in 2017-18 that the Transport Branch would, “in conjunction with the governments of Guangdong and the Macao Special Administrative Region (SAR), continue to oversee the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and formulate related cross-boundary transport arrangements”. In 2018-19, the Branch would “in conjunction with the governments of Guangdong and the Macao SAR as necessary, continue to put in place cross-boundary transport and other arrangements to enable or facilitate the commissioning of the HZMB”. In 2019-20, the Branch will “in conjunction with the governments of Guangdong and the Macao SAR as appropriate, formulate and oversee the implementation of 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 three 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 three 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:

	Hong Kong BCF	Macao BCF	Zhuhai BCF
Number of parking spaces in closed areas			
Number of parking spaces in non-closed areas			
Number of parking spaces for daytime parking			

	Hong Kong BCF	Macao BCF	Zhuhai BCF
Number of parking spaces for overnight parking			
Number of parking spaces for hourly parking			

(3) Given our concern over HZMB's cross-boundary arrangement for private cars and the acute demand for it, and that the Macao BCF has already announced a Park-and-Ride Scheme, has the Hong Kong Government worked out ways to designate part of the car parks in the Hong Kong BCF as closed areas to allow residents of the three 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 three sides and in turn ensure stable growth in the traffic flow of the HZMB.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 4)

Reply:

(1) & (2)

Hong Kong, Mainland and Macao governments are responsible for the design and construction of their respective Ports of the HZMB. In planning the transport facilities at the Hong Kong Port, the Government expects and indeed encourages most travellers of the HZMB to use public transport (including franchised bus, green minibus, taxi and non-francised bus) to travel to the Hong Kong Port. As regards the use of private cars, there is a public car park located in the non-closed area adjacent to the passenger clearance building for local use. The car park provides a total of 733 parking spaces, including 661 parking spaces for private cars, 12 parking spaces for the disabled, 25 parking spaces for motorcycles, 14 parking spaces for light goods vehicles and 21 parking spaces for out-of-service taxis. These parking spaces are available for hourly and daily parking (for any 24 hours). About half of the parking spaces (total: 368) are available for hourly or daily pre-booking. No daytime or overnight parking arrangement is available, to encourage a healthy turnover.

According to the information available, there are local car parks at the Zhuhai Port and Macao Ports of the HZMB. The local car park at the Zhuhai Port provides about 1 400 parking spaces for private cars, whilst the local car park at the Macao Port offers a total of 5 143 parking spaces, including 3 089 parking spaces for private cars and 2 054 parking spaces for heavy and light motorcycles.

Regarding car parks for inbound private cars, according to information provided by the Mainland, the Zhuhai Port does not provide a car park for inbound private cars, and the Mainland does not plan to offer a park-and-ride scheme for Hong Kong/Macao private cars at Zhuhai Port.

There is an inbound car park at the Macao Port providing 3 000 parking spaces for Hong Kong private cars. Hong Kong private cars are not required to obtain quotas, but application of relevant cross-boundary licences and reservation of the parking spaces must be made in advance. After parking and completing immigration procedures at Macao Port, visitors may take other transportation to other areas of Macao.

As regards Hong Kong Port, there is no inbound car park according to the project design of the HZMB. Different types of cross-boundary transport services, including shuttle bus plying between the Ports of Hong Kong/Zhuhai and the Ports of Hong Kong/Macao, are currently provided for passengers travelling among the three places. Travellers may also choose to commute by cross-boundary coach or cross-boundary hire car according to their needs.

(3)

The Government has invited the Airport Authority of Hong Kong (AA) to submit a proposal for the topside development at the HZMB Hong Kong BCF Island (including the feasibility of providing an inbound car park at the topside development). After completion of the study and submission of the proposal by the AA, the Government will carefully consider the relevant recommendations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)123**

**(Question Serial No. 0578)**

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) “completed the Public Transport Strategy Study (PTSS) which looked into important issues relating to various public transport modes and recommended enhancement measures to ensure that they would continue to complement each other amidst the continued expansion of the railway network”. In 2018-19, the THB would “continue to implement the enhancement measures recommended under the PTSS to ensure that various public transport modes would continue to complement each other amidst the continued expansion of the railway network”. In 2019-20, the THB will “continue to implement the enhancement measures recommended under the PTSS to ensure that various public transport modes will continue to complement each other amidst the continued expansion of the railway network”. In this connection, please advise this Committee of the following:

- a) the carrying capacity of various Light Rail routes per hour per direction in 2018;
- b) the latest loading at four persons (standing) per square metre per hour per direction during morning and evening peak hours for the busiest sections of various Light Rail routes in 2018; and
- c) the arrangement of single and 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- 2018 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 service delays (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 (LegCo internal reference no.: 6)

Reply:

(a) & (b)

The carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2018 are as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour during the morning peak hours</b>	<b>Passenger loading of the busiest section in the morning<sup>Note 1</sup></b>
505	2 356	84%
507	2 430	79%
610	2 019	91%
614 <sup>Note 2</sup>	980	81%
614P <sup>Note 2</sup>	1 225	
615 <sup>Note 2</sup>	942	90%
615P <sup>Note 2</sup>	1 225	
705	4 900	73%
706	5 440	74%
751	2 625	81%
751P	1 532	68%
761P	5 444	81%

Note 1: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL 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 four Light Rail routes can more accurately reflect the actual situation.

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 or non-peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours or non-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.

(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 2018 are as follows:

<b>Light Rail Route No.</b>	<b>Number of single-sets</b>	<b>Number of coupled-sets</b>
505	6	2
507	10	1
610	11	2
614	7	-
614P	5	-
615	7	-
615P	5	-
705	-	5
706	-	6
751	6	6
751P	4	-
761P	-	13
<b>Total</b>	<b>61</b>	<b>35</b> <b>(equivalent to 70 single-sets LRVs)</b>

For 2018, in addition to these 131 LRVs (61 single-set LRVs + 70 coupled-set LRVs), two additional single-set LRVs and one 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 135 LRVs on average in the morning peak hours.

As one of the short-term measures under the Public Transport Strategy Study, the MTRCL has awarded a contract in 2016 to procure 40 new LRVs, among which 30 will be used to replace the existing Phase 2 LRVs while the other ten will be used to expand the fleet. The new LRVs are expected to be put into service progressively from 2019 to 2023. Our current assessment is that with the addition of four new LRVs (with the first two to be introduced in second half of 2019, and another two afterwards), the carrying capacity of the overall network would be increased by 6%, and the ratio of double-car trains would be increased by 36% to 49%. This should help improve the passenger loading during peak hours.

The incidents caused by factors under the MTRCL's control which lead to Light Rail service disruption of 31 minutes or above from 2011 to 2018 are detailed in the table below:

<b>Date and time of the incident</b>	<b>Affected route(s)</b>	<b>Course of events, investigation results, and follow-up actions taken</b>	<b>Delay (minutes)</b>	<b>Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)</b>
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.)
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	98	2

<b>Date and time of the incident</b>	<b>Affected route(s)</b>	<b>Course of events, investigation results, and follow-up actions taken</b>	<b>Delay (minutes)</b>	<b>Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)</b>
		was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.		
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
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	157	3

<b>Date and time of the incident</b>	<b>Affected route(s)</b>	<b>Course of events, investigation results, and follow-up actions taken</b>	<b>Delay (minutes)</b>	<b>Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)</b>
		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.		
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	168	3

<b>Date and time of the incident</b>	<b>Affected route(s)</b>	<b>Course of events, investigation results, and follow-up actions taken</b>	<b>Delay (minutes)</b>	<b>Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)</b>
		service was resumed after the site was cleared.		
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
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	44	1

<b>Date and time of the incident</b>	<b>Affected route(s)</b>	<b>Course of events, investigation results, and follow-up actions taken</b>	<b>Delay (minutes)</b>	<b>Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)</b>
		equipment and the faulty component was replaced afterwards.		
8 May 2017, 5:56pm	705 706	Light Rail service was affected because a LRV collided with an MTR bus at the junction of Tin Sau Road near the Tin Yuet Stop in Tin Shui Wai.	108	2
16 August 2018, 4:05pm	751 706	Services of Light Rail routes 751 and 706 were affected because of faulty overhead-line equipment. Services on 751 and 706 were resumed after emergency maintenance work was conducted to fix the faulty component.	32	1

Note: The Service Performance Arrangement was introduced after the review of the Fare Adjustment Mechanism (FAM) in 2013, and was refined after the review of the FAM in 2017. The MTRCL is required to set aside an amount, ranging from \$1 million to \$15 million (from 2012 to 2017) / \$25 million (from 2017 onwards)\*, for each incident caused by factors under the MTRCL's control which lead to railway service disruption of 31 minutes or above. The amount set aside will be returned to passengers through fare concessions.

\* The maximum amount was adjusted from \$15 million to \$25 million after the review of the FAM in 2017.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)124**

**(Question Serial No. 2394)**

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 following: "In addition, the Government has offered profits tax concessions to aircraft leasing and related businesses. The measure has been well received by the market since its introduction. A number of large-scale aircraft leasing companies have negotiated or reached deals with airlines around the world through Hong Kong."

(1) What were the amount of profits tax concessions in 2018-19 and the effectiveness of the initiative?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 40)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. The dedicated tax regime has been well-received by the global aircraft leasing industry. While the Government is not in the position to disclose commercially-sensitive information on transactions of individual companies, we understand from the Inland Revenue Department that eight qualifying aircraft lessors and one qualifying aircraft leasing manager would receive relevant tax benefits under our dedicated tax regime, subject to assessment of their filing of tax returns. A number of the world's top leasing companies from the United States, Ireland and Mainland China have set up their Hong Kong operation and some have already completed deals using our leasing platform with airlines around the world, such as Chile, Indonesia, Japan, Mainland China, Qatar and South Korea.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)125**

**(Question Serial No. 0896)**

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 relevant issues in the planning and development of a railway line in Kowloon East, will the Government inform this Committee of the following:

- a. the average monthly patronage and total patronage of the Kwun Tong Line and the Tseung Kwan O Line in each of the past three years and the comparison with the loading of the concerned Line;
- b. the number of times of service disruptions occurred on the Kwun Tong Line and the Tseung Kwan O Line in each of the past three years, with a breakdown by type of service disruption;
- c. given that the implementation timetable and the blueprint for the East Kowloon Line (EKL) have not been made public since the submission of the research report on the EKL by the MTR Corporation Limited (MTRCL), and local residents have been requesting the addition of a number of stations, such as Tsz Wan Shan Station and Lam Tin North Station, on the proposed EKL to serve the public, whether the Government will consider including proposals on the relevant stations in the EKL;
- d. regarding the proposal on the EKL, the time at which the timetable and the blueprint for the proposal to be announced by the Government; if so, the details and the timetable; and
- e. the staffing provision and expenditure involved in overseeing the detailed planning of the EKL?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 31)

Reply:

- (a) The average monthly patronage and total patronage of the Kwun Tong Line and the Tseung Kwan O Line in each of the past three years and the comparison with the loading of the concerned Line is as below -

**Patronage of Kwun Tong Line and Tseung Kwan O Line from 2016 to 2018 (In million)**

		2016		2017		2018	
		Kwun Tong Line	Tseung Kwan O Line	Kwun Tong Line	Tseung Kwan O Line	Kwun Tong Line	Tseung Kwan O Line
	Monthly Average Patronage	17.6	9.8	19.1	10.0	19.4	10.2
Total Patronage		211.6	117.4	229.6	120.1	233.0	122.4
<b>2016-2018 Statistics for Kwun Tong Line and Tseung Kwan O Line (per hour per direction during morning peak hours for critical links)</b>							
1	Design capacity (6 ppsm)(a)	85 000	85 000	85 000	85 000	85 000	85 000
2	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	71 400	67 500	71 400	67 600	71 400	67 600
3	Existing carrying capacity (6 ppsm)(c)	71 400	67 500	71 400	67 600	71 400	67 600
4	Difference between (a) and (b) (Note 1)	13 600	17 500	13 600	17 400	13 600	17 400
5	Current patronage (d)	47 800	46 700	52 100	47 600	51 200	48 200
6	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	67% {Shek Kip Mei to Prince Edward}	69% {Yau Tong to Quarry Bay}	73% {Shek Kip Mei to Prince Edward}	70% {Yau Tong to Quarry Bay}	72% {Shek Kip Mei to Prince Edward}	71% {Yau Tong to Quarry Bay}
7	Current loading (2) (4 ppsm) [(d)/(c)÷71.2% (Note 2) (For the critical links mentioned in item (6))	94%	97%	102%	99%	101%	100%

Note 1 Reasons accounting for the difference include: platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds.

Note 2 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.

(b) The number of incidents caused by factors under the MTRCL's control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the Kwun Tong Line and Tseung Kwan O Line from 2016 to 2018 is tabulated as below:

**Kwun Tong Line**

Year	Cause	Number of incidents
2016	Equipment failure	10
	Human factors	1
2017	Equipment failure	20
	Human factors	1
2018	Equipment failure	17
	Human factors	2

**Tseung Kwan O Line**

Year	Cause	Number of incidents
2016	Equipment failure	9
	Human factors	1
2017	Equipment failure	10
	Human factors	2
2018	Equipment failure	15

(c) to (e)

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) had invited the MTRCL to submit a proposal for the implementation of the EKL. The MTRCL submitted a proposal for the EKL to the Government in end July 2017. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposal and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically

feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposal submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014, including the EKL, have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)126**

**(Question Serial No. 0615)**

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 pointed out in the Budget Speech that the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (the Development Plan) has affirmed the status of the Hong Kong International Airport (HKIA) as an international aviation hub among the airports in the Greater Bay Area. The Hong Kong Administrative Region (SAR) Government will continue to promote the development of high value-added aviation business and enhance Hong Kong's competitiveness.

However, nothing specific is mentioned in the Budget. In this connection, what measures or plans will be put in place by the SAR Government in promoting the development of high value-added aviation business?

Asked by: Hon WONG Ting-kwong (LegCo internal reference no.: 8)

Reply:

To further strengthen the roles and functions of the HKIA as an international aviation hub, the Government attaches great importance to promoting high value-added aviation businesses and enhancing our competitiveness.

The Airport Authority Hong Kong (AA) strives to sustain Hong Kong's leading status as an international aviation hub. HKIA has been the busiest cargo airport in the world since 2010. In 2018, the cargo throughput has exceeded five million tonnes. The cargo handled by the HKIA accounted for about 2% of the total cargo volume by weight, but over 40% of imports and exports by value. This shows that high value-added air cargo business has made an enormous contribution to Hong Kong's economy and has a great potential for further development.

Temperature-controlled cargoes are normally high value-added products. The AA and the industry will continue to proactively enhance the HKIA's capacity to handle high-value temperature-controlled goods and adopt the necessary temperature control facilities to cater for the special needs in handling such goods. The HKIA has been recognised by the International Air Transport Association (IATA) as a Partner Airport of IATA's Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) since July 2017, and most recently as the world's first Center of Excellence for Perishable Logistics (CEIV Fresh) in March 2019, giving it an internationally recognised status and globally assured standard for handling pharmaceuticals and perishables. Furthermore, the AA has been investing in the HKIA's cold chain facilities and building of apron shelters to enhance the quality of airfreight services. The AA is joining hands with other stakeholders in the airport community to capture the expanding opportunities in high-end temperature-controlled cargo business.

Another high value-added aviation-related business is aircraft leasing. The Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong<sup>1</sup>, making Hong Kong one of the most tax-competitive regimes for aircraft leasing activities in the world.

With the dedicated tax regime in place, the Government has attended key regional and international conferences in Dublin, Shanghai and Tianjin respectively over the past two years, and organised a dedicated workshop for introducing our tax regime in Hong Kong in October 2018. Various leasing companies have already completed deals using our leasing platform with airlines around the world, such as Chile, Indonesia, Japan, Mainland China, Qatar and South Korea. The Government will continue to work with all stakeholders, including the aircraft leasing and aviation financing association, to promote our new regime at key regional and international aircraft leasing and aviation financing conferences and to meet with key aircraft leasing companies and financial institutions with a view to encouraging market players (including lessors, lessees and leasing managers) to tap the business potential using Hong Kong's leasing platform.

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<sup>1</sup> Under the dedicated tax regime, the tax rate on the qualifying profits of qualifying aircraft lessor and qualifying aircraft leasing managers is 8.25% (i.e. 50% of the prevailing profits tax rate), and the taxable amount of lease payments derived from leasing an aircraft to an aircraft operator by a qualifying aircraft lessor is equal to 20% of the tax base (i.e. gross lease payments less deductible expenses excluding tax depreciation).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)127**

**(Question Serial No. 0616)**

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:

Although the container throughput of Hong Kong Port has been on the decline in recent years, Hong Kong still enjoys an advantage in respect of high value-added maritime services. In the Policy Address last year, eight measures were put forward to support and enhance the development of high value-added maritime services. Please advise on the initiatives mentioned in the Budget to tie in with the said measures and the estimated expenditure involved, as well as the extent to which Hong Kong's competitiveness can be enhanced in terms of global maritime services.

Asked by: Hon WONG Ting-kwong (LegCo internal reference no.: 9)

Reply:

Hong Kong enjoys a competitive edge in high value-added maritime services. The Guangdong-Hong Kong-Macao Outline Development Plan promulgated in February 2019 reaffirmed Hong Kong's position to consolidate and enhance its status as an international maritime centre, and support the development of high-end maritime services such as ship management and leasing, ship finance, marine insurance as well as maritime law and dispute resolution services.

To further consolidate our strength in high value-added maritime services, the 2018 Policy Address announced a package of measures to foster the development of these services. These measures are being taken forward proactively and necessary financial resources are provided for implementation of those which have financial implications. Specifically, recurrent funding of \$41.2 million will be provided for the Marine Department to establish seven civil service positions (including five Senior Surveyors of Ships, one Senior Marine Officer and one Surveyor of Ships/Assistant Surveyor of Ships) and recruit

local consultants and staff for setting up Regional Desks of the Hong Kong Shipping Register by phases, and a one-off funding of \$200 million will be injected into the Maritime and Aviation Training Fund for grooming of more talents for the two industries. The Government has also been working closely with the trade through the platform of the Hong Kong Maritime and Port Board (HKMPB) to promote Hong Kong's maritime and port services to the overseas shipping community, as well as organizing promotion visits and large-scale international maritime events such as the Hong Kong Maritime Week. In 2019-20, the Government has earmarked around \$19.6 million to support the work of the HKMPB. The provision includes around \$4.6 million to be allocated to InvestHK for overseas promotion work. As for other measures on promoting ship leasing, marine insurance, maritime dispute resolution, and expanding our comprehensive double taxation agreements network, these are undertaken by the existing staff of the relevant Government bureau/departments as part of their normal duties. There is no separate breakdown of expenditure for such work.

The Government will continue to further develop high value-added maritime services and attract more shipping principals to Hong Kong through the above measures, thereby growing further our maritime cluster, enhancing our competitiveness and consolidating our position as an international maritime centre.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)128**

**(Question Serial No. 1023)**

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 2018-19, the Transport and Housing Bureau (THB) continued to jointly administer with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles. Please give an account of the progress of relevant work, including the progress of combating illegal carriage of passengers for reward using cross-boundary private cars. Given that illegal carriage of passengers for reward by cross-boundary private cars holding the "boundary-crossing licence" issued by the Mainland and the "Closed Road Permit for Cross-boundary Vehicles" issued by Hong Kong has proliferated in recent years and there are even online platforms set up for soliciting passengers, what will be the work plan and the resources involved for stepping up the joint efforts by the THB and the relevant Guangdong authorities against illegal carriage of passengers for reward in 2019-20?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 1)

Reply:

Cross-boundary private cars are currently regulated by a quota system jointly administered by the Guangdong and Hong Kong governments. These private cars must have the Approval Notice issued by the Guangdong Provincial Public Security Bureau and the Closed Road Permit issued by the Hong Kong Transport Department (TD), and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong. Cross-boundary private cars without valid hire car permits must not be used for carrying passengers for hire or reward.

The Hong Kong Police Force (HKPF) has been closely monitoring the situation of illegal carriage of passengers for hire or reward, including cases involving cross-boundary private cars. The HKPF will gather intelligence, investigate reported cases and complaints, and

will take appropriate enforcement actions based on the circumstances of individual case. In the period between June 2018 and January 2019, the HKPF took enforcement actions against ten cases of illegal carriage of passengers involving cross-boundary private cars.

The TD requires authorised cross-boundary hire cars to display a set of identification labels jointly issued by the Guangdong and Hong Kong governments for easy identification. This measure aims to protect the interests of passengers and to raise their awareness in choosing authorised cross-boundary hire car service. Samples of identification labels have been uploaded to the TD website for public viewing. In addition, the TD has been making use of various channels, including broadcasting announcement of public interest on radio, to promote knowledge on how to distinguish illegal hire services. It has also set up an online enquiry system for the public to check whether a vehicle has been issued with a valid Hire Car Permit. The TD has also reminded the public that third party risks insurance for any vehicle used for illegal carriage for hire or reward may be invalidated.

The resources in question are absorbed by the existing provision of the HKPF and the TD, and there is no separate breakdown of the expenditure involved.

The Government will continue to curb illegal carriage of passengers for hire or reward by cross-boundary private cars through enforcement and publicity. We will also continue to communicate with the Guangdong authorities on the regulation of cross-boundary hire cars.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)129****(Question Serial No. 1024)**

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 2018-19, the Transport and Housing Bureau (THB) oversaw the development of smart mobility and the application of advanced technologies for traffic management. What is the latest progress of such work? What are the work plan and estimated expenditure in 2019-20?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 2)

**Reply:**

The latest progress, work plan and estimated expenditure of various Smart Mobility initiatives under the purview of THB and its departments in 2019-20 are tabulated as follows –

<b>Smart mobility initiatives</b>	<b>Latest progress and work plan in 2019-20</b>	<b>Estimated expenditure in 2019-20</b>
<b><i>Intelligent Transport System and Traffic Management</i></b>		
1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application	- The Transport Department (TD)'s all-in-one mobile application "HKeMobility" was launched in July 2018.	Nil (Project completed in July 2018)

<b>Smart mobility initiatives</b>	<b>Latest progress and work plan in 2019-20</b>	<b>Estimated expenditure in 2019-20</b>
2. Develop the installation of “in-vehicle units” (IVUs) for allowing motorists to receive real-time traffic information and paying tunnel fees by remote means	<ul style="list-style-type: none"> <li>- TD targets to complete the design and application study on IVUs in late 2019 and plans to issue IVUs to registered vehicle owners upon application/renewal of their vehicle licences from Q3 2020 onwards, in order to tie in with the implementation of Free Flow Tolling System (FFTS) at the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) in end 2021.</li> </ul>	\$3.1 million (for the design and application study on IVUs)
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide real-time traffic information	<ul style="list-style-type: none"> <li>- Installation of traffic detectors on strategic routes is being implemented in two phases.</li> <li>- The first phase of installing about 550 traffic detectors commenced in June 2018. The second phase involving the installation of about 660 traffic detectors will commence in April 2019.</li> <li>- TD targets to complete both phases of installation works by end 2020.</li> </ul>	\$121.2 million
4. Engage stakeholders to develop a detailed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) and its implementation strategy	<ul style="list-style-type: none"> <li>- TD is carrying out a consultancy study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019.</li> </ul>	\$6.5 million (consultancy fee)
5. Introduce pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions	<ul style="list-style-type: none"> <li>- TD will commence a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians.</li> <li>- The study will include conducting laboratory trials, and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020.</li> </ul>	\$2.8 million

Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
6. Adopt an automatic tolling system without toll booths for the new Tseung Kwan O – Lam Tin Tunnel	<ul style="list-style-type: none"> <li>- Legislative Council (LegCo) Panel on Transport was consulted on 18 January 2019 regarding FFTS at TKO-LTT. Subject to the funding approval of the LegCo Finance Committee, the construction of the FFTS will start in end 2019 for completion in end 2021.</li> <li>- We also target to introduce legislative amendments into LegCo within 2019 to provide legal backing for implementing the FFTS.</li> </ul>	\$3 million
7. Facilitate trials of autonomous vehicles (AVs) in the West Kowloon Cultural District and other areas as appropriate	<ul style="list-style-type: none"> <li>- TD has been facilitating trials of AVs through issuing movement permits since 2017. Trials of AVs have taken place at the West Kowloon Cultural District, Zero Carbon Building, Science Park, the Hong Kong University of Science and Technology and Tai Po Industrial Estate. A total of 8 AVs have been tested.</li> </ul> <p>This is an on-going initiative and TD will continue to facilitate trials of AVs at suitable locations in Hong Kong.</p>	The work is undertaken by TD's staff as part of their normal duties; there is no breakdown of the expenditure involved.
8. Facilitate public transport operators' plans in introducing new electronic payment systems for public transport fare collection	<ul style="list-style-type: none"> <li>- TD issued the "Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector" in June 2017 to facilitate public transport (PT) operators to introduce new electronic payment systems for fare collection.</li> <li>- MTRCL plans to introduce QR code as one of the means for fare payment in the ticketing system of MTR domestic network by 2020 onwards.</li> <li>- All franchised bus companies are actively exploring the use of various electronic payment systems.</li> <li>- A Green minibus (GMB) operator introduced "Easy Go" (by AlipayHK) system since January 2019.</li> <li>- Some taxi operators have been accepting payment by various electronic payment systems for fare collection.</li> </ul>	The work is undertaken by TD's staff as part of their normal duties; there is no breakdown of the expenditure involved.

Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
	<ul style="list-style-type: none"> <li>- TD will continue to facilitate all PT operators to introduce new electronic payment systems for fare collection.</li> </ul>	
<p>9. Encourage public transport operators to open up their data</p>	<ul style="list-style-type: none"> <li>- TD will develop a data collection system and a mobile application, as well as install relevant devices on GMBs to enable passengers to access the real-time arrival information of GMBs through the mobile application.</li> <li>- TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter.</li> <li>- A “proof-of-concept” study started in February 2019, whereby TD engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020.</li> <li>- TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020.</li> <li>- TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.</li> <li>- TD is actively liaising with other PT operators (including franchised bus operators and MTRCL) to encourage the opening up of their data, in particular the real-time arrival information for public use. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at data.gov.hk in the third quarter of 2019.</li> </ul>	<p>\$4 million (provision of real-time arrival information for GMBs)</p> <p>Other relevant work on this front is taken up by TD’s existing staff. There is no breakdown of the expenditure involved.</p>

Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
<b>Public Transport Interchanges (PTIs)/Bus Stops and Parking</b>		
<p>10. Pilot the use of technology to deter improper use of loading and unloading bays and illegal parking and traffic offences</p>	<ul style="list-style-type: none"> <li>- The Energizing Kowloon East Office of the Development Bureau has been conducting two proof-of-concept trials on the use of video analytics technology to detect and deter improper use of roadside loading/unloading bays (commenced in January 2018 for completion in Q4 2019 tentatively) and illegal parking (commenced in November 2018 for completion in Q3 2020 tentatively).</li> <li>- In addition, the Police are planning in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre a separate trial by mounting cameras on selected lampposts that provide good vantage points and making use of video analytics technology for actual enforcement operation against certain traffic offences which more commonly cause traffic congestion, including illegal stopping of vehicle at a bus stop and illegal stopping at a no-stopping restriction zone, etc. Depending on the progress of the preparatory works, the trial is expected to commence in 2019.</li> <li>- Depending on the results of the aforesaid trials and taking into account such relevant factors as technical feasibility and cost-effectiveness, the Government will duly consider whether to apply such technologies to facilitate the Police's enforcement against illegal parking and other traffic offences.</li> </ul>	<p>The trials are undertaken by the Energizing Kowloon East Office of the Development Bureau and Logistics and Supply Chain MultiTech R&amp;D Centre respectively.</p> <p>As far as the Transport Branch of THB is concerned, the related work will be absorbed by existing manpower. There is no separate breakdown of the manpower and expenditure involved in THB.</p>

Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
<p>11. Release real-time information of franchised buses through mobile devices by 2018 and information display panels at government PTIs and covered bus stops</p>	<ul style="list-style-type: none"> <li>- At present, all franchised bus companies are providing real-time arrival information of their regular bus services through their websites and mobile applications.</li> <li>- For real-time bus arrival information display panels, the Government has subsidised franchised bus companies to install them at Government PTIs and 1 300 covered bus stops with electrical installations on a matching basis in phases for completion by 2020.</li> </ul>	<p>There is no subsidy from the Government for the release of real-time information of franchised buses through mobile device.</p> <p>The estimated amount of subsidising the installation of real-time bus arrival information display panels is \$28 million. The estimated expenditure in 2019-20 will depend on the result of tender exercises to be conducted by each franchised bus company on the supply and installation of the display panels.</p>
<p>12. Install new on-street parking meters to support multiple payment systems (including remote payment through mobile applications) with provision of real-time parking vacancy information</p>	<ul style="list-style-type: none"> <li>- TD plans to install new parking meters by phases from early 2020 for completion in early 2022.</li> </ul>	<p>\$8 million</p>
<p>13. Encourage owners or operators of existing public car parks to provide real-time parking vacancy information using technology solutions to facilitate drivers to find</p>	<ul style="list-style-type: none"> <li>- TD has been encouraging operators to provide real-time parking vacancy information and data of their car parks to the public through the “HKeMobility” and the Government’s public sector information portal “data.gov.hk”.</li> <li>- In October 2018, TD introduced practical</li> </ul>	<p>The work is undertaken by TD’s staff as part of their normal duties; there is no breakdown of the expenditure involved.</p>



Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
<p>parking spaces; and examine practicable measures to require new public car parks to provide real-time parking vacancy information</p>	<p>technology solutions to car park operators to facilitate their adoption of suitable options to collect and disseminate relevant information.</p> <ul style="list-style-type: none"> <li>- TD and the Lands Department (LandsD) formulated in mid-2018 provisions requiring operators of new short-term tenancy fee-paying public car parks to provide car park vacancy information and data.</li> <li>- As at end February 2019, parking vacancy information of 276 government and commercial public car parks was disseminated to the public through “HKeMobility” mobile application. The real-time parking vacancy data of about 191 car parks was disseminated through the Government’s public information portal “data.gov.hk”.</li> </ul>	
<b><i>Environmental Friendliness in Transport</i></b>		
<p>14. Establish bicycle-friendly new towns and new development areas and improve existing cycle tracks and cycle parking facilities in new towns in phases</p>	<ul style="list-style-type: none"> <li>- The first batch of improvement works, which involved about 100 sites and the provision of about 1 000 new bicycle parking spaces was completed in mid-2018.</li> <li>- The second batch of improvement works, which involved about 500 sites and the provision of about 2 200 new bicycle parking spaces will commence in Q3 2019 for completion by 2022.</li> </ul>	<p>\$2 million</p>
<p>15. “Walk in HK”</p>	<p><u>Synchronisation of Traffic Lights at Staggered Crossings</u></p> <ul style="list-style-type: none"> <li>- TD completed synchronisation of traffic lights at 38 staggered crossings in 2017 and 2018.</li> <li>- Synchronisation of traffic lights at another 18 suitable staggered crossings is scheduled for completion by 2019.</li> </ul> <p><u>Provision of Covers for Existing Walkways</u></p> <ul style="list-style-type: none"> <li>- Under the covered walkway initiative, each of the 18 district councils selected one existing public walkway for the</li> </ul>	<p><u>Synchronisation of Traffic Lights at Staggered Crossings</u> \$0.2 million</p> <p><u>Provision of Covers for Existing Walkways</u> - \$1.2 million for the Consultancy fee covering the</p>

Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
	<p>provision of covers.</p> <ul style="list-style-type: none"> <li>- As at end March 2019, one item (North district) is under construction while another item (Sai Kung district) is scheduled to commence in the second quarter of 2019. The construction works of the remaining 16 items will commence progressively.</li> </ul> <p><u>Consultancy Study on Enhancing Walkability in Hong Kong</u></p> <ul style="list-style-type: none"> <li>- A comprehensive study and strategic review to enhance walkability in Hong Kong commenced in end 2017 for completion in mid-2020.</li> <li>- TD selected two pilot areas, namely Central and Sham Shui Po, to test out innovative measures for a safe and comfortable walking environment. TD completed Stage 1 public engagement exercise in 2018, and will carry out Stage 2 public engagement in end 2019.</li> </ul> <p><u>Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study</u></p> <ul style="list-style-type: none"> <li>- The study was substantially completed in March 2019. Improvement measures were formulated for enhancing pedestrian connectivity from Wan Chai to Sheung Wan.</li> <li>- The first batch of connectivity enhancement works will commence in mid-2019.</li> </ul> <p><u>Universal Accessibility (UA) Programme</u></p> <ul style="list-style-type: none"> <li>- A total of 379 items are being implemented under the UA programme for installation of barrier-free access facilities at public walkways and other walkways (provided that certain criteria are met).</li> <li>- As at 28 February 2019, 121 items were completed and 70 items were under construction, with 56 items under investigation/design. The feasibility</li> </ul>	<p>feasibility studies of 18 proposals</p> <p><u>Consultancy fee of the Study on Enhancing Walkability in Hong Kong</u> \$8 million</p> <p><u>Consultancy fee of the Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study</u> \$1 million</p> <p><u>UA Programme</u> \$652.8 million.</p>

Smart mobility initiatives	Latest progress and work plan in 2019-20	Estimated expenditure in 2019-20
	study for another 132 items under the Third Phase of the Programme will commence in Q2 2019.	
16. Progressively expand walking path information on Causeway Bay and Kowloon East on government mobile apps to other districts	<ul style="list-style-type: none"> <li>- By December 2018, the walking route search function in TD's mobile application "HKeMobility" was extended to Tsim Sha Tsui, Mong Kok and Yau Ma Tei.</li> <li>- TD and LandsD are collaborating to develop walking path information in other districts by 2021.</li> </ul>	\$ 1.1 million
<b>Smart Airport</b>		
17. Smart Airport initiatives	<ul style="list-style-type: none"> <li>- The Airport Authority Hong Kong (AA) has begun to apply facial biometrics technology at check-in gates and boarding pass checkpoints to provide passenger a seamless experience. As of February 2019, 36 e-security gates are in operation at the Hong Kong International Airport (HKIA).</li> <li>- The AA has deployed smart check-in kiosks at West Kowloon Station and Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities in September and October 2018 respectively. The AA will continue to expand mobile check-in services to strategic off-airport locations (e.g. major tourist attractions, convention and exhibition centres, hotels, etc.).</li> <li>- The AA will continue to explore more application of new technology including the feasibility of using autonomous vehicles and robotic equipment for different types of operation within HKIA in near future.</li> </ul>	Funded by AA.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)130**

**(Question Serial No. 1025)**

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 implementation of various enhancement measures recommended under the Public Transport Strategy Study (PTSS) by the Transport and Housing Bureau (THB), what was the progress made in this regard in 2018-19? What will be the work plan and resources involved in 2019-20?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 3)

Reply:

In June 2017, the Government completed the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. A total of 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. As of end February 2019, 38 out of 67 measures under the PTSS have been implemented. We will continue to take forward the measures progressively in 2019-20, which include introducing new long-haul franchised bus services, continuing the installation of real-time arrival information display panels and seats at bus stops and the replacement of the key bends and junctions of the tram track with the use of new technology, introducing legislative proposals to raise the penalty levels for various taxi drivers' malpractices and to implement new franchised taxi services, etc..

To oversee the implementation of the recommended measures under the PTSS, a total of five time-limited posts for two years have been created in the Transport Branch of the THB

and the Transport Department from 2017-18. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is about \$2.67 million in 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)131**

**(Question Serial No. 1026)**

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 2019-20, the Transport and Housing Bureau (THB) continues to introduce practicable measures to alleviate road traffic congestion. What are the progress of such work and the resources involved? Also, please advise this Committee on the improvements made in easing road traffic congestion since the implementation of various recommendations made by the Transport Advisory Committee (TAC).

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 4)

Reply:

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively a host of short, medium and long term recommendations by the TAC in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) is carrying out a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme), with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in end 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

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. Besides, the Government will continue to pilot the use of technology to deter improper use of loading/unloading bays, illegal parking and traffic offences. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

The average annual growth rate of licensed private cars is about 3.5% over the past five years. We have been actively exploring measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2019-20, the estimated expenditures for the feasibility study on ERP Pilot Scheme and the consultancy study on parking for commercial vehicles are \$6.5 million and \$3.5 million respectively. Other work will be absorbed by the THB, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will continue to closely monitor the effectiveness of these initiatives.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)132**

**(Question Serial No. 1033)**

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 2019-20, the Transport and Housing Bureau (THB) will continue to seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta (PRD) region in partnership with the civil aviation authorities of the Mainland and Macao. Please advise on the details of the work plan, the measures to be included to tie in with the development of the airports in the Guangdong-Hong Kong-Macao Greater Bay Area and the estimated expenditure involved in the work.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 11)

Reply:

In order to rationalise and optimise the PRD airspace management, the Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao (CAAM) have been working together to formulate measures to enhance the air traffic management arrangements in the PRD region.

The three authorities are jointly working on the modeling and simulation of the airspace and air traffic in the Greater Bay Area using the Fast Time Simulation (FTS) to evaluate the impact of air traffic demand in the Greater Bay Area. The three authorities will formulate specific measures to further optimise airspace and air traffic management based on the results of the assessment and analysis. The evaluation result will provide data and technical support in airspace optimisation for facilitating the Three-Runway System operations at the Hong Kong International Airport and the sustainable development of the Macao, Guangzhou, Shenzhen and Zhuhai airports. At this stage, air traffic management and technical experts from Mainland China, Hong Kong and Macao are working closely in adjusting and testing the parameters of the simulation model. Our objective is to have preliminary results within 2019.



The CAD will continue to enhance cooperation with the CAAC and the CAAM, including expanding the implementation of electronic flight handover procedure with adjacent air traffic control units, sharing of real time surveillance data and flight information, as well as further enhancing air traffic flow management coordination mechanism among the three civil aviation authorities, with a view to optimising the efficient use of the PRD airspace.

The above coordination 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)133**

**(Question Serial No. 1037)**

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 2018-19, the Transport and Housing Bureau (THB) worked with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services, and the airport's connectivity and competitiveness. Please advise on the details of the enhanced airport services and the size and details of the strengthened network of air routes upon the implementation of the initiatives, as well as the details of the work plan and the estimates for enhancing the competitiveness of the Hong Kong airport in 2019-20.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 15)

Reply:

The Hong Kong International Airport (HKIA) is the world's busiest cargo gateway and the world's third busiest international passenger airport. In 2018, the HKIA handled 74.7 million passengers and 427 725 flight movements, representing yearly increases of 2.5% and 1.7% respectively. The total cargo throughput also increased by 1.5% year on year to 5.1 million tonnes. All three air traffic categories reaching new annual heights.

The Government has been working with the AA to explore and take forward various initiatives with a view to enhancing airport services and its competitiveness. These initiatives include taking forward the Terminal 1 (T1) Annex Building project, targeted for completion in 2019, which provides over 40 new check-in counters with self-bag drop facilities and two additional baggage reclaim carousels as well as additional passenger facilities; the extension building adjacent to the existing Car Park 4, targeted for completion in 2019-20, will also provide approximately 1 400 additional car parking spaces; the expansion of East Hall of T1 to provide additional seating capacity in the food court, arrival

hall and the transfer area, etc.. Furthermore, a 200-metre-long, air-conditioned Air Bridge is being built to connect T1 and the North Satellite Concourse (NSC). With an observation deck and food and beverage outlets, the Sky Bridge will reduce travel time to gates in the NSC, enhance passengers' experience and become an attraction in its own right.

In addition, the AA has been proactively exploring technological applications to create a more pleasant traveler journey and streamline operations. Making use of biometric technology, the new e-Security gates have been officially launched in September 2018 for use by departing passengers to verify their documents before they enter the restricted area. The AA has also deployed smart check-in kiosks at West Kowloon Station and Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities (HKBCF) in September and October 2018 respectively. Other technologies and smart applications, have also been trialed or applied at the HKIA in recent years, including Trolley Counting Solution, Airport Ground Lighting Inspection System, Automated Foreign Object Debris Detection, Airside Vehicle Tracking System, etc..

With a view to reinforcing the HKIA's as the preferred aviation hub of the Greater Bay Area market thereby enhancing its competitiveness, the AA will continue to enhance intermodal connectivity and expand its catchment area. Tapping on the expansions in intermodal code-sharing arrangements, the AA will continue to enhance and develop its intermodal facilities. In addition to the off-airport check-in services at HKBCF and West Kowloon Station, the AA has made available upstream check-in services over 15 locations in the Pearl River Delta (PRD) area and the coverage of such services will continue to expand in the coming years. Furthermore, the AA is actively taking forward the Intermodal Transfer Terminal (ITT) project, which will enable the provision of bonded bus service for air-to-bridge/bridge-to-air transfer passengers travelling between the HKIA and Macao/Zhuhai Boundary Crossing Facilities via the HZMB when commissions as targeted in 2022. The ITT is a strategic project which not only reduces the journey time of transfer passengers travelling from Macao and the Western PRD region through the HKIA, but also expands the HKIA's catchment area and enhances its inter-modal connectivity in the PRD region.

The above mentioned major enhancement projects being implemented by the AA will increase the handling capacity and efficiency of the HKIA, and will provide a vibrant new experience for passengers. The AA's budget for the T1 expansion, the extension building adjacent to Car Park 4, the expansion of East Hall of T1 and the Sky Bridge is about \$7 billion with final completion scheduled for 2020; while that for the ITT and the vehicular bridge is about \$3 billion and scheduled completion time in 2022. Other upgrading works of the current systems and software, such as e-Security gates, Smart Check-in, etc., are part of the AA's recurrent operations and maintenance expenditures; hence detailed budget breakdown is not available. The involvement of the THB staff in the above mentioned initiatives forms part of the existing staff's normal duties. No additional expenses are involved as far as the THB is concerned.

The unique advantage of Hong Kong is its excellent connectivity, making it a transit hub for business and leisure travelers to the Mainland and the rest of the world. At present, over 120 airlines operate more than 1 100 flights every day between the HKIA and over 220 destinations worldwide, including about 50 destinations in the Mainland. In 2018, 14 destinations were added to HKIA's extensive network and six new airlines began serving

the HKIA. The 14 newly added destinations include Brussels South Charleroi, Cairo, Cape Town, Copenhagen, Darwin, Davao, Dublin, Hohhot, Krasnoyarsk, Medan, Moscow, Tokushima, Washington and Yancheng. The six new airlines are Air Belgium, Egypt Air, InterGlobe Aviation, Shandong Airlines, SpiceJet Limited and Thai Smile Airways.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)134**

**(Question Serial No.1038)**

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 2019-20, the Transport and Housing Bureau (THB) will continue to organise promotional activities to attract more shipping-related companies to set up offices in Hong Kong so as to consolidate Hong Kong's position as an international maritime centre and a regional logistics hub. Regarding the organisation of promotional activities, please give an account of the expenditures for and the effectiveness of the promotional activities held over the past three years (2016, 2017 and 2018). In the face of fierce competition from nearby ports, e.g. Guangzhou ports and Shenzhen ports, which attract liner companies to berth their vessels and set up their offices there by offering generous funding, what measures will the Government put in place to attract more shipping-related companies to establish their presence in Hong Kong?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 16)

Reply:

The Government attaches great importance to the logistics and maritime industry and has been working closely with the Hong Kong Maritime and Port Board (HKMPB) and the Hong Kong Logistics Development Council (LOGSCOUNCIL) to promote Hong Kong as an international maritime centre and a regional logistics hub. In collaboration with Invest Hong Kong (InvestHK) and the Hong Kong Trade Development Council (HKTDC), we have organised promotional events and activities, participated in international exhibitions as well as conducting promotional visits to major maritime and logistics cities in the Mainland of China and overseas. These initiatives have proved effective in promoting Hong Kong's maritime and logistics industries to the overseas and Mainland community.

For instance, organised by the HKMPB with the Hong Kong Shipowners Association (HKSOA) and Hong Kong Maritime Museum as co-organisers, and HKTDC and InvestHK

as partners, the Hong Kong Maritime Week (HKMW) has become an annual maritime event highly-recognised and well-received by the international and local maritime community. Among the various activities held during HKMW, the Asian Logistics and Maritime Conference, which was the anchor event, had attracted most of the participants. Compared to the first edition of HKMW held in 2016, the HKMW 2018 held in November last year was the largest in scale in terms of number of activities organised and participants attended. A total of 54 activities were organised in HKMW 2018 with a total attendance of around 15 000, nearly doubled the number of events held and tripled the number of participants attended in HKMW 2016.

Besides, promotional visits to major maritime and logistics cities in overseas countries and Mainland of China (including Athens, London, Hamburg, Tokyo, Bangkok, Hanoi, Ho Chi Minh City, Frankfurt, Dusseldorf, Oslo, Copenhagen, Shanghai, Beijing, Dalian, Chongqing, Guangxi, etc.) were arranged in the past three years (from 2016-17 to 2018-19). During the visits, THB officials and members of HKMPB and LOGSCOUNCIL participated in large scale international maritime exhibitions such as Marintec China and Posidonia, trade promotion business luncheons and networking receptions, as well as meetings with respective maritime and logistics authorities and enterprises to promote Hong Kong's maritime and logistics industries and the high-value added services, with a view to exploring collaboration and attracting the overseas and Mainland enterprises to expand their business ventures in Hong Kong. In addition, InvestHK set up a dedicated team in 2018-19 to strengthen promotion efforts to attract renowned maritime enterprises to operate in Hong Kong. According to InvestHK, in the past three years, over 20 overseas and Mainland shipping-related companies and enterprises had set up offices or regional headquarters, or expanded their businesses in Hong Kong.

The total expenditures spent in organising the above maritime and logistics promotional activities, overseas and Mainland visits as well as engaging non-civil-service-contract staff concerned in carrying out the promotional work were \$15.08 million, \$19.08 million and \$19.70 million for 2016-17, 2017-18 and 2018-19 (revised estimate) respectively. The above expenditures included the funding allocation to InvestHK for stepping up investment promotion efforts and setting up the dedicated maritime desk, but not the civil service manpower expenditures under the THB since the work is undertaken by existing staff as part of their duties and hence no separate breakdown is available.

In view of the growing competition from neighbouring ports and a more unstable trading environment faced by our port industry, the Hong Kong Special Administration Region Government has undertaken various port enhancement measures over the years to strengthen the competitiveness of Hong Kong Port, including dredging the terminal basin and its approach channel from 15m to 17m to accommodate ultra-large vessels, and enhancing the use of port back-up land. Apart from the port enhancement measures, the 2018 Policy Address announced a package of initiatives targeting the maritime industry and respective high-value added maritime services, including introducing tax measures to foster the ship leasing and marine insurance business, offering facilitating measures for maritime dispute resolution services, improving the services of the Hong Kong Shipping Registry through setting up Regional Desks at selected overseas and Mainland offices, etc. with a view to attracting more shipping players to Hong Kong thereby injecting new impetus to Hong Kong's maritime and shipping industry.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)135**

**(Question Serial No. 1039)**

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 Transport and Housing Bureau is working closely with different stakeholders in identifying practicable measures to implement the new policy guidelines issued by the International Civil Aviation Organization (ICAO) in September 2016 to enhance aviation security on air cargo. Please provide the latest progress of the work, the work plan in 2019-20 and the estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 17)

Reply:

In September 2016, the ICAO issued a new policy direction that requires all consignors not approved by the appropriate authority for aviation security to be phased out by 30 June 2021. The Government is working out practicable measures to implement the new requirements of ICAO in consultation with the air freight industry.

To this end, the Security Bureau (SB), being the policy bureau for air cargo security, has been working jointly with the Transport and Housing Bureau (THB) and the Civil Aviation Department (CAD) in engaging stakeholders concerned to ensure that the measures proposed for complying with the new ICAO requirements would be practicable and acceptable to the trade. While the SB and the CAD are taking forward the proposed measures including increasing Hong Kong's air cargo screening capacity and implementing a mechanism to validate consignors, the THB, with the endorsement of the Hong Kong Logistics Development Council, has engaged the Hong Kong Productivity Council (HKPC) to carry out a feasibility study on the development of the anti-tampering security wrap to ensure the integrity of screened cargo during transportation from off-airport screening facilities to the airport. The HKPC is now conducting the feasibility test of the security wrap. The estimated cost of the study is \$498,000.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)136**

**(Question Serial No. 1040)**

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 2018-19, the Transport and Housing Bureau worked with industry associations to develop and implement initiatives to support the development of the logistics sector. Please provide details of the initiatives, progress of the implementation work and the resources involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 18)

Reply:

The Transport and Housing Bureau, with the endorsement of the Hong Kong Logistics and Development Council (LOGSCOUNCIL), implemented the following initiatives in 2018-19 to support the development of the logistics sector.

- (a) With a view to encouraging the younger generation in pursuing a long term career in the logistics industry, we continued to organise the Summer Internship Scheme on Supply Chain Management (the Scheme) under the LOGSCOUNCIL in 2018-19. 23 internship positions placed in five companies were sponsored under the Scheme. The total sponsorship cost was \$230,118.
- (b) With a view to facilitating the logistics sector to meet the requirements of the International Civil Aviation Organization where all consignors not approved by the appropriate authority for aviation security have to be phased out by 30 June 2021, we have engaged the Hong Kong Productivity Council to carry out a feasibility study on the development of the anti-tampering security wrap to ensure the integrity of screened cargo during transportation from off-airport screening facilities to the airport. The estimated cost of the study is \$498,000.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)137**

**(Question Serial No. 1041)**

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 2019-20, the Transport and Housing Bureau (THB) will continue to oversee the progress of the residual dredging works for the Kwai Tsing Container Basin and its approach channels. What are the latest progress of the works, expected completion date of the works and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 19)

Reply:

The THB has been closely monitoring the progress of the dredging project of the Kwai Tsing Container Port Basin and its approach channel. At present, most of the waters of the basin and its approach channel have been dredged to the depth sufficient for safe navigation of new generation of ultra large container ships having maximum design draught of 15.5m at all tides except for a few high spots remaining in the northern part of the basin.

The majority of these high spots are found to be hard rocks requiring drilling by specialised machineries into small gravels before further dredging can be done. This work is conducted by contractors of the Civil Engineering and Development Department within limited windows to avoid affecting the operation of container berth nearby. It is expected that the remaining works would be completed in around mid-2020.

To remove these high spots, a further funding is to be drawn within the Approved Project Estimate of \$488.2 million from Capital Works Reserve Fund in the 2019-20 financial year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)138**

**(Question Serial No. 1065)**

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:

On promoting the development of smart city, will the Government introduce a postcode system to facilitate the digitalisation of postal service and logistics trade? If so, what is the relevant timetable? If not, what measures will the Government put in place to facilitate the development of smart logistics and Internet of Things? What will be the resources required?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 43)

Reply:

As advised by the Commerce and Economic Development Bureau, Hongkong Post has mechanised its postal sorting process. At present, over 99% of local mail and inward airmail items can be delivered respectively on the following working day and within two working days after arrival in Hong Kong. The use of postcodes would not significantly enhance the efficiency of mail delivery. Hongkong Post therefore does not have any plans to introduce postcode system.

Traditionally, logistics is a market-driven sector. Given the wide spectrum of value-added services provided by third-party logistics providers and the varying client demands, there is no one-size-fits-all solution in the adoption of information technology for the logistics sector. We will continue to identify suitable land for the development of value-added and e-commerce-related logistics services. To this end, since 2010, the Government has disposed a total of four sites for logistics development purposes, with the latest one being a site of 3.2 hectares in Tuen Mun Area 49 awarded in May 2018. Logistics service providers may decide on their choice of technological solutions having regard to their own

logistics processes and the business needs of their clients. The Airport Authority Hong Kong has also made available a new site of around 5.3 hectares at Kwo Lo Wan on the airport island for the development of a premium logistics centre. In June 2018, the right to develop and manage the Kwo Lo Wan Centre was awarded to a joint venture led by Cainiao Network (the logistics arm of Alibaba Group). Scheduled to commence operation in 2023, it is expected that the Centre would bring an additional 1.7 million tonnes of air cargo volume at its maximum design capacity and become Alibaba Group's smart logistics hub in Asia.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)139**

**(Question Serial No. 1546)**

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 and the Civil Aviation Administration of the Mainland signed a Memorandum of Understanding on the Air Services Arrangement between the Mainland and the Hong Kong Special Administrative Region on February 19. Will the Government inform this Committee of the following:

1. the ways by which the Government will encourage airlines to enter into intermodal code sharing arrangements; and
2. whether the Government has any information on the roles and duties of the parties concerned and the implementation timetable with respect to the implementation of the above proposal?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 47)

Reply:

To consolidate and further enhance Hong Kong's status as an international aviation hub, the Transport and Housing Bureau signed a Memorandum of Understanding with the Civil Aviation Administration of China in February 2019 to expand the inter-modal code-sharing arrangements between the Mainland and Hong Kong. Designated airlines of both sides may enter into code-sharing arrangements with operators of all types of land transport of all cities in the Mainland, as well as the operators of sea transport between Hong Kong and the Pearl River Delta (PRD) region. Such arrangement will enable travellers to use the same air ticket to connect to various modes of land and sea transport to travel to different cities on the Mainland, thus will significantly expand the service hinterland of our airport into the Mainland. Airlines will plan for their code-sharing arrangements with business partners in accordance with their business strategy and pace.

The Government will continue to facilitate the industry with a view to fully capturing the opportunities brought about by the inter-modal code-sharing operations.

Tapping on the expansions in inter-modal code-sharing arrangements, the Airport Authority Hong Kong (AA) will continue to enhance and develop its intermodal facilities. Hong Kong International Airport (HKIA)'s network to the Mainland has been strengthened by the SkyPier which currently connects the HKIA with nine PRD ports with high-speed ferry services for air-to-sea/sea-to-air transit passengers. The AA has also launched off-airport check-in services at the Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities and the West Kowloon Station which would respectively provide additional convenience to users of the Hong Kong-Zhuhai-Macao Bridge (HZMB) as well as the passengers of the Express Rail Link to use the HKIA in connecting to destinations around the world. On the other hand, the AA has made available upstream check-in services over 15 locations in the PRD area and the coverage of such services will continue to expand in the coming years.

Furthermore, the AA is actively taking forward the Intermodal Transfer Terminal (ITT) project, which will enable the provision of bonded bus service for air-to-bridge/bridge-to-air transfer passengers travelling between the HKIA and Macao/Zhuhai Boundary Crossing Facilities via the HZMB when commissions as targeted in 2022. The ITT is a strategic project which not only reduces the journey time of transfer passengers travelling from Macao and the Western PRD region through the HKIA, but also expands the HKIA's catchment area and enhances its inter-modal connectivity in the PRD region.

Leveraging on the HKIA's advantageous geographical location as a gateway to the Mainland, the AA will continue to strengthen its multi-modal transportation services, striving to offer the HKIA's extensive connectivity to passengers travelling to and from cities throughout the PRD region and beyond.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)140**

**(Question Serial No. 2041)**

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 under the Matters Requiring Special Attention in 2019-20 that the Government will continue to “oversee the construction of the elevated walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O”. In this connection, would the Government advise on:

- (1) the manpower and expenditure involved for the construction works in 2018-19; and
- (2) the latest progress of constructions works of the elevated walkway and the expected date of completion for commissioning?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 18)

Reply:

- (1) We have been deploying existing staff resources in the Transport Branch of this Bureau to oversee the construction of the "Elevated Walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O" project since the works commenced in December 2016, as part of their normal duties. There is no separate breakdown of manpower and associated expenditure for this particular task.
- (2) The project is progressing on schedule. It is anticipated that the project will be completed in the third quarter of 2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)141****(Question Serial No. 1239)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport Services  
(4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) sets up the Emergency Transport Co-ordination Centre (ETCC) to handle planned or unplanned event, implement special traffic and transport arrangement, liaise with public transport institutions and disseminate traffic and transport information to the public. ETCC operates 24 hours daily with a Three-Tier Response System depending on the scale and severity of the incident. As such:

1. Please provide in the following table, from 2013-14 to 2018-19 (up to 31 December 2018), the numbers of ETCC Tier Two and Tier Three Operations.

Year	No. of Tier Two Operation	No. of Tier Three Operation
2013-14		
2014-15		
2015-16		
2016-17		
2017-18		
2018-19 (up to 31 December 2018)		

2. Please advise the average extra financial resource incurred when the Government escalated ETCC operation from Tier One to Tier Two or Tier Three Response.
3. Please list in the following table, from 2013-14 to 2018-19 (up to 31 December 2018), the dates and types of incidents of each ETCC Tier Three Operation:

Date	Incident details/reason for activation of ETCC Tier Three Operation	Type of Incident (Emergency Incident/Planned Event)

4. At present, ETCC operates with a three-tier mode according to the scale and severity of the incident. Will the Government advise on the indicators, guidelines and procedures to decide the mode of operation?

Asked by: Hon AU Nok-hin (LegCo internal reference no.: 18)

Reply:

1. The numbers of Tier Two and Tier Three Operations of the TD's ETCC from 2013-14 to 2018-19 (up to 31 December 2018) are tabulated as follows:

Year	No. of Tier Two Operation	No. of Tier Three Operation
2013-14	3	7
2014-15	13	4
2015-16	12	7
2016-17	10	18
2017-18	16	12
2018-19 (up to 31 December 2018)	7	22

2. The operation of ETCC is undertaken by the TD's existing staff as part of their regular duties and the costs of ETCC operations are absorbed by the TD's existing resources. No additional expenses are involved.
3. The dates and types of incidents of each ETCC Tier Three Operation from 2013-14 to 2018-19 (up to 31 December 2018) are tabulated as follows:

Date	Incident details/reason for activation of ETCC Tier Three Operation	Type of Incident (Emergency Incident / Planned Event)
1 July 2013	Public procession	Planned event
2 September 2013	New school year	Planned event
16 December 2013	Service disruption of MTR Tseung Kwan O Line Extension	Unplanned event
1 January 2014	Public procession	Planned event
29 January 2014	Taxi trade procession	Planned event
15 February 2014	Hong Kong Marathon	Planned event
18 February 2014	Electricity suspension of MTR East Rail Line	Unplanned event
1 July 2014	Public procession	Planned event
28 September to 15 December 2014	Occupy Central Movement	Unplanned event
25 January 2015	Hong Kong Marathon	Planned event
1 February 2015	Public procession	Planned event
14 June 2015	Public procession	Planned event
17 and 18 June 2015	Public procession	Planned event



<b>Date</b>	<b>Incident details/reason for activation of ETCC Tier Three Operation</b>	<b>Type of Incident (Emergency Incident / Planned Event)</b>
1 July 2015	Public procession	Planned event
28 September 2015	Public event	Planned event
10 October 2015	Hong Kong Cyclothon	Planned event
17 January 2016	Hong Kong Marathon	Planned event
17 to 19 May 2016	Visit of the Chairman of the Standing Committee of the National People's Congress, Zhang Dejiang, to Hong Kong	Planned event
1 July 2016	Public procession	Planned event
18 July 2016	Closure of Wui Man Road	Planned event
6 August 2016	Take-over of Eastern Harbour Crossing	Planned event
21 and 22 August 2016	Emergency repairing of Lion Rock Tunnel	Planned event
11 September 2016	Emergency repairing of Lion Rock Tunnel	Planned event
11 to 12 September 2016	MTR Shatin-Central Link construction works	Planned event
25 September 2016	Hong Kong Cyclothon	Planned event
8 and 9 October 2016	FIA Formula E Hong Kong E-Prix	Planned event
1 January 2017	Public procession	Planned event
12 February 2017	Hong Kong Marathon	Planned event
20 March 2017	Public petition	Planned event
26 March 2017	2017 Chief Executive Election	Planned event
29 June to 1 July 2017	20 <sup>th</sup> Anniversary of the Establishment of the Hong Kong Special Administrative Region	Planned event
1, 4 and 5 September 2017	New school year	Planned event
1 October 2017	Public procession	Planned event
8 October 2017	Hong Kong Cyclothon	Planned event
12 November 2017	Shatin Cycle Racing	Planned event
2 and 3 December 2017	FIA Formula E Hong Kong E-Prix	Planned event
21 January 2018	Hong Kong Marathon	Planned event
1 July 2018	Public procession	Planned event
3 September 2018	New school year	Planned event
15 to 22 September 2018	Super typhoon Mangkhut	Unplanned event
23 and 24 September 2018	Commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	Planned event
28 to 30 September 2018	Trial run of Hong Kong-Zhuhai-Macao Bridge	Planned event
14 October 2018	Hong Kong Cyclothon	Planned event
24 to 29 October, 3,4,10,11, 17 and 18 November 2018	Commissioning of Hong Kong-Zhuhai-Macao Bridge	Planned event

<b>Date</b>	<b>Incident details/reason for activation of ETCC Tier Three Operation</b>	<b>Type of Incident (Emergency Incident / Planned Event)</b>
9 December 2018	Hong Kong Island 10-km running competition	Planned event

4. ETCC monitors and handles traffic and transport incidents on a 24-hour basis. Its mode of operation will be escalated from Tier One to Tier Two or Tier Three having regard to the scale and severity of the planned events or unplanned traffic and transport incidents, assessment of which are based on incident locations, length of traffic queues, spread of traffic congestion, estimated duration of traffic and transport service disruption and number of public transport passengers affected, etc.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)142****(Question Serial No. 1250)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

1. One of the main tasks of the Transport Department (TD) is to arrange road tests for drivers of various transport modes. Our office receives views claiming that, after the New Kwun Tong Driving School comes into operation, the four designated driving schools (DDSs) in Hong Kong will be operated under the same company group in a monopolised market. Hence, it is worried that the gap of the road test waiting time and passing rate between the general application and DDSs will be widened and causing further unfairness. Would the Government compare the average waiting time of road tests (Part C) of private cars (PCs), motor cycles (MCs), light goods vehicles (LGVs) and other transport modes of the general application and DDSs of 2018-19 in the following table by taking reference of "Waiting Time of Driving Tests" provided by the TD:

(<https://eapps2.td.gov.hk/repos/td-es-app517/WaitingTimeExtPreview.do?language=zh>)

	PC		MC		LGV		Other Transport Modes	
	General Application	DDSs	General Application	DDSs	General Application	DDSs	General Application	DDSs
2018-19 Average Waiting Time								

2. In 2018-19, what are the passing rates of Part C road test for general application and driving schools respectively?

	PC		MC		LGV		Other Transport Modes	
	General Application	DDSs	General Application	DDSs	General Application	DDSs	General Application	DDSs
Passing rate								

3. How will the TD assess the change in driving training market after all the four DDSs are operated under the same company group in a monopolised market? How will the TD ensure consistency, fairness and justice in conducting road tests?
4. What are the reasons for the difference in the road test waiting time for the general applications and DDS?
5. It is learned that after all the four DDSs are operated under the same company group in an exclusive market, the MC Part B mandatory test must be conducted in DDSs. Why does the TD disallow the public to take the MC Part B mandatory test through an open application?
6. In the past five years, how many complaints against the results of road tests were received? How many cases were ruled in favour of the candidates?
7. There are companies in the market using computer scripts to apply for repeater early test appointment service. Has the Department assessed to what extent such activities have increased the difficulty for the general applicant to apply for the tests?

Asked by: Hon AU Nok-hin (LegCo internal reference no.: 45)

Reply:

1. & 4.

The Government adopts a “two-pronged approach” for driver training in view of the traffic situation in Hong Kong. On the one hand, we promote off-street driver training through the establishment of DDSs to reduce traffic congestion caused by on-street driver training. On the other hand, we maintain adequate supply of private driving instructors (PDIs) for on-street driver training provided that such activities will not aggravate the traffic situation or cause road safety concerns. Under this policy, the TD has been sourcing suitable sites for setting up DDSs. At present, there are two types of DDSs: DDSs set up on Government short term tenancy (STT) sites, and DDSs on sites provided by the operators on their own. For the former, their tenders were awarded through competitive bidding based on the highest rental proposal with the mandatory requirements being met. The practice of competitive tendering in acquiring Government STT site for designation of DDS is well-established, transparent and fair. All tenderers were assessed on a level playing field. For the latter, the Government welcomes application from any operator who can provide the sites on their own to operate DDS provided that all the pre-requisite requirements are met. The present market of driver training is open to all potential participants.

The average waiting time for conducting combined road test and Part C road test in respect of different vehicle classes in 2018-19 (up to end January), with breakdowns of applications from candidates learning with PDIs and DDSs are set out in the table below :

(a) Non-commercial Vehicles

Test Type	PC (Combined)		LGV (Combined)		PC (Part C)		MC (Part C)		LGV (Part C)	
	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS
Average Waiting time (days)	250	250	260	249	91	245	262	227	101	245

(b) Commercial Vehicles <sup>Note 1</sup>

Test Type	Medium Goods Vehicle (MGV)		Heavy Goods Vehicle (HGV)		Articulated Vehicle (AV)		Private Light Bus/ Public Light Bus (PLB)		Private Bus/ Public Bus (PB)	
	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS
Average Waiting time (days)	67	64	68	NA <sup>Note 2</sup>	57	59	50	NA <sup>Note 2</sup>	66	63

Note 1: There is no definition of “commercial vehicles” in existing legislation. For the purpose of classifying driving licences, taxis, MGVs, HGVs, private light buses and PLBs, private buses and PBs, franchised buses, AVs and special purpose vehicles are generally regarded as “commercial vehicles”.

Note 2: There was no road test of HGV and Private Light Bus/ PLB held in the DDS sector as the relevant driving training is available in PDI sector only.

Generally speaking, the average waiting time of PC and LGV combined tests, MC Part C road tests and road tests for other commercial vehicles in the PDI and DDS sector were similar. The average waiting time of PC and LGV Part C road tests in PDI sector is significantly shorter than that in DDS sector because such demand for PDI sector is lower. The PC and LGV Part C road tests for PDI sector only cater for driving test candidates who have failed in the road test, whilst for DDS driving test candidates include both first-time and repeated candidates.

2.

The passing rate of candidates trained by PDI and DDS in respect of the Part C road test for various vehicles types in 2018 are tabulated below:

Vehicle Types	Passing rate in the PDI sector	Passing rate in the DDS sector
PC	28.6%	36.6%
LGV	23.1%	25.8%
MC	40.1%	41.4%

Vehicle Types	Passing rate in the PDI sector	Passing rate in the DDS sector
MGV	34.6%	44.0%
HGV	28.9%	N.A.
Private Bus /PB	42.8%	38.5%
Private light bus /PLB	29.7%	N.A.
AV	39.0%	53.8%

3.

The present market for driver training is open to all potential participants. Learner drivers are free to choose between receiving driver training either at DDSs or from a PDI. In the past three years, over 70% of candidates taking the TD's driving tests received their training from PDIs. All driving tests are conducted by Driving Examiners of the TD regardless of whether the driving tests are conducted at DDS or other driving test centres. The standard and requirements of tests imposed by the TD for all candidates are the same.

5.

According to the Road Traffic (Driving Licences) Regulations (Cap. 374B), Part B of a MC driving test shall comprise a basic driving skill test conducted in a DDS. Candidates must pass this competence test before applying for a road test. This aims to ensure that candidates are properly trained in well-equipped off-road facilities and be competent enough to ride a MC before they are allowed for driving practices on roads. This mandatory requirement would ensure road safety as new MC learners are more prone to losing balance. Any company which has the pre-requisite off-road facilities can apply to operate as a DDS to provide MC training course.

6.

If a candidate is not satisfied with the driving test results, he/she can lodge a complaint to the TD, which will be handled by more senior driving examiners. If he/she is still not satisfied with the decision, he/she may apply for a review by an independent Transport Tribunal in accordance with Regulation 45 of the Road Traffic (Driving Licence) Regulations (Cap. 374B). The number of complaint cases against road test results and the ruling in the past five years are tabulated as follows:

Year	2014	2015	2016	2017	2018
No. of complaint cases against test results	260	249	231	192	205
No. of cases ruled in favour of the candidate	0	1	1	0	1

7.

In combating the use of computer scripts for the booking of the early repeater driving test slots via its online booking system for their clients, the TD has implemented a series of

enhancement measures over the past years to alleviate the situation. Such measures include (i) adding a verification code on the reservation page to ensure the applications are made by manual input; (ii) upgrading internet security to block computer script from skipping essential steps on the reservation pages; and (iii) using software to ensure that the online booking system would only process applications made by manual entries. After the implementation of the enhancement measures, the suspected applications were effectively blocked and no reservation made by the computer scripts was identified in recent months. The TD will continue to closely monitor the operation of early repeater driving test booking system and enhance the internet security of the system where necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)143**

**(Question Serial No. 0991)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local traffic conditions, will the Government advise this Committee, in the past three years:

1. the design capacities and peak-hour utilisation of the ten strategic routes in Hong Kong;
2. the change in traffic flow following the commissioning of the Central-Wan Chai Bypass;
3. the design capacities and peak-hour utilisation of various tunnels in Hong Kong;
4. the casualties involved in traffic accidents;
5. the average daily patronage of various public transport modes and their respective ratios;
6. the toll levels and operational expenditures of various tunnels; and
7. the utilisation rates of the Autotoll system of various tunnels.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 54)

Reply:

1. The design capacities and peak-hour utilisation rates of the strategic routes in Hong Kong in the past three years are in Annex 1.
2. The Central-Wan Chai Bypass (CWB) was fully commissioned on 24 February 2019. The average daily number of vehicles using CWB during weekdays is about 53 000 and the observed traffic conditions at Connaught Road Central, Harcourt Road and Gloucester Road have improved. As it is now still at an early stage since the full commissioning of CWB, the traffic conditions have not yet stabilised and the Transport Department will continue to monitor the traffic situation and collect traffic data for further assessment.



3. The design capacities and peak-hour utilisation rates of various tunnels in the past three years are in Annex 2.
4. The total numbers of casualties involved in traffic accidents in the past three years are as follows:

<b>Year</b>	<b>Total number of casualties involved in traffic accidents</b>
2016	20 132
2017	19 888
2018	19 637

5. The average daily public transport passenger journeys from 2016 to 2018 are provided in Annex 3.
6. The toll levels and operating costs of various tunnels are in Annex 4.
7. The usage of Autotoll of various tunnels from 2016 to 2018 is provided in the table below:

<b>Toll Tunnels</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Aberdeen Tunnel	55%	51%	53%
Cross-Harbour Tunnel	43%	41%	42%
Eastern Harbour Crossing	49%	50%	51%
Tate's Cairn Tunnel	55%	55%	55%
Lion Rock Tunnel	46%	45%	46%
Shing Mun Tunnels	43%	42%	42%
Tseung Kwan O Tunnel	47%	47%	47%
Route 8K (Eagle's Nest Tunnel and Sha Tin Heights Tunnel)	51%	51%	49%
Western Harbour Crossing	55%	56%	55%
Tai Lam Tunnel	56%	57%	56%

Design capacity and peak-hour utilisation rate of strategic routes

Road Section	Strategic Route <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
				2015	2016	2017
<b>Hong Kong</b>						
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	9 450	0.6	0.7	0.6
<b>Kowloon</b>						
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	4 700	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	4 700	0.6	0.6	0.7
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	4 700	0.8	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	3 000	0.9	0.9	0.9

Road Section	Strategic Route <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
				2015	2016	2017
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	4 700	0.9	0.8	0.9
<b>New Territories East</b>						
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	6 300	0.9	0.9	1.0
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	4 700	0.4	0.5	0.5
<b>New Territories West</b>						
Ting Kau Bridge	3	Southbound	4 700	1.1	1.0	1.0
Nam Wan Tunnel	8	Eastbound	4 700	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	6 300	1.0	0.9	0.9

Road Section	Strategic Route <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
				2015	2016	2017
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge) <sup>3</sup>	10	Northbound	3 000	-	-	0.2

### Notes

- <sup>1</sup> The utilisation rate for Route 6 is not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning.
- <sup>2</sup> The utilisation rate refers to the ratio of traffic volume to design capacity at the morning peak hour (i.e. the busiest one hour from 7:00 am to 10:00 am on weekdays). The traffic volume statistics in the Annual Traffic Census are currently available up to 2017.
- <sup>3</sup> Since no peak-hour traffic flow data are available in the Annual Traffic Census 2015 and 2016, the corresponding utilisation rate cannot be compiled for Kong Sham Western Highway. The utilisation rate for 2017 was compiled based on individual traffic surveys.

Design capacity and peak-hour utilisation rate of various tunnels

Tunnel	Direction	Design Capacity (vehicles/hour)	Utilisation Rates <sup>1</sup>		
			2016	2017	2018
Aberdeen Tunnel	Northbound	2 600	0.6	0.6	0.6
	Southbound	2 600	0.7	0.7	0.7
Cross-Harbour Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.1	1.1	1.1
Eastern Harbour Crossing	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Western Harbour Crossing	Northbound	4 200	0.6	0.6	0.6
	Southbound	4 200	0.6	0.6	0.6
Lion Rock Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Tate's Cairn Tunnel	Northbound	2 600	0.8	0.8	0.9
	Southbound	2 600	0.8	0.9	0.9
Tseung Kwan O Tunnel	Westbound	2 600	1.0	1.0	1.0
	Eastbound	2 600	1.0	1.1	1.1
Eagle's Nest Tunnel & Shatin Heights Tunnel	Northbound	4 700	0.4	0.4	0.5
	Southbound	4 700	0.5	0.5	0.5
Shing Mun Tunnels	Westbound	2 600	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.7
Tai Lam Tunnel	Northbound	4 700	0.4	0.4	0.4
	Southbound	4 700	0.5	0.5	0.5

Note

- <sup>1</sup> The utilisation rate refers to the ratio of traffic volume at peak hours (i.e. the average hourly traffic volume from 7:00 a.m. to 10:00 a.m. and from 5:00 p.m. to 8:00 p.m. on weekdays) to tunnel design capacity, based on the data compiled by tunnel operators.

## Average Daily Public Transport Passenger Journeys from 2016 to 2018

	<b>Franchised Buses ('000)</b>	<b>Mass Transit Railway ('000)</b>	<b>Hongkong Tramways ('000)</b>	<b>Public Light Buses ('000)</b>	<b>Ferries<sup>2</sup> ('000)</b>	<b>Taxis ('000)</b>	<b>Residents' Services ('000)</b>	<b>MTR Buses (Northwest New Territories) ('000)</b>	<b>Total ('000)</b>
<b>2016</b>	3 957.4 (31.4%)	5 186.8 (41.2%)	176.9 (1.4%)	1 834.6 (14.6%)	130.8 (1.0%)	933.1 (7.4%)	234.1 (1.9%)	137.7 (1.1%)	12 591.5 (100.0%)
<b>2017</b>	3 966.5 (31.3%)	5 340.5 (42.1%)	172.1 (1.4%)	1 814.8 (14.3%)	128.2 (1.0%)	898.0 (7.1%)	231.6 (1.8%)	139.0 (1.1%)	12 690.8 (100.0%)
<b>2018</b>	4 054.3 (31.5%)	5 461.6 (42.4%)	164.7 (1.3%)	1 810.8 <sup>1</sup> (14.1%)	127.3 (1.0%)	889.2 <sup>1</sup> (6.9%)	224.9 <sup>1</sup> (1.7%)	139.8 (1.1%)	12 872.6 (100.0%)

Notes

- <sup>1</sup> Provisional Figures
- <sup>2</sup> Excluding patronage figures of the special ferry service for Joss House Bay.
- <sup>3</sup> Figures in brackets denote percentage share of all public transport modes.

## Current toll levels of various tunnels

Vehicle type	Cross-Harbour Tunnel	Eastern Harbour Crossing	Aberdeen Tunnel	Lion Rock Tunnel	Shing Mun Tunnels	Tseung Kwan O Tunnel	Route 8K <sup>1</sup>	Tai Lam Tunnel	Western Harbour Crossing	Tate's Cairn Tunnel
Motor cycles, motor tricycles	\$8	\$13						\$22 <sup>3</sup>	\$25 <sup>3</sup>	\$15
Private cars	\$20	\$25						\$48 <sup>3</sup>	\$70 <sup>3</sup>	\$20
Taxis	\$10	\$25 / \$15 <sup>2</sup>						\$48 <sup>3</sup>	\$65 <sup>3</sup>	\$20
Public light buses	\$10	\$38						\$100 <sup>3</sup>	\$80 <sup>3</sup>	\$23
Private light buses	\$10	\$38						\$100 <sup>3</sup>	\$80 <sup>3</sup>	\$24
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38						\$49 <sup>3</sup>	\$80 <sup>3</sup>	\$24
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$20	\$50	\$5 <sup>4</sup> (Flat toll)	\$8 <sup>4</sup> (Flat toll)	\$5 <sup>4</sup> (Flat toll)	\$3 <sup>4</sup> (Flat toll)	\$8 <sup>4</sup> (Flat toll)	\$55 <sup>3</sup>	\$105 <sup>3</sup>	\$28
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75						\$60 <sup>3</sup>	\$135 <sup>3</sup>	\$28
Public and private single-decked buses	\$10 <sup>4</sup>	\$50 <sup>4</sup>						\$143 <sup>3</sup>	\$130 <sup>3</sup>	\$32 <sup>4</sup>
Public and private double-decked buses	\$15 <sup>4</sup>	\$75 <sup>4</sup>						\$168 <sup>3</sup>	\$185 <sup>3</sup>	\$35 <sup>4</sup>
Each additional axle in excess of two	\$10	\$25						Free of charge <sup>3</sup>	\$30 <sup>3</sup>	\$24

## Notes

- <sup>1</sup> Eagle's Nest Tunnel forms part of Route 8K.
- <sup>2</sup> Toll level for taxis without passengers is \$15 and the tolls are settled at toll booths other than Autotoll booths.

<sup>3</sup> Concessionary tolls in effect until further notice.

<sup>4</sup> Except franchised buses which are waived from tolls for using government tolled tunnels with effect from 17 February 2019.

Operating costs of Government tolled tunnels from 2016 to 2018

<b>Tunnel<sup>1</sup></b>	<b>2017-18 (\$ million)</b>	<b>2016-17 (\$ million)</b>	<b>2015-16 (\$ million)</b>
Cross-Harbour Tunnel <sup>2</sup>	79	70	63
Eastern Harbour Crossing <sup>2,3</sup>	103	67	-
Aberdeen Tunnel <sup>4</sup>	80	77	71
Lion Rock Tunnel <sup>4</sup>	70	75	69
Shing Mun Tunnels <sup>4</sup>	67	67	65
Tseung Kwan O Tunnels <sup>4</sup>	56	55	53
Route 8K <sup>4,5</sup>	271	300	271

Notes

- <sup>1</sup> Tai Lam Tunnel, Western Harbour Crossing and Tate's Cairn Tunnel are not included, as they are "Build-Operate-Transfer" projects which are owned and operated by the respective franchisees during the period. Tate's Cairn Tunnel was subsequently reverted to Government ownership on 11 July 2018 upon expiry of the "Build-Operate-Transfer" franchise.
- <sup>2</sup> Eastern Harbour Crossing and Cross-Harbour Tunnel were "Build-Operate-Transfer" projects. The capital cost of Eastern Harbour Crossing and Cross-Harbour Tunnel were not contributed by the Government. The figures provided in the above table represent the management fee paid to the contractors for the year concerned.
- <sup>3</sup> Eastern Harbour Crossing reverted to Government ownership on 7 August 2016, upon expiry of the "Build-Operate-Transfer" franchise.
- <sup>4</sup> These tunnels were constructed by the Government. The operating costs have taken into account the depreciation charges of the capital costs of the tunnels for the years concerned.
- <sup>5</sup> The operating costs cover all related infrastructure for the section of Route 8 between Shatin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel and Sha Tin Heights Tunnel.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)144**

**(Question Serial No. 1388)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters relating to bicycle in Hong Kong, will the Government inform this Committee of:

1. the numbers of complaints about bicycles received by government departments and among them, the numbers of complaints about "bicycle-sharing";
2. the total number of clearance operations against illegally parked bicycles, the total number of bicycles confiscated and among them, the number of those which were "shared bicycles";
3. the numbers of accidents involving bicycles in the past three years;
4. the numbers of bicycle parking spaces currently provided in various districts; and
5. the progress of the work in improving existing cycle tracks and associated facilities in nine new towns in the New Territories.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 35)

Reply:

1. In 2018, the Government received 3 579 complaints relating to bicycles via the 1823 Call Centre. Among these complaints, 957 were related to dockless automated bicycle rental service.
2. In 2018, the Government conducted 403 joint clearance operations against illegally parked bicycles. A total of 14 047 bicycles were removed, of which 3 898 were dockless automated rental bicycles.
3. The numbers of traffic accidents involving bicycles in 2016, 2017 and 2018 were 2 087, 1 917 and 1 804 respectively.
4. The numbers of public bicycle parking spaces as at December 2018 are tabulated in Annex.

5. Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works.

## Number of Existing Bicycle Parking Spaces by Districts (as at December 2018)

District	Bicycle parking spaces
Central & Western	40
Wan Chai	8
Eastern	44
Southern	13
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 639
North	6 503
Sai Kung	5 763
Sha Tin	12 368
Tai Po	6 472
Tsuen Wan	113
Tuen Mun	7 016
Yuen Long	15 333
<b>Total</b>	<b>60 575</b>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)145****(Question Serial No. 0365)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the measure to increase the seating capacity of public light buses (PLBs) to 19, please advise on the following:

- (1) What is the number of PLBs which have the seating capacity increased to 19 across the territory?
- (2) Please list out the distribution of the above PLBs in the 18 districts in Hong Kong.
- (3) Have the operators of the above PLBs which have the seating capacity increased applied for fare increase in the past year, or will they apply for fare increase in the coming year? If yes, please list out the routes involved, the rates of fare increase applied for, as well as the results of the Transport Department (TD)'s assessment of the fare increase applications.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 1)

Reply:

- (1) The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs. Among these 949 19-seat PLBs registered, 799 are green minibuses (GMBs) deployed on 270 GMB routes, and 150 are red minibuses (RMBs).
- (2) The distribution of the 799 19-seat PLBs deployed on 270 GMB routes in the 18 districts in Hong Kong is tabulated below:

District		Number of 19-seat PLBs deployed on GMB routes of the district (Note)
<b>Hong Kong Island</b>		
1.	Central & Western	88
2.	Eastern	29
3.	Southern	109

District		Number of 19-seat PLBs deployed on GMB routes of the district (Note)
4.	Wan Chai	122
<b><u>Kowloon</u></b>		
5.	Kowloon City	115
6.	Kwun Tong	104
7.	Sham Shui Po	57
8.	Yau Tsim Mong	152
9.	Wong Tai Sin	127
<b><u>New Territories</u></b>		
10.	Islands	0
11.	Kwai Tsing	85
12.	North	95
13.	Sai Kung	88
14.	Sha Tin	100
15.	Tai Po	47
16.	Tsuen Wan	87
17.	Tuen Mun	64
18.	Yuen Long	99

Note: For GMB routes with origins and destinations in different districts, the number of 19-seat PLBs would be counted in both the origin and destination district. Therefore, the sum of the number of 19-seat PLBs in all districts may be greater than the total number of 19-seat GMBs in the territory.

As RMBs are not required to operate on fixed routes or timetable, the TD does not maintain the figures on the distribution of the 19-seat RMBs in the 18 districts in Hong Kong.

- (3) In assessing the fare adjustment applications from GMB operators, the TD will carefully take into account various relevant factors, in accordance with established procedures. These factors include (i) the financial position of the GMB service concerned, including the operating cost and revenue; (ii) the service quality and service improvement plan; (iii) the availability of other public transport services with similar routing and their respective fares; and (iv) the public acceptability on the proposed rate of fare increase, etc. The GMB operators which have the seating capacity increased and which applied for fare increase in 2018-19 are tabulated below:

GMB route		Fare adjustment applied for	Result
1.	Hong Kong Island (HKI) 1	To increase by 9.6%	Being processed
2.	HKI 1A	To increase by 9.6%	Being processed
3.	HKI 2	To increase by 9.6%	Being processed
4.	HKI 3	To increase by 9.6%	Being processed
5.	HKI 3A	To increase by 9.6%	Being processed
6.	HKI 14M	To increase by 17.6%	Being processed
7.	HKI 21A	To increase by 17.6%	Being processed
8.	HKI 21M	To increase by 17.6%	Being processed
9.	HKI 24A	To increase by 17.2%	Being processed

GMB route		Fare adjustment applied for	Result
10	HKI 24M	To increase by 17.2%	Being processed
11.	HKI 25	To increase by 17.2%	Being processed
12.	HKI 28	To increase by 9.6%	Being processed
13.	HKI 32	To increase by 21.2%	To be increased by 8.4%
14.	HKI 32A	To increase by 21.2%	To be increased by 8.4%
15.	HKI 33	To increase by 21.2%	To be increased by 8.4%
16.	HKI 33M	To increase by 21.2%	To be increased by 8.4%
17.	HKI 43M	To increase by 29.6%	Being processed
18.	HKI 44M	To increase by 29.6%	Being processed
19.	HKI 47M	To increase by 28.6%	Being processed
20.	HKI 48M	To increase by 28.6%	Being processed
21.	HKI 51	To increase by 18.2%	To be increased by 5.8%
22.	HKI 51S	To increase by 18.2%	To be increased by 5.8%
23.	HKI 52	To increase by 15.5%	Being processed
24.	HKI 58	To increase by 30.0%	Being processed
25.	HKI 59	To increase by 30.0%	Being processed
26.	HKI 66	To increase by 17.1%	Being processed
27.	HKI 68	To increase by 17.1%	Being processed
28.	HKI 69	To increase by 21.3%	To be increased by 4.3%
29.	Kowloon (Kln) 16	To increase by 12.0%	Being processed
30.	Kln 22M	To increase by 5.4%	Being processed
31.	Kln 46	To increase by 6.6%	Being processed
32.	Kln 72	To increase by 11.9%	Being processed
33.	Kln 86	To increase by 11.7%	Being processed
34.	Kln 89A	To increase by 25.5%	Being processed
35.	Kln 89B	To increase by 25.5%	Being processed
36.	New Territories (NT) 11	To increase by 17.1%	To be increased by 5.9%
37.	NT 11A	To increase by 17.1%	To be increased by 5.9%
38.	NT 11M	To increase by 17.1%	To be increased by 5.9%
39.	NT 12	To increase by 17.1%	To be increased by 5.9%
40.	NT 19S	To increase by 7.9%	Being processed
41.	NT 25K	To increase by 7.0%	To be increased by 7.0%
42.	NT 52A	To increase by 25.8%	To be increased by 4.9%
43.	NT 52K	To increase by 25.8%	To be increased by 4.9%
44.	NT 54A	To increase by 25.2%	To be increased by 6.0%
45.	NT 54K	To increase by 25.2%	To be increased by 6.0%
46.	NT 55K	To increase by 13.6%	To be increased by 7.4%
47.	NT 56A	To increase by 13.6%	To be increased by 7.4%
48.	NT 56K	To increase by 13.6%	To be increased by 7.4%
49.	NT 63K	To increase by 20.0%	To be increased by 12.0%
50.	NT 63S	To increase by 20.0%	To be increased by 12.0%
51.	NT 64K	To increase by 20.0%	To be increased by 12.0%
52.	NT 65K	To increase by 32.7%	To be increased by 15.1%
53.	NT 65A	To increase by 32.7%	To be increased by 15.1%
54.	NT 81	To increase by 27.6%	To be increased by 8.4%

GMB route		Fare adjustment applied for	Result
55.	NT 81M	To increase by 27.6%	To be increased by 8.4%
56.	NT 82	To increase by 27.6%	To be increased by 8.4%
57.	NT 82M	To increase by 27.6%	To be increased by 8.4%
58.	NT 89	To increase by 21.0%	To be increased by 6.3%
59.	NT 89M	To increase by 21.0%	To be increased by 6.3%
60.	NT 98	To increase by 21.0%	To be increased by 6.3%
61.	NT 108A	To increase by 7.9%	Being processed
62.	NT 808	To increase by 11.5%	To be increased by 6.3%
63.	NT 809K	To increase by 11.5%	To be increased by 6.3%
64.	NT 814	To increase by 11.0%	To be increased by 9.0%

The TD does not have information on whether GMB operators will apply for fare increase in 2019-20.

As the fare level of RMBs are not regulated, the TD does not have the information on the fare increase of the 19-seat RMBs in the 18 districts in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)146****(Question Serial No. 0366)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please set out the passenger reward measures offered by each franchised bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved over the past year.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 4)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 a pre-set threshold (updated from 9.7% to 8.7% on 8 January 2019) 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 2018 are as follows:

<b>Fare concession scheme</b>	<b>Amount used (\$ million)</b>	<b>Number of beneficiaries (million, in term of passenger trips)</b>
<b>The Kowloon Motor Bus Company (1933) Limited</b> 1. free ride for the elderly on the Senior Citizen's Day on 18 November 2018	<b>0.7</b>	<b>0.4</b>



Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in term of passenger trips)
<p><b>Long Win Bus Company Limited</b></p> <ol style="list-style-type: none"> <li>concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff; and</li> <li>same day return discounts on “Airbus Services” with forward trip on “North Lantau External Services” between 1 October 2017 and 30 June 2018*.</li> </ol>	<b>0.2</b>	<b>0.02</b>
<p><b>Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)</b></p> <ol style="list-style-type: none"> <li>\$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</li> <li>free ride for the elderly on the Senior Citizen’s Day on 18 November 2018.</li> </ol>	<b>1.1</b>	<b>1.0</b>
<p><b>New World First Bus Services Limited</b></p> <ol style="list-style-type: none"> <li>free ride for the elderly on the Senior Citizen’s Day on 18 November 2018</li> </ol>	<b>0.1</b>	<b>0.06</b>
<p><b>Citybus Limited (Franchise for Airport and North Lantau Bus Network)</b></p> <ol style="list-style-type: none"> <li>same day return discounts on “Airbus Services” routes;</li> <li>concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff and staff of the Hong Kong Port of the Hong Kong – Zhuhai – Macao Bridge;</li> <li>concession on prepaid tickets on “Airbus Services” routes; and</li> <li>free ride for the elderly on the Senior Citizen’s Day on 18 November 2018.</li> </ol>	<b>39.7</b>	<b>3.4</b>

\* The concession period of this time-limited fare concession started in 2017. The figures on the amount used and number of beneficiaries in the table cover only that from 1 January 2018.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)147****(Question Serial No. 0367)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the Transport Department (TD)'s handling of fare increase of green minibuses (GMBs) in the past year. Please provide the information using the table below.

GMB route	Application date	Fare adjustment applied for	Result	Average daily patronage of the respective route

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 5)Reply:

The latest situation on fare adjustment applications of GMB routes received by the TD in 2018-19 are as follows:

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
1.	Hong Kong Island (HKI) 51	April 2018	To increase by 18.2%	To be increased by 5.8%	17 000
2.	HKI 51A	April 2018	To increase by 18.2%	To be increased by 5.8%	
3.	HKI 51S	April 2018	To increase by 18.2%	To be increased by 5.8%	
4.	HKI 52	April 2018	To increase by 15.5%	Being processed	6 800
5.	HKI 69	April 2018	To increase by 21.3%	To be increased by 4.3%	7 600
6.	HKI 69A	April 2018	To increase by 21.3%	To be increased by 3.8%	
7.	HKI 69X	April 2018	To increase by 21.3%	To be increased by 4.0%	
8.	Kowloon (Kln) 9M	April 2018	To increase by 25.0%	Being processed	6 000

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
9.	Kln 71A	May 2018	To increase by 12.5%	Being processed	13 900
10.	Kln 71B	May 2018	To increase by 12.5%	Being processed	
11.	New Territories (NT) 55K	May 2018	To increase by 13.6%	To be increased by 7.4%	21 800
12.	NT 56A	May 2018	To increase by 13.6%	To be increased by 7.4%	
13.	NT 56B	May 2018	To increase by 13.6%	To be increased by 7.4%	
14.	NT 56C	May 2018	To increase by 13.6%	To be increased by 7.4%	
15.	NT 56K	May 2018	To increase by 13.6%	To be increased by 7.4%	
16.	NT 301	May 2018	To increase by 14.9%	To be increased by 5.7%	
17.	NT 301M	May 2018	To increase by 14.9%	To be increased by 5.7%	
18.	NT 302	May 2018	To increase by 14.9%	To be increased by 5.7%	7 900
19.	NT 81	June 2018	To increase by 27.6%	To be increased by 8.4%	
20.	NT 81M	June 2018	To increase by 27.6%	To be increased by 8.4%	
21.	NT 82	June 2018	To increase by 27.6%	To be increased by 8.4%	8 400
22.	NT 82M	June 2018	To increase by 27.6%	To be increased by 8.4%	
23.	NT 89	June 2018	To increase by 21.0%	To be increased by 6.3%	
24.	NT 89A	June 2018	To increase by 21.0%	To be increased by 6.3%	
25.	NT 89B	June 2018	To increase by 21.0%	To be increased by 6.3%	
26.	NT 89M	June 2018	To increase by 21.0%	To be increased by 6.3%	
27.	NT 89P	June 2018	To increase by 21.0%	To be increased by 6.3%	
28.	NT 89S	June 2018	To increase by 21.0%	To be increased by 6.3%	30 300
29.	NT 98	June 2018	To increase by 21.0%	To be increased by 6.3%	
30.	NT 112A	June 2018	To increase by 8.4%	To be increased by 7.3%	
31.	NT 112M	June 2018	To increase by 8.4%	To be increased by 7.3%	3 700
32.	NT 112S	June 2018	To increase by 8.4%	To be increased by 7.3%	
33.	Kln 16	June 2018	To increase by 12.0%	Being processed	
34.	Kln 16A	June 2018	To increase by 12.0%	Being processed	30 100
35.	Kln 16B	June 2018	To increase by 12.0%	Being processed	
36.	Kln 16S	June 2018	To increase by 12.0%	Being processed	
37.	Kln 89A	June 2018	To increase by 25.5%	Being processed	
38.	Kln 89B	June 2018	To increase by 25.5%	Being processed	7 800
39.	Kln 89C	June 2018	To increase by 25.5%	Being processed	
40.	HKI 32	July 2018	To increase by 21.2%	To be increased by 8.4%	
41.	HKI 32A	July 2018	To increase by 21.2%	To be increased by 8.4%	12 400
42.	HKI 33	July 2018	To increase by 21.2%	To be increased by 8.4%	
43.	HKI 33M	July 2018	To increase by 21.2%	To be increased by 8.4%	
44.	NT 11B	July 2018	To increase by 17.1%	To be increased by 5.9%	
45.	NT 11	July 2018	To increase by 17.1%	To be increased by 5.9%	13 300
46.	NT 11A	July 2018	To increase by 17.1%	To be increased by 5.9%	
47.	NT 11M	July 2018	To increase by 17.1%	To be increased by 5.9%	
48.	NT 11S	July 2018	To increase by 17.1%	To be increased by 5.9%	
49.	NT 12	July 2018	To increase by 17.1%	To be increased by 5.9%	
50.	NT 52A	July 2018	To increase by 25.8%	To be increased by 4.9%	20 500
51.	NT 52B	July 2018	To increase by 25.8%	To be increased by 4.9%	
52.	NT 52K	July 2018	To increase by 25.8%	To be increased by 4.9%	

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
53.	NT 54A	July 2018	To increase by 25.2%	To be increased by 6.0%	3 000
54.	NT 54K	July 2018	To increase by 25.2%	To be increased by 6.0%	
55.	NT 65A	July 2018	To increase by 32.7%	To be increased by 15.1%	10 900
56.	NT 65K	July 2018	To increase by 32.7%	To be increased by 15.1%	
57.	NT 65S	July 2018	To increase by 32.7%	To be increased by 15.1%	
58.	NT 66K	July 2018	To increase by 32.7%	To be increased by 15.1%	
59.	NT 67A	July 2018	To increase by 32.7%	To be increased by 15.1%	
60.	NT 67K	July 2018	To increase by 32.7%	To be increased by 15.1%	
61.	HKI 43M	July 2018	To increase by 29.6%	Being processed	8 400
62.	HKI 44M	July 2018	To increase by 29.6%	Being processed	
63.	HKI 47E	July 2018	To increase by 28.6%	Being processed	32 400
64.	HKI 47M	July 2018	To increase by 28.6%	Being processed	
65.	HKI 47S	July 2018	To increase by 28.6%	Being processed	
66.	HKI 48M	July 2018	To increase by 28.6%	Being processed	
67.	Kln 43M	July 2018	To increase by 19.4%	Being processed	9 700
68.	NT 814	August 2018	To increase by 11.0%	To be increased by 9.0%	1 900
69.	NT 25A	August 2018	To increase by 7.0%	To be increased by 7.0%	15 400
70.	NT 25B	August 2018	To increase by 7.0%	To be increased by 7.0%	
71.	NT 25K	August 2018	To increase by 7.0%	To be increased by 7.0%	
72.	HKI 24A	August 2018	To increase by 17.2%	Being processed	9 400
73.	HKI 24M	August 2018	To increase by 17.2%	Being processed	
74.	HKI 25	August 2018	To increase by 17.2%	Being processed	
75.	Kln 22A	August 2018	To increase by 5.4%	Being processed	17 000
76.	Kln 22M	August 2018	To increase by 5.4%	Being processed	
77.	NT 19S	August 2018	To increase by 7.9%	Being processed	2 600
78.	NT 108A	August 2018	To increase by 7.9%	Being processed	
79.	NT 10M	September 2018	To increase by 23.5%	To be increased by 11.4%	7 900
80.	NT 13	September 2018	To increase by 23.5%	To be increased by 11.4%	
81.	NT 110	September 2018	To increase by 23.5%	To be increased by 11.4%	
82.	NT 94	September 2018	To increase by 13.4%	To be increased by 7.2%	6 900
83.	NT 94A	September 2018	To increase by 13.4%	To be increased by 7.2%	
84.	NT 94S	September 2018	To increase by 13.4%	To be increased by 7.2%	
85.	HKI 9	September 2018	To increase by 21.7%	Being processed	8 800
86.	HKI 12	September 2018	To increase by 21.7%	Being processed	
87.	HKI 13	September 2018	To increase by 21.7%	Being processed	
88.	HKI 58	September 2018	To increase by 30.0%	Being processed	16 800
89.	HKI 58A	September 2018	To increase by 30.0%	Being processed	
90.	HKI 58M	September 2018	To increase by 30.0%	Being processed	
91.	HKI 59	September 2018	To increase by 30.0%	Being processed	
92.	HKI 59A	September 2018	To increase by 30.0%	Being processed	
93.	HKI 59B	September 2018	To increase by 30.0%	Being processed	
94.	HKI 66	September 2018	To increase by 17.1%	Being processed	5 100
95.	HKI 66A	September 2018	To increase by 17.1%	Being processed	
96.	HKI 68	September 2018	To increase by 17.1%	Being processed	

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
97.	NT 63A	October 2018	To increase by 20.0%	To be increased by 12.0%	18 300
98.	NT 63B	October 2018	To increase by 20.0%	To be increased by 12.0%	
99.	NT 63K	October 2018	To increase by 20.0%	To be increased by 12.0%	
100.	NT 63S	October 2018	To increase by 20.0%	To be increased by 12.0%	
101.	NT 64A	October 2018	To increase by 20.0%	To be increased by 12.0%	
102.	NT 64K	October 2018	To increase by 20.0%	To be increased by 12.0%	
103.	Kln 46	October 2018	To increase by 6.6%	Being processed	9 100
104.	NT 808A	November 2018	To increase by 11.5%	To be increased by 6.3%	3 200
105.	NT 808	November 2018	To increase by 11.5%	To be increased by 6.3%	
106.	NT 808P	November 2018	To increase by 11.5%	To be increased by 6.3%	
107.	NT 809K	November 2018	To increase by 11.5%	To be increased by 6.3%	
108.	HKI 14M	November 2018	To increase by 17.6%	Being processed	15 400
109.	HKI 21A	November 2018	To increase by 17.6%	Being processed	
110.	HKI 21M	November 2018	To increase by 17.6%	Being processed	
111.	Kln 72	November 2018	To increase by 11.9%	Being processed	4 900
112.	Kln 73	November 2018	To increase by 11.4%	Being processed	7 100
113.	HKI 26	December 2018	To increase by 9.7%	Being processed	2 300
114.	Kln 86	December 2018	To increase by 11.7%	Being processed	1 300
115.	NT 411	December 2018	To increase by 18.0%	Being processed	1 500
116.	HKI 1	January 2019	To increase by 9.6%	Being processed	7 700
117.	HKI 1A	January 2019	To increase by 9.6%	Being processed	
118.	HKI 2	January 2019	To increase by 9.6%	Being processed	
119.	HKI 3	January 2019	To increase by 9.6%	Being processed	
120.	HKI 3A	January 2019	To increase by 9.6%	Being processed	
121.	HKI 28	January 2019	To increase by 9.6%	Being processed	
122.	HKI 28S	January 2019	To increase by 9.6%	Being processed	
123.	HKI 28A	January 2019	To increase by 9.6%	Being processed	
124.	HKI 28M	January 2019	To increase by 9.6%	Being processed	
125.	NT 611	February 2019	To increase by 12.9%	Being processed	
126.	NT 611A	February 2019	To increase by 12.9%	Being processed	
127.	NT 611B	February 2019	To increase by 12.9%	Being processed	
128.	NT 611P	February 2019	To increase by 12.9%	Being processed	
129.	NT 88D	March 2019	To increase by 13.0%	Being processed	12 900

Note \*: Based on TD's survey.

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 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, while the operator of another two GMB routes had earlier applied for fare increases, the service of these two routes was already cancelled in March 2019 as per the operator's application. Hence, the fare application of these two routes was no longer valid and not processed by the TD.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)148**

**(Question Serial No. 0368)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will provide subsidy to and monitor the franchised bus operators on the installation of appropriate safety devices on existing buses. Please provide the items of the above devices, funding involved and the installation timetable of the respective franchised bus operators.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 7)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all franchised bus operators have undertaken that all new double-deck buses procured from July 2018 will be equipped with seat belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

Regarding the existing franchised buses, the Government proposes to set aside \$500 million to subsidise the franchised bus operators 80% of the relevant costs for retrofitting ESC and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops. The remaining costs and maintenance in future will be borne by the franchised bus operators.

Based on the prevailing cost of retrofitting the three safety devices, it is estimated that each double-deck bus will receive a subsidy of around \$20,000 for installing ESC, around \$10,000 for installing the speed limiting retarder and around \$192,000 for installing seat belts on all seats in the upper deck. Among the around 6 000 existing franchised buses, about 4 000 buses are suitable for retrofitting ESC and speed limiting retarder. About \$120 million has been earmarked for the installation of these two devices. Separately, about 2 000 buses are now operating on long-haul routes via expressways with relatively fewer bus stops, and may be identified for retrofitting seat belts on all seats in the upper deck. About \$380 million has been earmarked for such installation.

In the light of the recommendation of the Independent Review Committee on Hong Kong's Franchised Bus Service, the TD is conducting a cost-benefit analysis on the retrofitting of seat belts, ESC and speed limiting retarder on existing buses before making a decision on implementing the proposal. The analysis is expected to be completed in mid-2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)149****(Question Serial No. 0369)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of (1) quota, (2) applications and (3) approved applications of cross-boundary private cars in the past three years, in table form.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 9)

Reply:

Cross-boundary private cars are currently regulated by quota systems jointly administered by the governments of Hong Kong and Guangdong, as well as Hong Kong and Macao respectively. These private cars must have the Approval Notice issued by the Guangdong Provincial Public Security Department or the Identification label issued by the Macao Transport Bureau as appropriate and the Closed Road Permit (CRP) issued by the Transport Department (TD), and have completed the formalities required by the relevant authorities, before they could travel between Hong Kong and Guangdong, as well as Hong Kong and Macao.

The TD has not kept the number of CRP applications for cross-boundary private cars. The numbers of CRPs issued (including renewals) for cross-boundary private cars (including private cars issued with Hire Car Permits) in the past three years are as follows:

Year	Number of CRPs (including renewals) issued for private cars (including private cars issued with Hire Car Permits)
2016	39 492
2017	41 767
2018	56 730
2019 (up to 28 February)	8 426

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)150**

**(Question Serial No. 0371)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned that the Government will continue to provide subsidy to franchised bus operators to install seats at bus stops and bus termini. Please advise:

Since the commencement of the scheme, how many franchised bus operators had applied for the above subsidy? What are the locations of the seats installed and to be installed? What are the expenses incurred respectively? Please provide the information in a table.

Asked by: Hon Chan Han-pan (LegCo internal reference no.: 11)

Reply:

The Government subsidises all five franchised bus companies, viz. the Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, Citybus Limited, New World First Bus Services Limited and New Lantao Bus Company (1973) Limited, to install seats at about 2 600 covered bus stops in the territory. The installation will be carried out in three phases for completion in 2020. Under phase one of the scheme which was completed in end 2018, a total of 790 bus stops were installed with seats. The locations of the seats installed and to be installed are set out in Annex 1 and Annex 2 respectively. The amount of subsidy incurred for phase one of the scheme was about \$4.5 million. Actual expenditure for subsidising the seat installation in the remaining phases would depend on the results of the tender exercises to be conducted by the respective franchised bus companies.

**Location of the bus stops with seats installed by franchised bus companies under  
phase one of the Subsidy Scheme  
(as at end 2018)**

Braemar Hill Bus Terminus  
Argyle Street Hong Kong Eye Hospital L/P BE6265-9  
Argyle Street Kowloon City Police Station L/P AE6264-3  
Argyle Street Kowloon Hospital L/P E6277-7 [2]  
Argyle Street opp. House No. 106D  
Chatham Road North House No. 436-450  
Chatham Road North House No. 508  
Chatham Road North O/S House No. 275 O/S Ulfert near Valley Road  
Chatham Road North opp. Ulfert near Ping Chi Street  
Chung Hau Street opp. Carmel Secondary School  
Chung Hau Street opp. Oi Man B/T L/P AA1342  
Cornwall Street east of Ede Road  
Hung Hom South Road near Cheong Wan Road  
Hung Lok Road O/S House No. 12 Harbourview Horizon  
Junction Road near Kam Shing Road O/S Kam Shing Road Recreation Ground  
Junction Road near Renfrew Road O/S Hong Kong Baptist University  
Ma Tau Wai Road House No. 21  
Ma Tau Wai Road House No. 21 O/S Eldex Industrial Building  
Ma Tau Wai Road House No. 29  
Ma Tau Wai Road near U.C. To Kwa Wan Market  
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen  
Mok Cheong Street House No. 19 The HK Society for the Blind [2]  
Prince Edward Road East near Sa Po Road  
Prince Edward Road East opp. Rhythm Garden  
Prince Edward Road East opp. The Latitude [2]  
Prince Edward Road West near Ma Tau Chung Road [2]  
Prince Edward Road West near Padek Palace  
Prince Edward Road West O/S Belvedere Heights  
Prince Edward Road West O/S House No. 239  
Prince Edward Road West opp. The Lamma Palace  
Princess Margaret Road Pui Ching Road Flyover L/P AA4477-9  
Pui Ching Road near Man Fuk Road  
Sheung Foo Street near L/P E6419-3  
Sheung Foo Street opp. Ho Man Tin Plaza  
Shing Kai Road near Muk Hung Street  
Shing Kai Road near Tak Long Estate  
To Kwa Wan Road House No. 13 near Hung Fook Street  
To Kwa Wan Road House No. 19  
Waterloo Road House No. 96-94 Kowloon Hospital  
Waterloo Road opp. Baptist University  
Wuhu Street Walker Road  
Castle Peak Road near Shek Ying Path  
Castle Peak Road near Tsui Yiu Court

Castle Peak Road near Yiu Wing Lane [2]  
Castle Peak Road O/S Greenknoll Court  
Castle Peak Road O/S Tai Wo Hau Sports Centre  
Cheung Ching B/T near Cheung Ching Estate Community Centre [2]  
Cheung Wing Road O/S Sun Fung Centre  
Ching Hong Road O/S Hong Shun House Cheung Hong Estate  
Ching Hong Road O/S PLK Lo Kit Sing (1983) College  
Chung Mei Road near Hong Shun House Cheung Hong Estate  
Chung Mei Road near Tsing Yi Fire Station  
Chung Mei Road O/S OSH Academy  
Fung Shue Wo Road near Tai Wong Ha Tsuen  
Fung Shue Wo Road O/S Tsing Yi Ferry  
Fung Shue Wo Road opp. Yee Yat House  
Hing Fong Road O/S Kwai Chung Sports Ground  
Hing Fong Road O/S Metroplaza  
Kwai Chung Road near Hoover Industrial Building  
Kwai Chung Road near Kwai Yik Road [2]  
Kwai Chung Road O/S Kwai Fong Shopping Centre  
Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building  
Kwai Fuk Road O/S Kwai Tsing Theatre  
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate  
Kwai Shing Circuit O/S Lee Yat Ngok Memorial School  
Lai Cho Road Lai Yiu Bus Terminus [2]  
Lai King Hill Road Lai King North B/T  
Lai King Hill Road near Kau Wa Keng Village  
Lai King Hill Road near Kwai Chung Interchange [2]  
On Yam near Tak Yam House  
Shek Pai Street O/S Shek Foon House  
Sheung Kok Street O/S Luk Kwai House Kwai Chung Estate  
Tai Pak Tin Street near On Chit Street  
Tai Wo Hau Road opp. Fu On House Tai Wo Hau Estate  
Tsing King Road near Tsing Luk Street  
Tsing King Road opp. Tsing Yi Sports Ground  
Tsing Yi Heung Sze Wui Road O/S Greenfield Garden  
Tsing Yi Heung Sze Wui Road O/S Tsing Yi Police Station  
Tsing Yi Road West O/S Ching Wah Court  
Wo Yi Hop Road O/S House No. 103-107 Park Sun Building  
Wo Yi Hop Road O/S House No. 208  
Wo Yi Hop Road O/S House No. 33 The Apex  
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden  
Choi Ha Road opp. Ying On House Choi Ying Estate  
Chun Wah Road Ngau Tau Kok Bus Terminus [3]  
Chun Wah Road O/S Lok Wah Community Centre  
Chun Wah Road opp. Lok Nga Court near L/P E2801  
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station [3]  
Hip Wo Street O/S Wo Lok Estate [2]  
Hiu Kwong Street opp. Hiu Lai Court  
Hong Ning Road O/S House No. 149  
Kai Tin Road opp. Kei Hau Secondary School

Kai Tin Road opp. Lam Tin Clinic  
Ko Chiu Road opp. Ko Chun Court  
Kwun Tong (Yue Man Square) B/T  
Kwun Tong Ferry Bus Terminus [5]  
Kwun Tong Road House No. 406 O/S PCCW Telephone Exchange  
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [6]  
Kwun Tong Road near Lotus Tower  
Kwun Tong Road O/S APM Millennium City 5 [2]  
Kwun Tong Road O/S Kai Yip Estate  
Kwun Tong Road O/S Millennium City  
Kwun Tong Road O/S Telford Gardens [4]  
Kwun Tong Road opp. Kowloon Bay Railway Station  
Lam Tin (Kwong Tin Estate) Bus Terminus [2]  
Lam Tin (North) Bus Terminus [2]  
Lee On Road near Shun Lee Fire Station  
Lee On Road O/S Lee Hang House Shun Lee Estate  
Lee On Road O/S Lee Yip House Shun Lee Estate  
Lee On Road O/S Shun On Restaurant Shun On Estate  
Lei Yue Mun Road near Lam Tin Railway Station  
Lei Yue Mun Road O/S Kowloon East Government Offices  
Lei Yue Mun Road O/S Kwun Tong Swimming Pool  
Lei Yue Mun Road opp. St. Antonius Girls' College  
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate  
Ngau Tau Kok Road O/S Sheung Tai House Upper Ngau Tau Kok Estate  
Ngau Tau Kok Road opp. Amoy Gardens [2]  
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214  
Pik Wan Road near Tak Hong House Tak Tin Estate  
Prince Edward Road East near Choi Hung Interchange  
Sau Mau Ping Road near Hiu Kwong Street  
Sau Ming Road opp. Sau Mau Ping Shopping Centre  
Sau Ming Road opp. Sau Ming House  
Shun Lee Bus Terminus  
Shun On Road Shun Tin Bus Terminus  
Shun Tin Bus Terminus  
Tsui Ping Road O/S Tsui Pak House Tsui Ping Estate  
Wang Kwong Road O/S Richland Gardens Shopping Centre  
Yue Man Square O/S House No. 44A  
Chi Fuk Circuit Ka Fuk Estate opp. L/P EA9562  
Ching Ho Estate Bus Terminus  
Choi Yuen Road opp. Sheung Shui Railway Station near L/P N1536  
Fan Kam Road Ping Kong opp. L/P AD8350  
Fan Kam Road Tsiu Keng opp. L/P N8913  
Fanling Station Road Fanling Railway Station opp. L/P DD0583 [2]  
Jockey Club Road Fanling Assembly of God Church opp. L/P AD2693  
Jockey Club Road Shum Shing Middle School opp. L/P AD2683  
Lung Sum Avenue near Tin Yee House Tin Ping Estate near L/P DD0382  
Pak Wo Road Fanling Railway Station opp. L/P EC0151  
Pak Wo Road Fung Ying Seen Koon near L/P EB5579  
Pak Wo Road Ng Uk Village opp. L/P EA3049

Pak Wo Road Yan Shing Court near L/P AD4514  
Ping Che Road near Ta Kwu Ling Rural Centre Government Building opp. L/P EB4902  
San Wan Road near Oil Station opp. L/P BN3148  
San Wan Road opp. Landmark North near L/P EB7353  
San Wan Road opp. Landmark North near L/P EB7355  
Sha Tau Kok Road Luen Wo Hui Playground opp. L/P N7677  
Sha Tau Kok Road opp. Oil Station opp. L/P N7665  
Sha Tau Kok Road Sha Tau Kok Clinic near L/P EA9319  
Tai Ping Bus Terminus near North District Hospital near L/P EA2988  
Tai Ping Bus Terminus near North District Hospital near L/P EA2989  
Wo Muk Road Union Plaza opp. L/P DD0742  
Yat Ming Road Dawning Views near Avon Park opp. L/P EA1981  
Yat Ming Road Dawning Views opp. L/P EA1981  
Chun Yat Street near Chun Cheong Street  
Chun Ying Street opp. HITACHI HEE TKO Centre  
Clear Water Bay Bus Terminus  
Clear Water Bay Road Mang Kung Uk  
Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital [7]  
Hang Hau Road opp. Boon Kin Village  
Hiram's Highway Marina Cove  
Hiram's Highway near Sai Kung Rural Committee Lane  
Po Fung Road O/S Metro City  
Po Fung Road O/S STFA Leung Kit Wah Primary School  
Po Hong Road near Kwong Ming Court  
Po Hong Road near Verbena Heights [2]  
Po Hong Road O/S Fu Ning Garden  
Po Lam Road North near Tsui Lam Estate [2]  
Po Lam Road North near Yan Kuk House Yan Ming Court [3]  
Po Lam Road North O/S Block 5 Hong Sing Garden  
Po Lam Road North O/S Yan Ming Court [2]  
Po Lam Road North opp. Ying Ming Court  
Po Ning Road opp. Tak Fu House Hau Tak Estate  
Po Tung Road near Sai Kung Town Hall  
Po Yap Road near Tseung Kwan O Plaza  
Pui Shing Road O/S Nam Fung Plaza  
Sai Kung Bus Terminus [3]  
Tai Mong Tsai Road Mak Pin  
Tong Ming Street O/S Sheung Tak Plaza  
Tong Ming Street O/S Tong Ming Street Park  
Tong Ming Street opp. Beverly Garden  
Tong Ming Street opp. Tong Ming Court  
Wan Po Road near Pak Shing Kok  
Yan King Road O/S Yan Ming Court near L/P EA9627-G  
Castle Peak Road opp. Jao Tsung-I Academy  
Cheung Sha Wan Road near Mei Foo Railway Station  
Cheung Sha Wan Road O/S Cheung Sha Wan Estate  
Cheung Sha Wan Road O/S Cheung Sha Wan Playground [3]  
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]  
Cheung Sha Wan Road O/S House No. 339 near Yee Kok Court

Cheung Sha Wan Road O/S Yat Ching House Yee Ching Court  
 Cheung Sha Wan Road O/S Yee Kok Court [2]  
 Cheung Sha Wan Road opp. Cheung Sha Wan Indoor Games Hall  
 Cheung Sha Wan Road opp. Cheung Shan Wan Post Office  
 Cheung Sha Wan Road south of Wing Lung Street  
 Lai Chi Kok Road O/S House No. 250  
 Lai Chi Kok Road O/S House No. 808 Good Luck Industrial Centre  
 Lai Chi Kok Road O/S Sham Shui Po Park  
 Lai Chi Kok Road opp. Mei Foo Bus Terminus [2]  
 Mei Foo Bus Terminus [3]  
 Nam Cheong Street O/S Shek Kip Mei Commercial Centre  
 Nam Cheong Street O/S Wong Tai Shan Memorial College  
 Nam Cheong Street opp. Shui Tin House  
 So Uk Bus Terminus  
 Tai Hang Tung Road O/S Concordia Lutheran School  
 Tai Po Road opp. House No. 70  
 Tonkin Street O/S Cheung Sha Wan Railway Station  
 Yen Chow Street O/S Sham Shui Po Police Station  
 Yen Chow Street West opp. Nam Cheong Estate  
 A Kung Kok Street near Sha Tin Hospital [2]  
 A Kung Kok Street opp. Sha Tin Hospital [2]  
 Che Kung Miu Road near Tai Wai Railway Station  
 Chevalier Garden Bus Terminus [4]  
 Chun Shek Estate O/S Shek Yuk House  
 Chung Ling Road near Tung Lo Wan Village  
 Fo Tan (Shan Mei Street) Bus Terminus [2]  
 Hang Hong Street near Yiu Him House Yiu On Estate [2]  
 Hang Hong Street O/S Tsang Pik Shan Secondary School  
 Hang Tak Street near Hang Shun Street  
 Heng On Bus Terminus [2]  
 Hin Keng Bus Terminus [2]  
 Hin Keng Street near Hin Hing House  
 Hin Keng Street near Hin Pui House [2]  
 Hung Mui Kuk Road near Chung Pak Road  
 Hung Mui Kuk Road O/S Sun Yuet House [2]  
 Hung Mui Kuk Road opp. Sun Yuet House  
 Kam Ying Road O/S Kam Ying Court  
 Kwong Sin Street near Kwong Yuen  
 Kwong Yuen Bus Terminus [3]  
 Mei Tin Road O/S Holford Garden  
 Mei Tin Road O/S Tai Wai Market [2]  
 Mei Tin Road O/S Yat Shing House May Shing Court  
 Ngan Shing Street near Prince of Wales Hospital Main Clinical Block  
 Ngan Shing Street O/S Yuen Chau Kok THA (Ngan Shing Street near St. Rose of Lima's  
 College)  
 Ngan Shing Street opp. Yue Tin Court  
 Ngau Pei Sha Street O/S Yu Chui Court [2]  
 Pak Hok Ting Street near Royal Park Hotel  
 Sai Sha Road near Lee Wing House Lee On Estate

Sai Sha Road near Villa Athena  
 Sai Sha Road O/S Ma On Shan Town Centre B/T  
 Sai Sha Road opp. Chung On  
 Sai Sha Road opp. Villa Athena [2]  
 Sha Kok Street O/S Pok Hong Bus Terminus  
 Sha Kok Street O/S Sha Kok Estate  
 Sha Tin Railway Station Bus Terminus  
 Sha Tin Tau Road O/S Yan Wai House  
 Sha Tin Wai Road near Li Ka Shing Specialist Clinic  
 Sha Tin Wai Road near Sha Kok Estate  
 Siu Lek Yuen Road O/S Cypress House Kwong Yuen Estate [2]  
 Siu Lek Yuen Road O/S Siu Lek Yuen Village  
 Tai Chung Kiu Road O/S Belair Garden  
 Tai Chung Kiu Road O/S Block 13, City One Shatin [2]  
 Tai Chung Kiu Road O/S Garden Rivera  
 Tai Chung Kiu Road opp. Ravana Garden [2]  
 Tai Po Road near Shek Lei Pui Reservoir  
 Tam Kon Po Street O/S Sha Tin Town Hall  
 Tin Sam Street O/S Tin Sam Village  
 University Railway Station Bus Terminus  
 Wong Nai Tau Bus Terminus [3]  
 Yuen Wo Road O/S Lek Yuen Estate  
 Yuen Wo Road O/S Wo Che Shopping Centre [2]  
 Yuen Wo Road opp. Lek Yuen Estate [2]  
 Yuen Wo Road opp. Wo Che Estate  
 Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458  
 Chung Nga Road opp. Fu Heng Estate near L/P EA7472 [2]  
 Kwong Fuk Road House No. 121 near Tung Sau Square near L/P AE0239  
 Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311  
 Kwong Fuk Road House No. 85 near Tung Mau Square near L/P AE0233  
 Kwong Wang Street near Wang Fuk Court opp. L/P N4824  
 Kwong Wang Street opp. Wang Fuk Court near L/P N4824  
 Lam Kam Road Chung Uk Tsuen opp. L/P EB0516  
 Nam Wan Road near Uptown Plaza opp. L/P EA7573  
 On Cheung Road Eightland Gardens near L/P EB3767  
 On Cheung Road Fortune Plaza opp. Eightland Gardens opp. L/P EB3765  
 On Cheung Road Tai Po Civic Centre opp. L/P EB3767  
 Po Heung Street Luk Heung Public School opp. L/P N3267  
 Po Heung Street Luk Heung Public School opp. L/P N3269  
 Tai Po Road Kwong Fuk Estate near L/P EA7874  
 Tai Po Road opp. Kwong Fuk Estate opp. L/P EA8356  
 Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opp. L/P DE0033  
 Tai Po Tai Wo Road opp. Tai Po Old Market Public School near L/P EB8313  
 Ting Kok Road Full Scene Garden opp. L/P DE0075  
 Ting Kok Road Lee Kum Kee opp. Fung Yuen opp. L/P EB2820  
 Ting Kok Road Po Sum Pai opp. L/P AE0645  
 Ting Kok Road Shuen Wan near L/P AE1620  
 Ting Kok Road Wing Fai Garden opp. L/P DE0070  
 Wong Shek Pier

Castle Peak Road near Fu Wah Street [2]  
 Castle Peak Road near Kin Ming Street  
 Castle Peak Road near Tsuen King Circuit near L/P U7252-8  
 Castle Peak Road O/S The Panorama  
 Castle Peak Road O/S Wing Hong House Fuk Loi Estate  
 Castle Peak Road opp. Ma Wan Pier  
 Cheung Shan Estate Road West O/S Sau Shan House Cheung Shan Estate  
 Sha Tsui Road O/S House No. 213 Lady Trench Polyclinic [2]  
 Shek Wai Kok Road Shek Wai Kok B/T  
 Tai Chung Road near Yuen Tun Circuit  
 Texaco Road Tsuen Wan Industrial Centre DCH Tsuen Wan Motor Service Centre  
 Tsuen Foo Street near Tsuen Wah Street O/S East Asia Shopping Arcade  
 Tsuen King Circuit O/S Allway Gardens Phase 3 [2]  
 Tsuen King Circuit O/S Tsuen King Circuit Market  
 Tsuen King Circuit O/S Tsuen Wan Centre Shopping Arcade  
 Wai Tsuen Road near Luk Yeung Sun Chuen  
 Wing Shun Street under Tsuen Wan Road Flyover  
 Wo Yi Hop Road O/S Hong Shue House Lei Muk Shue Estate  
 Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground  
 Wo Yi Hop Road opp. Wing Shue House Lei Muk Shue Estate  
 Yeung Uk Road opp. Yeung Uk Road Market O/S Citywalk 2  
 Castle Peak Road Hong Kong Gold Coast opp. L/P DD0007  
 Castle Peak Road near Nai Wai opp. L/P FA8102  
 Castle Peak Road near Tuen Mun Hospital opp. L/P H4932  
 Castle Peak Road opp. Fu Hang Tsuen opp. L/P DD0196  
 Castle Peak Road opp. Rosedale Garden opp. L/P H1086  
 Castle Peak Road opp. Sam Shing Estate near L/P DD0166  
 Castle Peak Road Prime View Garden opp. L/P H0806  
 Lung Mun Road opp. Glorious Garden near L/P AD0429  
 Ming Kum Road O/S Po Tin Interim Housing opp. L/P FA2578  
 Ming Kum Road opp. King Wah House Shan King Estate opp. L/P FA2794 [2]  
 Pui To Road near Hang Wai Industrial Centre near L/P FA2217  
 Shek Pai Tau Road near Toi Shan Association Primary School near L/P DD0969  
 Shek Pai Tau Road Wai Cheong Industrial Centre near L/P FB4451  
 Siu Hong Court Bus Terminus near Siu Hong Court Playground  
 Tai Hing Street Tai Hing Commercial Complex near L/P DD0950  
 Tin King Road near San Wai Court opp. L/P FA2623  
 Tuen Fat Road Waldorf Garden near L/P H1867 [2]  
 Tuen Hing Road near CMA Choi Cheung Kok Secondary School L/P H0379  
 Tuen Hing Road near New Town Commercial Arcade near L/P H0399  
 Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0065  
 Tuen Mun Heung Sze Wui Road On Ting Podium opp. L/P DD0072  
 Wu Chui Road Melody Garden opp. L/P H4589  
 Wu Chui Road Siu Hei Court opp. L/P DD0976  
 Wu King Road opp. Wu Tsui House Wu King Estate near L/P H0958  
 Wu King Road Wu Tsui House Wu King Estate near L/P H0957  
 Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate  
 Choi Hung B/T [3]  
 Choi Hung Road near Rhythm Garden



Choi Hung Road O/S House No. 22-24 [2]  
 Choi Hung Road O/S House No. 8 near Ning Yuen Street  
 Choi Hung Road O/S Ng Wah Catholic Secondary School  
 Chuk Yuen Estate Bus Terminus [3]  
 Chuk Yuen Road opp. Baptist Rainbow Primary School  
 Fu Mei Street O/S Wang Chiu House Wang Tau Hom Estate  
 Fung Tak Road O/S Ban Fung House Fung Tak Estate [2]  
 Fung Tak Road O/S Fung Tak Park  
 Fung Tak Road O/S Lung Poon Court [2]  
 Fung Tak Road O/S/ Nam Lian Garden  
 Hammer Hill Road near Chun Tok School  
 Hammer Hill Road near East Kowloon Polyclinic  
 Heng Lam Street O/S The Hong Kong Buddhist Hospital  
 Lung Cheung Road near Hung Ngok House Choi Hung Estate [2]  
 Lung Cheung Road near Tan Fung House Choi Hung Estate [2]  
 Lung Cheung Road near Wing Kwong College  
 Lung Cheung Road O/S Ngau Chi Wan Village Ngau Chi Wan  
 Lung Cheung Road O/S Temple Mall North  
 Ma Tsai Hang Road opp. Wang King House Tin Wang Court  
 Po Kong Village Road near Fu Shan Estate  
 Prince Edward Road East near Choi Hung Estate  
 Shatin Pass Road near Lung Yat House Lower Wong Tai Sin Estate  
 Sheung Fung Street O/S Wu York Yu Health Centre  
 Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate  
 Tsz Wan Shan Road O/S Ching Hong House Tsz Ching Estate near L/P AB3817 [2]  
 Tsz Wan Shan Road O/S Lok Wah Street Playground near L/P E6903  
 Tsz Wan Shan Road O/S Tak Oi Secondary School  
 Tsz Wan Shan Road opp. Oi Fu House Tsz Oi Court  
 Tung Tau Tsuen Road O/S Lung Wing House Lower Wong Tai Sin Estate  
 Argyle Street O/S House No. 83 Sincere House [2]  
 Boundary Street O/S House No. 15 near Tai Nam Street  
 Chatham Road South opp. House No. 41-43  
 Gascoigne Road after Labour Tribunal  
 Gascoigne Road Chi Wo Street L/P AA3705  
 Gascoigne Road Labour Tribunal [2]  
 Hoi Fai Road O/S The Long Beach  
 Hoi Wang Road O/S Charming Garden  
 Hung Hom Railway Station Bus Terminus [4]  
 Jordan Road before the Junction with Ferry Street  
 Jordan Road House No. 3 near Chi Wo Street  
 Lai Chi Kok Road O/S House No. 23 Kei Wing Primary School  
 Mong Kok East Railway Station Podium [2]  
 Nathan Road House No. 171-173 O/S Park Lane  
 Nathan Road O/S House No. 105 near Kowloon Park  
 Nathan Road O/S House No. 133 Park Lane  
 Nathan Road O/S House No. 405 near Market Street  
 Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden  
 Star Ferry B/T [2]  
 Tai Kok Tsui Road O/S House No. 121

Waterloo Road House No. 54 opp. Kwong Wah Hospital  
 Waterloo Road south of Dundas Street Kwong Wah Hospital  
 Wylie Road Queen Elizabeth Hospital L/P DF0847  
 Castle Peak Road House No. 142 near L/P DD1027  
 Castle Peak Road Hung Shui Kiu opp. L/P AD2839  
 Castle Peak Road near Healey Mansion near L/P DD1009  
 Castle Peak Road near Hung Shui Kiu opp. L/P AD2839A  
 Castle Peak Road near Yuen Long Police Station near L/P DD1031  
 Castle Peak Road O/S Villa By the Park near L/P AD6527  
 Castle Peak Road San Wai (Fairview Park) near L/P FA8356  
 Kam Tin Road near Lo Uk Tsuen opp. L/P U8859  
 Long Ping Railway Station B/T near L/P GD2530  
 Ma Wang Road Shan Shui House Shui Pin Wai Estate near L/P FB6926  
 S5 Access Road near Pok Oi Hospital near L/P FB9671 [2]  
 Tin Fuk Road Tin Yau Court opp. L/P AD6673  
 Tin Ha Road San Sang Tsuen near L/P FB9105  
 Tin Kwai Road near Lee Shau Kee College opp. L/P AD1178  
 Tin Kwai Road near Maywood Court near L/P AD5708  
 Tin Sau Road Nang Fu House Tin Fu Court near L/P AD1244  
 Tin Sau Road Yat Yeung House Tin Yat Estate opp. L/P AD1215  
 Tin Shing Road O/S Kenswood Court opp. L/P DD1052  
 Tin Shing Road O/S Tin Tsz Commercial Complex opp. L/P DD1039  
 Tin Shui Bus Terminus  
 Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552  
 Tin Shui Road Tin Chung Court opp. L/P DD0537  
 Tin Shui Road Tin Chung Court opp. L/P DD0538  
 Tin Shui Road Tin Shui Wai Park near L/P DD0568  
 Tin Shui Road Yan Fu House Tin Fu Court opp. L/P AD1087  
 Tin Wah Road Chung Ki House Tin Chung Court opp. L/P AD1305  
 Tin Wah Road near Ching Choi House Tin Ching Estate near L/P AD1313  
 Tin Wah Road near Tin Yuet Estate opp. L/P AD1305  
 Tin Wu Road Yiu Shing House Tin Yiu Estate opp. L/P DD0338  
 Tin Yiu Road O/S Tin Shing Shopping Centre opp. L/P DD3033  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033  
 Wang Tat Road Yuet Ping House Long Ping Estate near L/P AD5062  
 Yuen Long (West) Bus Terminus [3]  
 Man Tung Road O/S Caribbean Coast Phase 1  
 Shun Tung Road O/S Yu Tung Court [2]  
 Shun Tung Road opp. Yu Tung Court  
 Tat Tung Road near Mei Tung Street O/S Cable Car Terminal  
 Tat Tung Road O/S Fu Tung Plaza [2]  
 Wai Tung Road opp. Seaview Crescent  
 Tai Po Central B/T  
 Tai Po Road Kwong Fuk Estate near L/P EA7874  
 Tai Po Tau B/T  
 Discovery Park B/T [2]  
 Tin Fuk Road Tin Yau Court opp. L/P AD6673  
 Tin Shui Road Tin Chung Court opp. L/P DD0537  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD0526

10 Park Road opposite St. Stephen's Girls' College  
139 Des Voeux Road West after Eastern Street  
2- 8 Caine Road outside Caritas Centre[2]  
63F Bonham Road outside Hing Hon Building  
Caine Road outside Caine Road Garden  
Connaught Road Central outside City Hall  
Connaught Road Central outside Shun Tak Centre [5]  
Des Voeux Road West before Hill Road  
Man Kwong Street outside Central Pier 5  
Peak Road before Mount Kellett Road  
Pok Fu Lam Road near HKU Yam Pak Building  
Pok Fu Lam Road opposite Pok Fu Lam Road Playground  
Pok Fu Lam Road outside Pok Fu Lam Road Playground  
Queensway outside Bank of China Tower  
Shing Sai Road near Kennedy Town New Praya [3]  
Chai Wan Road before Yee Tai Street  
Chai Wan Road near Koway Court  
Chai Wan Road outside Star of the Sea Catholic Church  
Chai Wan Road outside Wan Tsui Shopping Centre [2]  
Island Eastern Corridor outside Chai Wan Park  
Island Eastern Corridor outside Chong Gene Hang College  
Oi Yin Street outside Aldrich Garden [2]  
Siu Sai Wan Road opposite Siu Sai Wan Sports Ground  
Siu Sai Wan Road outside Harmony Garden [2]  
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre[2]  
Siu Sai Wan Road outside Siu Sai Wan Sports Ground  
Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court  
Tin Hau Temple Road opposite Block A, Coral Court  
Tin Hau Temple Road opposite Viking Villas  
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate  
Yee King Road near L/P 33387  
Yiu Hing Road opposite King Hei House, Tung Hei Court  
Yiu Hing Road outside Yiu Wah House, Yiu Tung Estate  
Argyle Street outside Argyle Street Playground  
Ma Tau Chung Road outside Argyle Street Playground  
Prince Edward Road East opposite ex-San Po Kong Magistracy  
33 Tai Tam Road outside The Manhattan  
84 Stanley Village Road after Wong Ma Kok Road  
Aberdeen Praya Road outside Aberdeen Promenade  
Cape Road after access road to Lung Tak Court  
Cape Road outside Chun Ma House, Ma Hang Estate  
Pok Fu Lam Road opposite Queen Mary Hospital  
Repulse Bay Road opposite The Repulse Bay / Old Repulse Bay Hotel  
Stanley Gap Road after Stanley Gap Road Interchange  
Tai Tam Road opposite The Red Hill Peninsula  
Wu Nam Street opposite On Tai Building  
Po Hong Road opposite Block 7, Verbena Heights  
Po Hong Road outside Block 4, Serenity Place  
Po Hong Road outside Kwong Ning House, Kwong Ming Court

Po Lam Road North opposite Ying Ming Court  
Po Lam Road North outside Yan Ming Court Shopping Centre  
Tong Ming Street outside Sheung Tak Plaza  
Tong Yin Street outside Tseung Kwan O Catholic Primary School  
A Kung Kok Street opposite Shatin Hospital  
Hang Hong Street opposite Yiu On Estate Bus Terminus  
Siu Lek Yuen Road outside Siu Lek Yuen Road Playground  
18 Harbour Road outside Central Plaza  
262 Gloucester Road after Cannon Street  
27 Harbour Road outside Wan Chai Training Pool  
336 Tai Hang Road outside Marymount Primary School  
50 Tai Hang Road outside True Light Middle School of HK  
555 Hennessy Road outside East Point Centre / Sogo Department Store  
56 Tai Hang Road outside C.C. Lodge  
7 Gloucester Road outside Immigration Tower  
Causeway Road outside Hong Kong Central Library  
King's Road after Ngan Mok Street  
Lai Tak Tsuen Road opposite Tak Chuen Lau (Block 4), Lai Tak Tsuen  
Morrison Hill Road near South Pacific Hotel  
Morrison Hill Road outside Happy Valley Racecourse  
Queen's Road East outside St. Joseph's Primary School  
Stubbs Road outside Lingnan Primary School  
Yee King Road near North Point Government Primary School (Cloud View Road)  
12- 16 Des Voeux Road Central outside The Landmark  
168- 200 Connaught Road Central outside Shun Tak Centre  
2 Murray Road outside Murray Road Multi-Storey Car Park  
23 Cotton Tree Drive outside Hong Kong Squash Centre  
38 Kennedy Town Praya outside Belcher Bay Park  
88 Queensway outside Pacific Place  
Chater Road outside Statue Square  
Connaught Road Central outside City Hall  
Connaught Road Central outside Jardine House  
Connaught Road Central outside Shun Tak Centre [2]  
Connaught Road Central outside Statue Square  
Cotton Tree Drive outside Lippo Centre  
Des Voeux Road Central outside Chater Garden  
Des Voeux Road West after Queen's Road West  
Des Voeux Road West before Hill Road  
Harcourt Road outside Central Government Offices  
Kennedy Town Praya before Sai Cheung Street  
Kennedy Town Praya opposite Collinson Street  
Man Kwong Street outside Central Pier 5  
Man Kwong Street outside Central Pier 6  
Pier Road opposite Harbour Building  
Pok Fu Lam Road opposite Pokfield Road Bus Terminus  
Pok Fu Lam Road outside HKU Haking Wong Building  
Robinson Road opposite Garden Terrace  
1037 King's Road outside Block A, Westlands Gardens  
15 A Kung Ngam Road outside Block F, Ming Wah Dai Ha

2 Kornhill Road outside Kornhill Plaza (South)  
511 King's Road outside Island Place  
852 King's Road before Mansion Street  
Aldrich Street near Nam On Street and Po Man Street [3]  
Chai Wan Road after Lok Man Road  
Chai Wan Road after pedestrian flyover to Hing Man Estate  
Chai Wan Road before Tai Tam Road  
Chai Wan Road near Koway Court  
Fu Yee Road outside Block 2 Cheerful Garden  
Fu Yee Road outside Cheerful Garden  
Java Road opposite Ibis North Point  
King's Road opposite Tsing Fung Street  
Lei King Road opposite On Ping Mansion (Tower 14), Lei King Wan  
Oi Yin Street outside Aldrich Garden  
Shun Tai Road outside HKIVE (Chai Wan)  
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre [2]  
Tai Hong Street outside Tai Hong House  
Tin Chiu Street outside Tin Chiu Street Playground  
Wan Tsui Road outside Hing Tsui House, Hing Wah Estate  
Wan Tsui Road outside Hing Wah Estate Phase I Shopping Centre  
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate  
Yiu Hing Road opposite Smiling Shau Kei Wan Plaza  
Yiu Hing Road opposite Yiu Tung Shopping Centre  
Yiu Hing Road opposite Yiu Wah House, Yiu Tung Estate  
Yiu Hing Road outside Leung Lee Sau Yu Memorial Primary School  
Yiu Hing Road outside Tung Hei Court Multi-storey Car Park  
Yiu Hing Road outside Yat Hei House (Block B), Tung Hei Court  
Yiu Hing Road outside Yiu Hing House, Yiu Tung Estate  
Yiu Hing Road outside Yiu Kwai House, Yiu Tung Estate  
233 Hing Fong Road outside Metroplaza  
14 Wong Chuk Hang Road outside Victory Factory Building  
150 Pok Fu Lam Road outside LCSD Pokfulam Nursery  
162 Pok Fu Lam Road outside Pok Fu Lam Village [2]  
168 Wong Chuk Hang Road outside Wong Chuk Hang Indoor Games Hall  
2 Wah Fu Road outside Pok Fu Lam Terrace  
30 Aberdeen Main Road near Seaview Court  
38 Island Road outside Deepdene  
41 Stanley Village Road outside Stanley Court  
7 Stanley Village Road outside Stanford Villa  
76 Chung Hom Kok Road  
Aberdeen Praya Road outside Aberdeen Promenade  
Aberdeen Praya Road outside Ocean Court  
Ap Lei Chau Bridge Road before Lee Chi Road  
Cape Road after access road to Lung Tak Court  
Cape Road opposite Lung Tan House, Lung Yan Court  
Cape Road outside Koon Ma House, Ma Hang Estate  
Chi Fu Road after Chi Fu Close  
Chi Fu Road outside Block 1-7, Chi Fu Fa Yuen  
Chi Fu Road outside Chi Fu Fa Yuen Tennis Court

Chung Hom Kok Road opposite Chung Hom Kok Fire Station  
 Cyberport Road opposite Residence Bel-Air Phase 2-South Towers  
 Cyberport Road outside Bel-Air on the Peak  
 Lei Tung Estate Road outside Lei Tung Shopping Centre (Phase 2)  
 Nam Fung Road after Deep Water Bay Road  
 Nam Fung Road near South Island School  
 Nam Fung Road outside Wong Chuk Hang Hospital / Complex for Elderly  
 Pok Fu Lam Road opposite HKCCCU Pok Fu Lam Road Cemetery  
 Pok Fu Lam Road opposite Yu Chun Keung Memorial College No.2  
 Tin Wan Praya Road near Hing Wai Industrial Centre  
 Wah King Street near Wah Chui House, Wah Fu Estate  
 Wah King Street outside Hong Fu Playground  
 Wong Chuk Hang Road after Ocean Park Road  
 Wong Chuk Hang Road outside Wong Chuk Hang San Wai  
 Wong Nai Chung Gap Road opposite HK Tennis Centre  
 Wu Nam Street opposite On Tai Building [4]  
 Yue Kwong Road opposite Hoy Au Lau, Yue Kwong Chuen  
 18 Tsing Hoi Circuit outside Lok Hang Yuen, Chi Lok Fa Yuen  
 Castle Peak Road - Castle Peak Bay opposite Castle Peak Beach  
 Castle Peak Road - So Kwun Wat before So Kwun Wat Road  
 Tuen Mun Heung Sze Wui Road outside Light Rail Town Centre Stop  
 Wu Chui Road outside Pierhead Garden / Light Rail Ferry Pier Terminus  
 Wu Chui Road outside Tip Sum House, Butterfly Estate  
 Wu King Road near Wu Poon House, Wu King Estate  
 Wu Sau Street outside Block 2, Yuet Wu Villa  
 Castle Peak Road - Sham Tseng outside Rhine Garden  
 1 Gloucester Road outside The Hong Kong Academy for Performing Arts  
 1 Green Lane outside Aroma House  
 113 Tai Hang Road outside Swiss Towers  
 12 Mount Butler Road outside Jardine Court  
 19 Eastern Hospital Road outside Tung Wah Eastern Hospital  
 22 Hennessy Road after Anton Street  
 23 Tai Hang Road outside Morengo Court  
 28 Harbour Road outside Causeway Centre  
 286 Queen's Road East outside Queen Elizabeth Stadium  
 35 Moorsom Road opposite Jardine's Lookout Garden  
 50 Gloucester Road (outer) outside Malaysia Building  
 555 Hennessy Road outside East Point Centre / Sogo Department Store  
 58 Mount Butler Road before Mount Butler Drive  
 7 Chun Fai Road outside Flora Garden  
 7 Gloucester Road outside Immigration Tower  
 83 Tai Hang Road before Access Road to Loong Fung Terrace  
 Caroline Hill Road opposite South China Athletic Association  
 Causeway Road outside Victoria Park [2]  
 Eastern Hospital Road outside Hong Kong Stadium  
 Gloucester Road opposite Elizabeth House (near Cross Harbour Tunnel Hong Kong Exit)  
 Hennessy Road outside Asian House [2]  
 Hennessy Road outside Southorn Playground  
 Hing Fat Street outside Victoria Park Swimming Pool

Leighton Road outside Craigengower Cricket Club  
 Morrison Hill Road opposite Happy Valley Racecourse (under Morrison Hill Road Flyover)  
 Morrison Hill Road outside Happy Valley Racecourse  
 Stubbs Road outside Tung Shan Terrace  
 Tung Lo Wan Road outside Moreton Terrace Playground  
 Victoria Park Road near Causeway Bay Typhoon Shelter  
 Wong Nai Chung Road outside Arts Mansion  
 Tin Kwai Road outside Maywood Court, Kingswood Villas [2]  
 Tin Sau Road outside Nang Fu House, Tin Fu Court  
 Tin Shui Road opposite Tin Shui Shopping Centre  
 Tin Shui Road outside Tin Chak Shopping Centre  
 Tin Shui Road outside Tin Shui Wai Park  
 Tin Shui Road outside Wah Yau House, Tin Wah Estate  
 Tin Wah Road outside Tin Yuet Estate Multi-storey Car Park  
 Tin Wing Road outside Light Rail Chestwood Stop  
 Tin Wu Road outside Yiu Shing House, Tin Yiu Estate [2]  
 Tin Yan Road outside Kingswood Ginza  
 Shun Tung Road opposite Tung Chung Crescent  
 Shun Tung Road outside Tung Chung Crescent  
 Shun Tung Road outside Tung Shing House, Fu Tung Estate  
 Tat Tung Road near Mei Tung Street  
 Tat Tung Road outside Fu Tung Plaza  
 Oi Man Estate outside Oi Man Plaza  
 8 Yan King Road outside Metro City II  
 King Ling Road opposite Tiu Keng Leng Station Public Transport Interchange  
 King Ling Road outside Kin Ming Estate  
 Po Ning Road opposite Tak Fu House, Hau Tak Estate  
 Po Yap Road outside Bauhinia Garden Multi-storey Car Park  
 Po Yap Road outside Tseung Kwan O Plaza  
 Po Yap Road outside Tseung Kwan O Station  
 Tong Ming Street opposite Sheung Tak Plaza  
 Sham Mong Road outside Aqua Marine  
 151- 159 Gloucester Road (inner) outside AXA Centre  
 Cherry Street opposite CCC Ming Kei College

Note: At some locations, seats are installed at more than one bus shelter. The numbers in the square brackets denote the number of bus shelters installed with seats at the location concerned.

**Location of the bus stops with seats to be installed by franchised bus companies under  
the remaining phases of the Subsidy Scheme  
(as at end 2018)**

Argyle Street House No. 163 after Forfar Road  
 Argyle Street near Hospital Authority Building  
 Argyle Street O/S Argyle Street Playground  
 Argyle Street O/S House No. 123  
 Argyle Street O/S The Astrid  
 Boundary Street O/S Beverly Villas  
 Boundary Street O/S House No. 119  
 Chatham Road North House No. 436-450  
 Chatham Road North near Chi Kiang Street Playground  
 Chung Hau Street O/S Cascades near Tsoi Kung Po Secondary School  
 Chung Hau Street O/S CEDD Headquarters L/P 5435-5G  
 Chung Hau Street O/S Man Hung House Chun Man Court  
 Chung Hau Street opp. Oi Man B/T L/P AA1342  
 Fat Kwong Street O/S House No. 1A near Ka Wai Chuen  
 Fat Kwong Street O/S The Open University of Hong Kong  
 Hung Hom Road O/S Block Q Whampoa Estate  
 Junction Road O/S Holy Family Canossian School  
 Junction Road O/S Iu Shan School  
 Junction Road opp. Patina [2]  
 Kowloon Tong Suffolk Road [2]  
 Laguna Verde B/T  
 Ma Tau Chung Road O/S Argyle Street Playground [3]  
 Ma Tau Kok Road O/S Towngas Ma Tau Kok Control Centre [2]  
 Ma Tau Wai Road near Chi Kwong Street Garden  
 Ma Tau Wai Road north of Station Lane near Ka Wai Chuen  
 Prince Edward Road East near Sa Po Road [7]  
 Prince Edward Road West near Padek Palace  
 Prince Edward Road West O/S Grandco Mansion  
 Prince Edward Road West O/S House No. 199  
 Prince Edward Road West opp. The Lamma Palace  
 Princess Margaret Road near Greenfield Terrace  
 Princess Margaret Road Oi Man Estate L/P AA5593-2G  
 To Kwa Wan Road House No. 11  
 To Kwa Wan Road House No. 23 near Hung Fook Street  
 To Kwa Wan Road House No. 33 near Ngan Hon Street  
 Waterloo Road House No. 81 St. George Apartments  
 Waterloo Road Kowloon Tong Club  
 Waterloo Road south of Suffolk Road  
 Whampoa Garden Bus Terminus [5]  
 Wuhu Street House No. 155  
 Castle Peak Road Chung Shan Terrace  
 Castle Peak Road near Chung Shan Terrace  
 Castle Peak Road O/S Kwai Chung Public School



Castle Peak Road O/S Wah Yuen Chuen  
 Cheung Wang B/T  
 Ching Hong Road near Cheung Ching Estate B/T  
 Ching Hong Road O/S Ching Wai House Cheung Ching Estate [3]  
 Ching Hong Road O/S Hong Cheung House  
 Ching Hong Road O/S Hong Shun House Cheung Hong Estate  
 Ching Hong Road O/S PLK Lo Kit Sing (1983) College  
 Ching Hong Road opp. Cheung Ching B/T  
 Ching Hong Road opp. Cheung Hong Estate  
 Ching Hong Road opp. PLK Lo Kit Sing (1983) College  
 Chung Mei Road near Ha Ko Tan Street  
 Chung Mei Road O/S Hong Fu House Cheung Hong Estate  
 Chung Mei Road O/S Hong Fung House Cheung Hong Estate  
 Fung Shue Wo Road O/S Tsing Kin THA  
 Fung Shue Wo Road O/S Yee Yip House Tsing Yi Estate  
 Fung Shue Wo Road opp. Tsing Yi Garden  
 Hing Fong Road O/S Kwai Shun House Kwai Fong Estate  
 Hing Fong Road O/S Osman Ramju Sadick Memorial Sports Centre  
 Hing Fong Road opp. Sun Kwai Hing Gardens  
 King Cho Road O/S Cho Yiu Chuen Commercial Complex  
 King Cho Road opp. Cho Yiu Chuen Commercial Centre  
 Kwai Chung Road near Kwai Chung Interchange [3]  
 Kwai Chung Road near Kwai Yik Road  
 Kwai Chung Road near Kwong Fai Circuit  
 Kwai Chung Road near Lai King Catholic Secondary School [3]  
 Kwai Chung Road O/S Hoover Industrial Building  
 Kwai Chung Road O/S Luen Tai Industrial Building  
 Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building [2]  
 Kwai Chung Road opp. Sun Kwai Hing Gardens  
 Kwai Chung Road opp. Sun Kwai Hing Gardens L/P FA6073-7  
 Kwai Fong Railway Station [8]  
 Kwai Hing Railway Station Bus Terminus [3]  
 Kwai Hing Road opp. Hing Fuk House Kwai Hing Estate  
 Kwai Shing Circuit opp. Lee Wai Lee College  
 Kwai Tsing Road near Modern Terminals  
 Kwai Tsing Road near Tsuen Wan Road  
 Kwai Yan Road opp. Metroplaza  
 Lai Cho Road opp. Lai Yiu Commercial Complex  
 Lai King Hill Road near Ching Lai Commercial Centre  
 Lai King Hill Road near Lai Chi Kok Bay Garden  
 Lai King Hill Road near The Salvation Army Lai King Home  
 Lai King Hill Road O/S Ching Lai Court L/P FA4952-5  
 Lai King Hill Road O/S Lok King House  
 Lai King Hill Road O/S Yat King House  
 Lai King Hill Road opp. Ching Lai Commercial Centre  
 Lai King Hill Road opp. Ching Lai Court  
 Lai King Hill Road opp. Morninghope School  
 Lai King Hill Road opp. Wah Lai Estate  
 Lai King Hill Road opp. Wo King House

Shek Pai Street near Castle Peak Road  
Shek Pai Street near Shek Lei Catholic Primary School  
Shek Pai Street O/S Block 9, Shek Lei Estate  
Shek Pai Street O/S Shek On House  
Shek Pai Street opp. Block 1, Shek Lei Estate near L/P W3760-5  
Shek Yam Road O/S North Kwai Chung Market  
Tai Wo Hau Road near Shek Tau Street O/S Fu Wah House  
Tai Wo Hau Road O/S Fu Kwai House Tai Wo Hau Estate  
Tai Wo Hau Road O/S Ha Kwai House Kwai Chung Estate  
Tsing Luk Street O/S Tsing Yi Estate B/T  
Tsing Yi Heung Sze Wui Road near Tsing Yi Industrial Centre  
Tsing Yi Heung Sze Wui Road under the Route 3 Bridge  
Tsing Yi Railway Station Bus Terminus [6]  
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate  
Tsing Yi Road opp. Kam Pak Cheuk Restaurant  
Tsing Yip Street O/S Yi Wai House Tsing Yi Estate  
Wo Tong Tsui Street near Kin Hong Street  
Wo Yi Hop Road O/S Riley House  
Wo Yi Hop Road O/S Shek Yam Lei Muk Road Park  
Cha Kwo Ling Rd O/S Shing Yip Street Rest Garden  
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden  
Chun Wah Road Ngau Tau Kok Bus Terminus  
Chun Wah Road opp. Chun Wah Court  
Chun Wah Road opp. Lok Wah Community Centre near L/P E2812-8  
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station  
Hip Wo Street O/S House No. 195-197  
Hip Wo Street opp. Cheung Wo Court  
Hiu Kwong Street O/S Hiu Lai Court  
Hong Ning Road near Hong Ning Road Park (Phase I)  
Kai Cheung Road opp. HK Auxiliary Police Force Headquarters  
Kai Fuk Road near KITEC  
Kai Fuk Road near L/P AB3541-1  
Kai Fuk Road opp. KITEC  
Kai Tin Road O/S Kai Tin Shopping Centre  
Kai Yip B/T [3]  
King Yip Street O/S House No.55  
Ko Chiu Road O/S Ko Yuen House Ko Yee Estate  
Ko Chiu Road O/S the HKCWC WCSY Memorial Care and Attention Home for the Aged  
[2]  
Ko Chiu Road opp. Ko Yuen House L/P E2556-6  
Kowloon Bay Bus Terminus  
Kwun Tong ( Elegance Road ) B/T  
Kwun Tong (Yue Man Square) B/T [2]  
Kwun Tong Road near Choi Shek Lane  
Kwun Tong Road near Yue Man Centre [2]  
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area [2]  
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [3]  
Kwun Tong Road O/S Millennium City  
Kwun Tong Road O/S Millennium City

Kwun Tong Road O/S St. Joseph's Primary School [2]  
 Kwun Tong Road O/S Telford Gardens  
 Kwun Tong Road opp. APM Millennium City 5 [2]  
 Kwun Tong Road opp. Kowloon Bay Railway Station [3]  
 Kwun Tong Road opp. Lower Ngau Tau Kok Estate  
 Lam Tin Railway Station B/T [5]  
 Lam Tin Railway Station Bus Terminus [4]  
 Lee On Road near Shun Lee Fire Station  
 Lee On Road O/S Shun On Restaurant Shun On Estate  
 Lei Yue Mun Road near Lam Tin Railway Station  
 Lei Yue Mun Road O/S Kowloon East Government Offices [3]  
 Lei Yue Mun Road O/S Kwun Tong Swimming Pool  
 Lei Yue Mun Road O/S Yau Tong Estate  
 Lei Yue Mun Road opp. St. Antonius Girls' College [2]  
 Lin Tak Road opp. Hong Yat Court  
 Lin Tak Road opp. Mei Tin House Hing Tin Estate  
 New Clear Water Bay Road O/S Kei Shun Special School Shun Lee Estate  
 Ngau Tau Kok Road near Kwai Fai House Lower Ngau Tau Kok Estate  
 Ngau Tau Kok Road near Kwun Tong Government Primary School  
 Ngau Tau Kok Road O/S House No. 245 Hay Cheuk Lau Garden Estate  
 Ngau Tau Kok Road O/S Ngau Tau Kok Railway Station  
 Pik Wan Road near Cheung Pak House Hong Pak Court  
 Pik Wan Road O/S Heng Nga House Hong Nga Court  
 Pik Wan Road O/S Kwong Ching House Kwong Tin Estate  
 Pik Wan Road O/S Kwong Tin Shopping Centre  
 Pik Wan Road O/S Tak King House Tak Tin Estate  
 Pik Wan Road O/S Tak Lok House Tak Tin Estate near L/P LAA6890-6  
 Pik Wan Road opp. Tak King House Tak Tin Estate  
 Pik Wan Road opp. Tak Lung House Tak Tin Estate  
 Ping Shek B/T  
 Po Lam Road O/S Po Tat Estate  
 Po Lam Road opp. Po Tat Estate  
 Prince Edward Road East near Choi Hung Interchange [2]  
 Sau Mau Ping (Upper) B/T [2]  
 Sau Mau Ping Road near Sau Ching House Sau Mau Ping Estate  
 Sau Mau Ping Road Ning Po No. 2 College  
 Sau Ming Road O/S Sau Fu House  
 Sau Ming Road O/S Sau Ming House  
 Sau Ming Road opp. Sau Hong House [2]  
 Sheung Yuet Road opp. Enterprise Square  
 Shun Lee Bus Terminus [2]  
 Shun Lee Tsuen Road O/S Leung Sing Tak Primary School near L/P AB4077-9  
 Shun On Road Shun Tin Bus Terminus  
 Shun Tin Bus Terminus  
 Tak Tin Street O/S Hong Yat Court  
 Tak Tin Street O/S Kai Wong House Kai Tin Estate  
 Tseung Kwan O Road opp. Kwun Tong Police Station  
 Tsui Ping Road O/S Po Pui Court  
 Tsui Ping Road O/S Tsui Tsz House Tsui Ping Estate

Wang Chiu Road near House No. 17  
 Wang Chiu Road O/S Block 13, Richland Gardens [2]  
 Wang Chiu Road O/S Block 18, Richland Garden  
 Wang Chiu Road O/S Kai Yip Bus Terminus  
 Wang Chiu Road opp. Richland Gardens Shopping Centre  
 Wang Kwong Road O/S Richland Gardens Shopping Centre  
 Castle Peak Road Kam Tsin Tsuen opp. L/P EA2169  
 Castle Peak Road Kam Tsin Tsuen opp. L/P EB0215  
 Ching Hiu Road near Ching Ho Estate near L/P AJ1087  
 Ching Hiu Road near Tsang Mui Millennium School near L/P AJ1047  
 Choi Yuen Road near Choi Pik House Choi Po Court near L/P N1688  
 Choi Yuen Road Sheung Shui Railway Station near L/P AJ0142  
 Fan Kam Road Kiu Tau (Vegetable Collecting Station) near L/P FB3693  
 Fan Kam Road Lin Tong Mei near L/P N8921  
 Fan Kam Road Lin Tong Mei opp. L/P EB5087  
 Fan Kam Road Ying Pun Tsuen near L/P EB5070  
 Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen  
 Fan Leng Lau Road Ma Kam Chan Secondary School  
 Jockey Club Road near Fung Kai Secondary School opp. L/P AD2633  
 Jockey Club Road Salvation Army Shek Wu School opp. L/P AD2667  
 Kwu Tung Road Kwu Tung Market near L/P EA2040  
 Kwu Tung Road Kwu Tung opp. L/P EA2053  
 Lin Ma Hang Road near Ta Kwu Ling Police Station opp. L/P N4282  
 Luen Wo Hui Bus Terminus [3]  
 Lung Sum Avenue near Lung Sum Avenue Sports Centre near L/P DD0379  
 Man Kam To Road near Lo Wu Station Road near L/P EB8132  
 Man Kam To Road near Sandy Ridge Cemetery near L/P EB8136  
 Man Kam To Road San Uk Ling Man Kam To B/T near L/P EB3842  
 Pak Wo Road Fanling Railway Station opp. L/P EC0151  
 Pak Wo Road Flora Plaza opp. L/P EA1894  
 Pak Wo Road Kei San Secondary School L/P EA9643  
 Pak Wo Road King Shing Court opp. L/P EA1887  
 Pak Wo Road opp. Ka Shing Court opp. L/P EA9507  
 Pak Wo Road opp. Kei San Secondary School opp. L/P EA9644  
 Pak Wo Road Sheung Shui Government School opp. L/P EA3050  
 Pak Wo Road Wah Sum Estate opp. L/P EA1895  
 Pak Wo Road Yan Shing Court near L/P AD4514 [2]  
 Ping Che Road near Ping Yuen Road near L/P EB4919  
 Ping Che Road near Regency Court near L/P EB4864  
 Ping Che Road near Sing Ping Village opp. L/P EB7400  
 Ping Che Road near Wan Chuen Sin Koon near L/P EB7412  
 Po Shek Wu Road Choi Ngan House Choi Po Court near L/P AD8405  
 Po Shek Wu Road Sheung Shui Tsuen opp. L/P N7543  
 San Wan Road near Fanling Ching Wai opp. L/P N8277  
 San Wan Road North District Central Park near L/P EA3272  
 San Wan Road opp. Landmark North near L/P EB7355  
 Sha Tau Kok Road Chun Yiu near L/P EB1219  
 Sha Tau Kok Road Fan Leng Lau Tsuen opp. L/P BD0011  
 Sha Tau Kok Road Ko Po opp. L/P EB7309

Sha Tau Kok Road Kwan Tei opp. L/P EB7265  
 Sha Tau Kok Road Kwan Tei opp. L/P EB7270  
 Sha Tau Kok Road Lau Shui Heung opp. L/P EB7280 [2]  
 Sha Tau Kok Road Lung Yeuk Tau opp. L/P EB7191  
 Sha Tau Kok Road Ma Tseuk Leng near L/P EA9289  
 Sha Tau Kok Road Man Uk Pin near L/P EA9241  
 Sha Tau Kok Road near Ha Wo Hang near L/P EA9280  
 Sha Tau Kok Road near Loi Tung near L/P EA9225  
 Sha Tau Kok Road opp. Luen Wo Hui Playground opp. L/P N7679  
 Sha Tau Kok Road San Wai Barrack opp. L/P EB7242  
 Sha Tau Kok Road Sun Tsuen near L/P EA9341  
 Sha Tau Kok Road Tam Shui Hang near L/P EA9346  
 Sha Tau Kok Road Wo Hang opp. L/P EA9261  
 Sha Tau Kok Road Yim Tso Ha near L/P EA9302  
 Sha Tau Kok Shun Lung Street near L/P EA8878  
 Tai Wo Service Road West Ho Ka Yuen near L/P N6149  
 Wah Ming Road Hong Ming House Wah Ming Estate near L/P AD0948  
 Wah Ming Road Yiu Ming House Wah Ming Estate opp. L/P EA9057  
 Wo Hing Road Chi Hoi Yuen opp. L/P N8171  
 Wo Hing Road opp. Venton Manufacturing Company Limited near L/P EA9084  
 Wo Muk Road Alliance Primary School Sheung Shui near L/P DD0743  
 Chun Kwong Street opp. Next Media Company Limited  
 Chun Wang Street O/S Mei Ah Centre  
 Clear Water Bay Road Lung Wo Village  
 Clear Water Bay Road near Tseng Lan Shue Village  
 Clear Water Bay Road near Ying Yip Road  
 Clear Water Bay Road O/S Pik Uk Correctional Institution  
 Clear Water Bay Road O/S Tai Po Tsai Village  
 Clear Water Bay Road opp. Pak Shek Wo Village  
 Clear Water Bay Road opp. Pik Uk Correctional Institution  
 Clear Water Bay Road opp. Shaw's Studio  
 Clear Water Bay Road opp. Silver Cape Road  
 Clear Water Bay Road Pak Shek Wo  
 Clear Water Bay Road Shaw's Studio  
 Clear Water Bay Road Sheung Yeung  
 Clear Water Bay Road Tai Po Tsai Kau  
 Hang Hau Station Bus Terminus [4]  
 Hiram's Highway Flyover near Cheng Chek Chee Secondary School  
 Hiram's Highway Habitat  
 Hiram's Highway Nam Pin Wai  
 Hiram's Highway O/S Hebe Haven Yacht Club  
 Hiram's Highway opp. Cheng Chek Chee Secondary School  
 Hiram's Highway opp. Po Lo Che near L/P EB6641-7  
 Hiram's Highway Pak Kong  
 Kai King Road O/S Ho Ming Court  
 Po Hong Road O/S Po Hong Park  
 Po Lam Bus Terminus [5]  
 Po Lam Road near Anderson Road  
 Po Lam Road near Tsui Lam Road

Po Lam Road North Hong Sing Garden B/T [2]  
 Po Lam Road North O/S Lok Sin Tong Lau Tak Primary School [3]  
 Po Lam Road North O/S Po Yan House Po Lam Estate  
 Po Lam Road North O/S Tseung Kwan O Fire Station  
 Po Lam Road North opp. King Nam House King Lam Estate  
 Po Lam Road opp. Mau Wu Tsai  
 Po Ning Road near Tak Fu House Hau Tak Estate  
 Sai Kung Bus Terminus  
 Sai Sha Road Wong Chuk Wan  
 Sheung Tak Bus Terminus [2]  
 Tai Au Mun Road opp. Tai Wan Tau Road  
 Tai Au Mun Road opp. the Entrance of Clear Water Bay First Beach  
 Tai Mong Tsai Road Au Kung Wan near L/P EA0245  
 Tai Mong Tsai Road Mak Pin  
 Tai Mong Tsai Road near DSD Tai Wan Pumping Station  
 Tai Mong Tsai Road near HKFYG Jockey Club Sai Kung Outdoor Training Camp  
 Tai Mong Tsai Road near Tai Wan Village  
 Tai Mong Tsai Road Pak Tam Chung [2]  
 Tai Mong Tsai Road Sheung Yiu  
 Tai Mong Tsai Road Tai Mong Tsai  
 Tong Ming Street O/S Tong Ming Street Park  
 Tseung Kwan O Industrial Estate Bus Terminus  
 Tsui Lam Bus Terminus [2]  
 Wan Lung Road O/S Tseung Kwan O Swimming Pool  
 Chak On B/T  
 Cheung Sha Wan Bus Terminus [4]  
 Cheung Sha Wan Road near Cheung Sha Wan Path [2]  
 Cheung Sha Wan Road north of Wing Lung Street  
 Cheung Sha Wan Road O/S Cheung Sha Wan Indoor Games Hall [2]  
 Cheung Sha Wan Road O/S Cheung Sha Wan Plaza  
 Cheung Sha Wan Road O/S Cheung Sha Wan Post Office [3]  
 Cheung Sha Wan Road O/S CLP Power Station east of Mei Lai Road [2]  
 Cheung Sha Wan Road O/S CLP Sham Shui Po Centre  
 Cheung Sha Wan Road O/S Maple Street Sports Ground  
 Cheung Sha Wan Road O/S Trade Square  
 Cheung Sha Wan Road O/S Yat Ching House Yee Ching Court [2]  
 Cheung Sha Wan Road O/S Yee Kok Court [2]  
 Cheung Sha Wan Road opp. Cheung Sha Wan Fire Station [2]  
 Cheung Sha Wan Road opp. Cheung Sha Wan Post Office  
 Cheung Sha Wan Road opp. Trade Square  
 Lai Chi Kok Bus Terminus [2]  
 Lai Chi Kok Road O/S Mei Foo Plaza Mei Foo Sun Chuen  
 Lai Chi Kok Road O/S Lai Kok Estate Block 1  
 Lai Chi Kok Road opp. Mei Foo Bus Terminus  
 Lung Cheung Road near Phoenix House  
 Lung Cheung Road opp. Beacon Heights  
 Mei Lai Road near Mei Foo Sun Chuen O/S Mobil Petrol Station  
 Mei Lai Road opp. Mei Foo Sun Chuen [2]  
 Nam Cheong Street near Shek Kip Mei Fire Station

Nam Cheong Street near Tai Woh Ping T.H.A.  
 Nam Cheong Street O/S Fu Tin House  
 Nam Cheong Street O/S Mei Shing House Shek Kip Mei Estate [2]  
 Nam Cheong Street O/S Shui Tin House Pak Tin Estate  
 Nam Cheong Street opp. Chak On Estate  
 Nam Cheong Street opp. Shek Kip Mei Commercial Centre [2]  
 Sham Mong Road near Hing Wah Street West  
 Sham Mong Road opp. Fu Cheong Estate  
 Sham Shing Road O/S Banyan Garden  
 Sham Shui Po (Yen Chow Street) Bus Terminus [2]  
 Tai Hung Tung Bus Terminus O/S Tung Lung House Tai Hang Tung Estate  
 Tai Po Road near Caldecott Road  
 Tai Po Road opp. Carlton Hotel  
 Tai Po Road opp. SCAD Hong Kong  
 Tonkin Street O/S Lai Kok Estate  
 Un Chau Street opp. House No. 392  
 Woh Chai Street O/S Shum Oi Church near Wai Chi Street  
 Woh Chai Street opp. Man Lok House Tai Hang Sai Sun Chuen  
 Yen Chow Street O/S Sham Shui Po Police Station  
 A Kung Kok Street O/S A Kung Kok [2]  
 A Kung Kok Street opp. A Kung Kok [2]  
 A Kung Kok Street opp. Tsung Tsin Secondary School  
 Chap Wai Kon Street opp. Shatin Industrial Centre  
 Che Kung Miu Road O/S Carado Garden [2]  
 Che Kung Miu Road O/S Che Kung Miu [2]  
 Che Kung Miu Road O/S Chun Shek Estate [4]  
 Che Kung Miu Road O/S Festival City  
 Che Kung Miu Road O/S Hin Yeung House Hin Keng Estate  
 Che Kung Miu Road O/S Sun Chui Estate [2]  
 Che Kung Miu Road O/S Tin Sam Village [2]  
 Che Kung Miu Road opp. Che Kung Miu  
 Che Kung Miu Road opp. Chun Shek Estate [2]  
 Che Kung Miu Road opp. Hin Keng Estate  
 Che Kung Mui Road O/S CRC Supermarket  
 Fo Tan Road near Fo Tan Village [2]  
 Fo Tan (Shan Mei Street) Bus Terminus  
 Hang Fai Street near Kam On Court  
 Hang Hong Street near Hang Kam Street [2]  
 Hang Hong Street near Hang Kong House  
 Hang Hong Street O/S Tsang Pik Shan Secondary School [2]  
 Hang Hong Street opp. Tsang Pik Shan Secondary School [2]  
 Hang Tak Street near Hang Shun Street  
 Hin Keng Street near Ha Keng Hau Village  
 Hin Keng Street near Hin Hing House  
 Hin Keng Street near Hin Tin Village  
 Hung Mui Kuk Road O/S Sun Yuet House  
 Hung Mui Kuk Road opp. Sun Yuet House [2]  
 Hung Mui Kuk Road opp. Worldwide Gardens [2]  
 Jat Min Chuen Street O/S Chan Cho Chak Primary School

Kam Ying Road near Saddle Ridge Gardens  
 Kam Ying Road O/S Kam Lung Court  
 Kam Ying Road O/S Kam Ying Court  
 Kwong Sin Street near Hang Seng Management College  
 Kwong Sin Street near Kwong Yuen  
 Lee On Bus Terminus [3]  
 Lion Rock Tunnel Road O/S Sha Tin Park  
 Lion Rock Tunnel Road opp. Sha Tin Park  
 Lion Rock Tunnel Road opp. Sun Tin Wai Estate [3]  
 Lion Rock Tunnel Toll Plaza  
 Ma On Shan Road near Ma On Shan Police Station [2]  
 Ma On Shan Road near Sunshine City [2]  
 Ma On Shan Town Centre Bus Terminus [2]  
 Ngan Shing Street O/S City One Bus Terminus  
 Ngan Shing Street O/S Yue Tin Court  
 Ngan Shing Street opp. City One Plaza Plus [2]  
 Ngan Shing Street opp. Yue Tin Court  
 Ngau Pei Sha Street near Ngau Pei Sha Village  
 Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited [2]  
 Ning Tai Road near L/P AE0337 opp. Tak Sun Secondary School  
 Ning Tai Road near L/P AE0393  
 Ning Tai Road O/S Tak Sun Secondary School  
 Po Tai Street O/S Ocean View  
 Sai Sha Road near Fok On Garden  
 Sai Sha Road near Wu Kai Sha Sun Chuen  
 Sai Sha Road O/S Bayshore Towers  
 Sai Sha Road O/S Chung On  
 Sai Sha Road O/S Kam On Court  
 Sai Sha Road O/S Ma On Shan Town Centre B/T  
 Sha Kok Street O/S Pok Hong Bus Terminus [3]  
 Sha Kok Street O/S Pok Hong Estate [3]  
 Sha Kok Street O/S Sha Kok Estate  
 Sha Tin Central Bus Terminus [6]  
 Sha Tin Centre Street O/S Hilton Centre [2]  
 Sha Tin Tau Road O/S Shek Ying House [2]  
 Sha Tin Tau Road opp. Shek Ying House  
 Sha Tin Wai Bus Terminus [2]  
 Sha Tin Wai Road near Ever Gain Building  
 Sha Tin Wai Road near Shatin Park  
 Sha Tin Wai Road O/S Greenfield Court [2]  
 Siu Lek Yuen Road near Slip Road to Tate's Carin Highway  
 Siu Lek Yuen Road near Tai Chung Kiu Road  
 Siu Lek Yuen Road near Yuen Hong Street  
 Siu Lek Yuen Road near Yuen Hong Street near L/P 1723-4  
 Siu Lek Yuen Road O/S Block 28 City One near Po Shing Street  
 Siu Lek Yuen Road O/S Siu Lek Yuen Village  
 Siu Lek Yuen Road opp. Block 28, City One  
 Siu Lek Yuen Road opp. Cypress House Kwong Yuen Estate  
 Tai Chung Kiu Road near Treasure Floating Restaurant



Tai Chung Kiu Road near Tsang Tai Uk  
Tai Chung Kiu Road O/S Belair Garden [2]  
Tai Chung Kiu Road O/S Block 13, City One Shatin  
Tai Chung Kiu Road O/S Garden Rivera [2]  
Tai Chung Kiu Road O/S Jat Min Chuen [2]  
Tai Chung Kiu Road O/S Ravana Garden [2]  
Tai Chung Kiu Road opp. Belair Garden [2]  
Tai Chung Kiu Road opp. Jat Min Chuen [2]  
Tai Chung Kiu Road opp. Ravana Garden  
Tai Chung Kiu Road opp. Rivera Garden [2]  
Tai Chung Kiu Road opp. Tsang Tai Uk  
Tai Chung Kiu Road, O/S Garden Rivera  
Tai Po Road near Chinese University of Hong Kong  
Tai Po Road near Lok Lo Ha  
Tai Po Road near Sha Tin Heights Road  
Tai Po Road near Shek Lei Pui Reservoir  
Tai Po Road O/S Sha Tin Heights  
Tai Po Road opp. Chek Nai Ping  
Tai Po Road opp. Luk Hop Village  
Tai Po Road opp. Sha Tin Garden  
Tai Wai Railway Station B/T [2]  
Tam Kon Po Street O/S Sha Tin Town Hall  
Tin Sam Street near P.L.K. C.W. Chu Secondary School  
Tin Sam Street O/S Tin Sam Village [2]  
Wu Kai Sha Railway Station B/T [2]  
Yuen Wo Road O/S Lek Yuen Estate  
Yuen Wo Road opp. Wo Che Estate [2]  
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458  
Dai Cheong Street opp. Tai Po Industrial Estate B/T near L/P M7469  
Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House No. 1-3  
Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026  
Dai Hei Street opp. ZAMA Corporation Limited near L/P EA7513  
Dai King Street opp. Phoenix Television Corporation near L/P EA7530  
Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041  
Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480  
Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426  
Kwong Fuk Road House No. 81 near Tung Mau Square  
Lam Kam Road Kau Liu Ha near L/P EB9382  
Lam Kam Road Ping Long Wing Fat Farm opp. L/P EB0477  
Lam Kam Road San Tong Kun Kee Farm near L/P EB0488  
Lam Kam Road Shek Poon Ho near L/P EA7374  
Nam Wan Road near Kwong Fuk Estate opp. L/P N3281  
Nam Wan Road near Kwong Fuk Playground opp. L/P AM3295  
Nam Wan Road opp. Kwong Fuk Estate near L/P N3282  
On Po Road Tai Po Central Bus Terminus opp. L/P EB3785  
Pak Tam Road Ko Tong  
Pak Tam Road Ko Tong Ha Yeung  
Pak Tam Road near Lady MacLehose Holiday Village  
Pak Tam Road To Kwa Peng (Uk Tau)

Sai Sha Road Che Ha near L/P N2477  
Sai Sha Road Kei Ling Ha Lo Wai near L/P EA7924  
Sai Sha Road Kei Ling Ha San Wai near L/P EA0667  
Sai Sha Road Ma Kwu Lam near L/P N2469  
Sai Sha Road Nai Chung [2]  
Sai Sha Road near Cheung Muk Tau  
Sai Sha Road opp. Cheung Muk Tau  
Sai Sha Road Tai Tung near L/P N2464  
Sam Mun Tsai Road Fish Market near Ting Kok Road opp. L/P N3066  
Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home near L/P N3080  
Sam Mun Tsai Road opp. Pao Siu Loong Care and Attention Home opp. L/P N3079  
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]  
Tai Po Market Railway Station [3]  
Tai Po Road Cheung Shue Tan near L/P EC0749  
Tai Po Road Cheung Shue Tan opp. L/P EC0748  
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737  
Tai Po Road Chung Tsai Yuen near L/P M6323  
Tai Po Road Chung Tsai Yuen opp. L/P AE1650  
Tai Po Road Deerhill Bay near L/P EC0742  
Tai Po Road House No. 4211 Southview Villas near L/P EC0693  
Tai Po Road Kwong Fuk Estate near L/P EA7874  
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707  
Tai Po Road near Tai Po Mei  
Tai Po Road opp. Chung Tsai Yuen Garden near L/P EC0731  
Tai Po Road opp. Lai Chi Hang Tsuen near L/P M6338  
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798  
Tai Po Road Savanna Garden near L/P CE1316  
Tai Po Road Shui Wai near Tai Po Garden near L/P EA7027  
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168  
Tai Po Road Tai Po Kau opp. Redland Garden opp. L/P EC0683  
Tai Po Road Wong Yi Au near L/P CE0035  
Tai Po Road Wong Yi Au near L/P EC0670  
Tai Po Tai Wo Road near Tai Po Old Market Public School opp. L/P DE0026  
Tai Po Tai Wo Road near YATA opp. L/P DE0015  
Tai Wo Service Road West Kau Lung Hang near L/P N7079  
Tai Wo Service Road West Nam Wah Po near L/P N6101  
Tai Wo Service Road West Tai Hang opp. L/P EB5705  
Tai Wo Service Road West Tai Wo opp. L/P EB5714  
Ting Kok Road Fortune Garden near L/P BE1220  
Ting Kok Road Lung King Village opp. L/P EA8237  
Ting Kok Road near Block 1 Tai Ping Industrial Building opp. L/P EB0392  
Ting Kok Road near Immanuel Lutheran College opp. L/P EB0394  
Ting Kok Road near Lai Pek Shan Road near L/P AE0652  
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191  
Ting Kok Road near Tung Tsz Road near L/P AE0637  
Ting Kok Road opp. Ha Hang near CLP Substation opp. L/P EB2836  
Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270  
Ting Kok Road Yue Kok opp. L/P EB5688  
Ting Kok Road Yue Kok opp. L/P EB5690

Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opp. L/P DE0054  
 Ting Tai Road Tai Po Swimming Pool opp. L/P DE0060  
 Wan Tau Street opp. House No. 83 Wing Wo Building near L/P EB1193  
 Yuen Shin Road Waterfront Park opp. L/P EA7987  
 Yuen Shin Road Yuen Shin Park opp. L/P EA7986  
 Castle Peak Road Nam Fung Centre Tsuen Wan Railway Station B/T [2]  
 Castle Peak Road near Chai Wan Kok Street  
 Castle Peak Road near Kam Fung Garden [2]  
 Castle Peak Road near Kin Ming Street  
 Castle Peak Road near Ma Wan Pier near L/P FB3130  
 Castle Peak Road near Tsing Lung Tau Tsuen  
 Castle Peak Road O/S Hong Kong Telephone Exchange  
 Castle Peak Road O/S House No. 135-143 Silka Far East Hotel [3]  
 Castle Peak Road O/S House No. 17-29  
 Castle Peak Road O/S Lido Garden  
 Castle Peak Road O/S Sea Crest Villa Phase 4  
 Castle Peak Road O/S Wing Hong House Fuk Loi Estate  
 Castle Peak Road opp. Sea Crest Villa Phase 3  
 Castle Peak Road Tsing Lung Tau Pier opp. Hong Kong Garden near L/P BC0946  
 Hoi On Road near the junction with Castle Peak Road  
 On Yin Street near Tsuen King Circuit Tsuen Tak Garden  
 Route Twisk Chuen Lung near L/P FA5590  
 Route Twisk Chuen Lung opp. L/P FA5590  
 Route Twisk near Ha Kwong Pan Tin Tsuen  
 Route Twisk near Tai Kiu Tsuen  
 Sam Tung Uk Road opp. Sam Tung Uk Resite Village  
 Sea Crest Villa Access Road opp. Sea Crest Villa Phase 2  
 Sha Tsui Road O/S House No. 334  
 Tai Ho Road O/S Cheuk Ming Mansion  
 Tai Ho Road O/S House No. 53-55  
 Tsuen King Circuit near Tsuen Wan Police Station  
 Tsuen King Circuit O/S Tsuen King Garden LST Wan Lap Keng Social Centre for The Elderly  
 Tsuen King Circuit O/S Tsuen King Garden Monthly Carpark  
 Tsuen King Circuit Tsuen Wan Centre Market  
 Tsuen Wan (Nina Tower) B/T  
 Tsuen Wan West Railway Station B/T [5]  
 Wo Yi Hop Road O/S Shek Wai Kok Sun Village  
 Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground  
 Wo Yi Hop Road opp. Ho Fung Secondary School  
 Yi Pei Chun Road near Hoi Pa Resite Village  
 Yi Pei Chun Road O/S Tung Po To  
 Castle Peak Road Brilliant Garden opp. L/P FB1957  
 Castle Peak Road Cafeteria Beach opp. L/P DD0131  
 Castle Peak Road Chi Lok Fa Yuen near L/P GD0384  
 Castle Peak Road Dragon Inn opp. L/P DD0154  
 Castle Peak Road Fu Tai Estate opp. L/P DD0198  
 Castle Peak Road Golden Beach near L/P DD0193  
 Castle Peak Road Harvest Garden opp. L/P H4957

Castle Peak Road Hoh Fuk Tong College opp. L/P H1082  
 Castle Peak Road House No. 201 Sheltered Workshop opp. L/P H1088  
 Castle Peak Road Ka Wo Lane Tsuen opp. L/P DD0019  
 Castle Peak Road Lam Tei opp. L/P GD0630  
 Castle Peak Road Miu Fat Buddhist Monastery opp. L/P FA8091  
 Castle Peak Road near Chung Uk Tsuen opp. L/P AD2825  
 Castle Peak Road near Fuk Hang Tsuen opp. L/P FA8098  
 Castle Peak Road near Nai Wai Railway Station opp. L/P FA8101  
 Castle Peak Road near Pearl Island opp. L/P DD0025  
 Castle Peak Road near Siu Lam Tsuen opp. L/P FC4895  
 Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099  
 Castle Peak Road near Waldorf Garden opp. L/P H3636  
 Castle Peak Road near Yick Yuen opp. L/P AD2815  
 Castle Peak Road near Yick Yuen opp. L/P AD2817  
 Castle Peak Road O/S Gold Coast Complex opp. L/P DD0010  
 Castle Peak Road opp. Brilliant Garden opp. L/P FB1958  
 Castle Peak Road opp. Lingnan University opp. L/P DD0203  
 Castle Peak Road opp. Prime View Garden opp. L/P H0805  
 Castle Peak Road opp. Waldorf Garden opp. L/P H3641  
 Castle Peak Road opp. Yan Oi Market opp. L/P H3657  
 Castle Peak Road Sam Shing Estate opp. L/P DD0164  
 Castle Peak Road Sea View Garden near L/P DD0142  
 Castle Peak Road Siu Lam Quarters opp. L/P FC4912  
 Castle Peak Road Siu Lam San Tsuen opp. L/P FC4879 [2]  
 Castle Peak Road Siu Sau Sheung Tsuen opp. L/P FC4845  
 Castle Peak Road Siu Sau Tsuen opp. L/P FC4846  
 Castle Peak Road Tai Lam Chung opp. L/P FA2034  
 Castle Peak Road The Aegean opp. L/P FC4855  
 Castle Peak Road The Aegean opp. L/P FC4864  
 Hoi Chu Road Goodview Garden near L/P H1358  
 Hoi Chu Road opp. Goodview Garden opp. L/P H1358  
 Hoi Chu Road Tsui Ning Garden near L/P FA1441  
 Lung Mun Oasis Bus Terminus [2]  
 Lung Mun Road near Pak Kok opp. L/P FA2370  
 Lung Mun Road Siu Shan Court opp. L/P FA2784  
 Lung Mun Road Sun Tuen Mun Centre opp. L/P FB6948  
 Ming Kum Road near King Wah House Shan King Estate opp. L/P FA2793  
 Shek Pai Tau Road near China Light Company near L/P FB4431  
 Slip Road of Lam Tei Interchange Fu Tei  
 Tsing Wun Road opp. St. Peter's Church opp. L/P FC3772  
 Tsing Wun Road opp. Tsing Wun Railway Station opp. L/P H3003  
 Tsun Wen Road O/S Tuen Mun Catholic Secondary School opp. L/P FA2380  
 Tuen Hi Road Tuen Mun Town Hall near L/P FC0636  
 Tuen Mun Ferry Pier Bus Terminus  
 Tuen Mun Road near Shell Oil Station opp. L/P AD3876  
 Tuen Tsing Lane Sun Tuen Mun Centre  
 Under the Podium of Hanford Garden  
 Wu Chui Road Tip Sum House Butterfly Estate near L/P H4594  
 Wu Chui Road Wu Pik House Wu King Estate near L/P FA2184

Yau Oi (South) B/T  
 Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate [2]  
 Choi Hung Road Choi Hung Road Playground  
 Choi Hung Road near Rhythm Garden [3]  
 Choi Hung Road near Rhythm Garden  
 Choi Hung Road O/S House No. 14-16  
 Choi Hung Road O/S Lok Sin Tong Wong Chung Ming Secondary School  
 Choi Hung Road O/S Ng Wah Catholic Secondary School  
 Choi Hung Road O/S Yin Hing Building  
 Choi Hung Road opp. Shing King Industrial Building  
 Choi Hung Road opp. Wing Chai Industrial Building  
 Choi Hung Road opp. Wong Tai Sin Police Station [2]  
 Chuk Yuen Road near Baptist Rainbow Primary School  
 Clear Water Bay Road near Ngau Chi Wan Market  
 Fu Mei Street O/S Wang Fu House Wang Tau Hom Estate  
 Fu Mei Street O/S Wang Yip House Wang Tau Hom Estate  
 Fung Tak Road near Wong Tai Sin Fire Station  
 Fung Tak Road O/S House No. 75  
 Hammer Hill Road O/S Kam Wan House Choi Hung Estate  
 Junction Road near Fu Yue House Fu Keung Court  
 Junction Road O/S Heng Lam Street Sitting-out Area  
 Junction Road O/S HKICC Lee Shau Kee School of Creativity  
 Junction Road near Lok Fu Recreation Ground  
 Lok Fu Bus Terminus [6]  
 Lung Cheung Road near Hung Ngok House Choi Hung Estate  
 Lung Cheung Road near Morse Park Swimming Pool [3]  
 Lung Cheung Road near Wang Yiu House Wang Tau Hom Estate  
 Lung Cheung Road O/S Lung Cheung Government Secondary School [2]  
 Lung Cheung Road O/S Tan Fung House Choi Hung Estate  
 Lung Cheung Road O/S Temple Mall North  
 Lung Cheung Road O/S Temple Mall South [2]  
 Lung Cheung Road O/S Tin Ma Court  
 Lung Poon Street inside Plaza Hollywood [7]  
 Ma Chai Hang Road O/S Wang King House Tin Wang Court  
 Ma Tsai Hang Road opp. Wang King House Tin Wang Court  
 New Clear Water Bay Road O/S Pak Hung House Choi Wan Estate  
 Po Kong Village Road near Po Kong Village Road Sports Centre  
 Po Kong Village Road O/S Fu Yan House Fu Shan Estate  
 Po Kong Village Road O/S Fu Yau Building  
 Po Kong Village Road O/S Fung Chuen Court  
 Po Kong Village Road O/S Po Leung Kuk No. 1 W.H. Cheung College  
 Prince Edward Road East near Choi Hung Interchange  
 Prince Edward Road East O/S Prince Industrial Building  
 Prince Edward Road East O/S Rhythm Garden  
 Prince Edward Road East O/S Tai King Industrial Building  
 Prince Edward Road East O/S The Latitude [2]  
 Prince Edward Road East opp. Rhythm Garden  
 Sheung Fung Street near Kam Fung Street Sitting-out Area  
 Shung Wah Street near Po Kong Lane

Tsz Wan Shan (South) B/T [2]  
 Tung Tau Tsuen Road O/S Carpenter Road Park  
 Tung Tau Tsuen Road O/S Wai Tung House Tung Tau Estate  
 Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate  
 Tung Tau Tsuen Road opp. Carpenter Road Park  
 Yuk Wah Street O/S Lok Moon House Tsz Lok Estate  
 Boundary Street O/S Tai Hang Tung Recreation Ground  
 Boundary Street opp. Mongkok Stadium  
 Canton Road O/S The Victoria Towers  
 Chatham Road South House No. 85  
 Chatham Road South O/S Science Museum near L/P DF0154  
 Chatham Road South opp. House No. 41-43  
 Cheong Wan Road O/S HK Polytechnic University  
 Cherry Street O/S Ming Kei College  
 Cherry Street opp. Ming Kei College  
 Embankment Road near L/P E9066  
 Hoi Wang Road O/S Charming Garden  
 Hoi Wang Road O/S Hoi Fu Court [2]  
 Hoi Wang Road O/S Park Avenue  
 Island Harbourview B/T [2]  
 Jordan Road O/S Kowloon Union Church  
 Kowloon Railway Station B/T [2]  
 Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area  
 Lai Chi Kok Road O/S House No. 166 near Tai Nam Street Sitting Out Area  
 Luen Wan Street near MK East Railway Station Pedestrian Elevator  
 Mong Kok (Park Avenue) Bus Terminus [3]  
 Nathan Road House No. 138 near St. Andrew's Church  
 Nathan Road House No. 405 near Market St  
 Nathan Road House No. 405 near Market Street  
 Nathan Road near Gascoigne Road L/P E0217-5  
 Nathan Road O/S House No. 23-25 Prestige Tower  
 Nathan Road O/S House No. 105 near Kowloon Park [2]  
 Nathan Road O/S House No. 105 near Kowloon Park  
 Nathan Road O/S House No. 132 near The Mira Hong Kong  
 Nathan Road O/S House No. 213 Tsim Sha Tsui Police Station  
 Nathan Road O/S House No. 760 near Allied Plaza  
 Nathan Road O/S Mongkok Police Station  
 Nathan Road O/S Peninsula Hotel  
 Olympic Station B/T  
 Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden  
 Sai Yee Street O/S Queen Elizabeth Secondary School  
 Salisbury Road East Tsim Sha Tsui Station [3]  
 Salisbury Road Middle Road Park  
 Salisbury Road Middle Road Park near L/P AA7970-2  
 Salisbury Road Middle Road Park near L/P AA7972-3  
 Sham Mong Road near Hoi Fai Road  
 Sham Mong Road O/S Metro Harbour View  
 Tai Kok Tsui Road O/S House No. 9  
 Tai Kok Tsui Road opp. House No. 181 near Larch Street Sitting Out Area

Tsim Sha Tsui East (Mody Road) Bus Terminus adjacent to Wing On Plaza [2]  
 Tsim Sha Tsui East B/T [3]  
 Waterloo Road near Yau Ma Tei Fire Station  
 Wylie Road near Ho Man Tin Hill Road  
 Castle Peak Road House No. 130 near L/P DD1026  
 Castle Peak Road Lok Ma Chau near L/P AD7512  
 Castle Peak Road Mai Po near L/P FC4103  
 Castle Peak Road near Fui Sha Wai opp. L/P AD2860B  
 Castle Peak Road near Fui Sha Wai opp. L/P AD9819  
 Castle Peak Road near Ki Tai Garden San Hei Tsuen opp. L/P AD2866B  
 Castle Peak Road near Ping Shan opp. L/P AD2872  
 Castle Peak Road near Ping Shan opp. L/P AD2878  
 Castle Peak Road near Shui Pin Tsuen near L/P AD2911  
 Castle Peak Road near Tai Tao Tsuen opp. L/P AD2850  
 Castle Peak Road near Tong Fong Tsuen Railway Station opp. L/P AD2865  
 Castle Peak Road near Yuen Long Landmark near L/P DD1012  
 Castle Peak Road near Yuen Long Police Station near L/P DD1031  
 Castle Peak Road Shui Pin Wai Estate near L/P AD2894  
 Castle Peak Road Tung Shing Lei near L/P H3212  
 Castle Peak Road Tung Shing Lei near L/P U8917  
 Castle Peak Road Yeung Uk Tsuen near L/P BD0335  
 Castle Peak Road Yuen Long Park near L/P AD2906  
 Fan Kam Road Chuk Hang (Sheung Che) near L/P FB3616  
 Fan Kam Road Chuk Hang opp. L/P FB3615  
 Fan Kam Road near Shui Kan Shek opp. L/P FB3628  
 Fan Kam Road Pat Heung Police Station opp. L/P BD1121  
 Fan Kam Road Shui Kan Shek near L/P FB3626  
 Fan Kam Road Wang Toi Shan Shan Tsuen opp. L/P FB3602  
 Kam Sheung Road Dao Uk Tsuen near L/P U8451  
 Kam Sheung Road Lin Fa Tei near L/P U8423  
 Kam Sheung Road near Pat Heung Road near L/P FA3582  
 Kam Sheung Road Ng Ka Tsuen near L/P AD7134  
 Kam Sheung Road Sheung Tsuen Playground near L/P U8476  
 Kam Sheung Road Shui Lau Tin near L/P U8413  
 Kam Sheung Road Shui Tsan Tin near L/P U8405  
 Kam Sheung Road St. Joseph's Church Kindergarten near L/P U8340  
 Kam Sheung Road Tin Sam near L/P U8366  
 Kam Sheung Road Tse Uk Tsuen near L/P U8448  
 Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near L/P U8395  
 Kam Sheung Road Yuen Kong Tsuen near L/P U8387  
 Kam Tin Road Chi Ma Ling opp. L/P U8871  
 Kam Tin Road Chun Yiu opp. L/P U8887  
 Kam Tin Road Kam Tin Market near L/P FB5711  
 Kam Tin Road Ko Po L/P AD1677  
 Kam Tin Road Mung Yeung Primary School near L/P FB5696  
 Kam Tin Road Mung Yeung Primary School near L/P FB5699  
 Kam Tin Road near House No. 40 Kam Tin Post Office  
 Kam Tin Road near Lo Uk Tsuen opp. L/P U8860  
 Kam Tin Road near Pat Heung Shek Kong Bridge opp. L/P FB5751

Kam Tin Road opp. Ko Po Tsuen near L/P AD1658  
 Kam Tin Road opp. The Salvation Army Kam Tin Integrated Services Centre opp. L/P  
 FB5702  
 Kam Tin Road Tai Kong Po near L/P AD5639  
 Kam Tin Road Tai Kong Po near L/P BD4972  
 Long Yat Road near Yoho Mall II near L/P AD5179  
 Long Yat Road Yoho Mall II near L/P AD5179  
 Long Yat Road Yoho Mall II near L/P AD5180  
 Ping Ha Road Pak Sha Tsai opp. Tin Shing Court opp. L/P AD6659  
 Ping Ha Road Ping Shan Hang Mei Tsuen opp. L/P FB9222  
 Route Twisk Country Park Management Centre near L/P FA7877  
 San Tam Road Chuk Yuen near L/P FA8434  
 San Tam Road Fung Kat Heung opp. L/P FA9285  
 San Tam Road Ko Hang Maple Garden near L/P FA8471  
 San Tam Road Mo Fan Heung near L/P FA9272  
 San Tam Road Pok Wai near L/P FA9262  
 Shap Pat Heung Road Emerald Green opp. L/P BD1354  
 Sheung Tsuen Bus Terminus [2]  
 Tin Fuk Road near Tsui Sing Lau opp. L/P AD6669  
 Tin Kwai Road near Lynwood Court near L/P FB2085  
 Tin Kwai Road near Maywood Court near L/P AD5708  
 Tin Kwai Road near Maywood Court near L/P FC3992  
 Tin Sau Road opp. Ching Pik House Tin Ching Estate opp. L/P AD1224  
 Tin Shui Road O/S Tin Shui Estate opp. L/P DD0550  
 Tin Shui Road O/S Tin Wah Estate opp. L/P DD0538  
 Tin Shui Road opp. Tin Shui Wai Park near L/P DD0564  
 Tin Shui Road Tin Chak Estate opp. L/P AD1067  
 Tin Shui Road Tin Yan Estate opp. L/P AD6627  
 Tin Shui Wai Town Centre B/T [2]  
 Tin Wing Road opp. Chestwood Court opp. L/P DD0331  
 Tin Wu Road near Sherwood Court opp. L/P DD0338  
 Tin Yiu Bus Terminus  
 Tin Yiu Road O/S Tin Shui Wai Police Station opp. L/P DD0524  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033  
 Town Park Road North opp. Park Royale opp. L/P DD0658  
 Town Park Road South opp. Villa Art Deco opp. L/P DD1799  
 Wang Tat Road Fung Chi Tsuen near L/P H1595  
 Wetland Park Road opp. Grandeur Terrace opp. L/P AD2155  
 Yuen Long East Bus Terminus  
 Yuen Long Park Bus Terminus  
 Sha Tin Centre Street O/S Hilton Centre  
 Argyle Street House No. 173  
 Argyle Street O/S Argyle Street Playground  
 Argyle Street O/S House No. 121  
 Argyle Street O/S House No. 125  
 Argyle Street O/S The Astrid  
 Boundary Street House No. 131-139 La Salle Primary School  
 Boundary Street La Salle Primary School L/P AA1251-3  
 Broadcast Drive House No. 15-37 near Lung Cheung Court



Broadcast Drive O/S House No. 89-91  
Chatham Road North near Cooke Street L/P K9729-7  
Chung Hau Street Carmel Secondary School L/P AA1351-8G  
Chung Hau Street near Ho Man Tin Railway Station  
Chung Hau Street O/S Block 1, Ultima  
Chung Hau Street O/S House No. 88 near Ho Man Tin Government General Office  
Cornwall Street opp. House No. 6 Lockoo Gardens  
Fat Kwong Street near Chung Hau Street  
Fat Kwong Street near Sheung Lok Street L/P AA4505-1  
Fat Kwong Street Shun Yung Street near L/P AB 0287-0  
Fat Kwong Street Valley Road Estate Block 17  
Fat Kwong Street Valley Road Estate Block 2  
Hau Man Street near Kar Man House Oi Man Estate  
Hung Hom Road south of Bailey Street Peninsula Square  
Hung Hom South Road O/S Hung Hom Bay Centre  
La Salle Road Sheffied Garden  
Laguna Verde B/T [2]  
Lancashire Road House No. 34 east of Oxford Road  
Lung Cheung Road opp. Phoenix House  
Ma Tau Chung Road near L/P AA2886-6G  
Ma Tau Chung Road O/S Sung Wong Toi Park  
Ma Tau Chung Road O/S Sung Wong Tooi Park  
Ma Tau Wai Road near Chi Kwong Street Garden  
Ma Tau Wai Road near U.C. To Kwa Wan Market  
Muk Hung Street near Kai Ching Estate  
Prince Edward Road East near Sa Po Road [2]  
Prince Edward Road West near Ma Tau Chung Road [6]  
Prince Edward Road West O/S House No. 201  
Prince Edward Road West O/S House No. 249  
Pui Ching Road Pui Ching Middle School  
Renfrew Road House No. 30 opp. Mary Rose School  
Renfrew Road Kowloon Tong Force Quarters  
Sa Po Road O/S Regal Oriental Hotel  
Sheung Shing Street Sheung Lok Street near L/P AA1123-8  
Shing Kai Road near Tak Long Estate  
Shing Tak Street Kowloon City  
Waterloo Road Kowloon Tong Club  
Waterloo Road south of Derby Road  
Waterloo Road south of Junction Road  
Waterloo Road south of Rutland Quadrant L/P K8660-6 [2]  
Castle Peak Road near Shek Ying Path  
Castle Peak Road O/S Wah Yuen Chuen  
Cheung Ching B/T near Cheung Ching Estate Community Centre [3]  
Cheung Hang near Cheung Hang Shopping Centre [2]  
Cheung Wang B/T  
Cheung Wing Road O/S Sun Fung Centre  
Ching Hong Road beside Cheung Ching Estate B/T [2]  
Ching Hong Road O/S Ching Wai House Cheung Ching Estate [2]  
Fung Shue Wo Road O/S Greenfield Garden Shopping Mall

Hing Fong Road opp. Sun Kwai Hing Gardens  
 Kwai Chung Road near Kwong Fai Circuit [2]  
 Kwai Hing Railway Station Bus Terminus  
 Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate  
 Kwai Hing Road O/S Kwai Hing Railway Station Exit A  
 Kwai Luen Road O/S Kwai Shing West B/T [2]  
 Kwai Luen Road opp. Luen Hei House Kwai Luen Estate  
 Kwai Shing Circuit near Chun Kwai House Kwai Chung Estate  
 Kwai Shing Circuit near Shing On House  
 Kwai Shing Circuit near Tai Wo Hau Road L/P 9747-8  
 Kwai Shing Circuit O/S Lee Wai Lee College  
 Kwai Shing Circuit O/S Water Service Reservoir  
 Kwai Shing Circuit opp. Lee Yat Ngok Memorial School  
 Kwai Shing Circuit opp. Shing On House  
 Kwai Shing Circuit O/S Shing Kwok House  
 Kwai Shing East Bus Terminus [3]  
 Kwai Tsing Road near Kwai Tai Road  
 Kwok Shui Road near Tai Wo Hau Railway Station L/P FB 2840-8  
 Kwok Shui Road O/S Mita Centre  
 Lai King Hill Road Lai King North B/T  
 Liu To Road O/S Cheung Hang Estate Commercial Complex [2]  
 On Yam near Tak Yam House [2]  
 Sai Shan Road near Mayfair Gardens  
 Shek Pai Street O/S Fung Yam House L/P 4405-2  
 Shek Yam Road O/S North Kwai Chung Market  
 Tai Pa Tin Street O/S Shek Yam East Estate  
 Tai Pak Tin Street O/S Yung Shek House Shek Yam Estate  
 Tai Wo Hau Road near Yan Kwai House Kwai Chung Estate  
 Tai Wo Hau Road O/S Kwai Hong Court  
 Tai Wo Hau Road O/S New Kwai Hing Gardens  
 Tai Wo Hau Road opp. Chau Kwai House Kwai Chung Estate  
 Tai Wo Hau Road opp. Kwai Chung Estate Bus Terminus  
 Tai Wo Hau Road opp. Yan Kwai House Kwai Chung Estate  
 Tsing King Road O/S Tivoli Garden  
 Tsing Yi Pier Bus Terminus  
 Tsing Yi Road O/S Ching Tao House Cheung Ching Estate  
 Tsing Yi Road West opp. Cheung Hang Estate  
 Wai Kek St O/S Shek On House  
 Wo Yi Hop Road O/S House No. 212 L/P FB2905-0  
 Wo Yi Hop Road O/S House No. 33 The Apex  
 Cha Kwo Ling Road O/S Block 17 Laguna City  
 Cha Kwo Ling Road opp. Block 17, Laguna City  
 Choi Ha Road O/S Ying Shun House Choi Ying Estate  
 Chun Wah Road Ngau Tau Kok Bus Terminus  
 Chun Wah Road O/S Lok Nga Court [2]  
 Chun Wah Road O/S On Kay Court  
 Hip Wo Street O/S Cheung Wo Court near L/P L-AA0321-OG  
 Hip Wo Street opp. Wah Fung Court  
 Hiu Kwong Street opp. Hiu Kwong Street Recreation Ground

Hiu Kwong Street opp. Sau Ming House [2]  
 Hong Ning Road opp. Hong Ning Road Park (Phase I)  
 Kai Cheung Road opp. Dah Chong Hong Motor Car Service Centre [2]  
 Kai Tin Road near Kai Tin Shopping Centre  
 Kai Tin Road O/S FDBWA Szeto Ho Secondary School  
 Kai Yip B/T  
 King Yip Street O/S House No.57 near Hing Yip Industrial Building  
 Ko Chiu Road near Ko Chiu Path  
 Kung Lok Road O/S House No. 75  
 Kuwn Tong Road O/S Lower Ngau Tau Kok Estate  
 Kwun Tong (Elegance Road) B/T  
 Kwun Tong (Tsui Ping Road) Bus Terminus [2]  
 Kwun Tong Ferry Bus Terminus [5]  
 Kwun Tong Road near House No.83 Ting Fu Street  
 Kwun Tong Road near Kowloon Bay Railway Station  
 Kwun Tong Road O/S Kai Yip Estate [2]  
 Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area  
 Kwun Tong Road O/S Lower Ngau Tau Kok Estate [2]  
 Kwun Tong Road O/S Millennium City [2]  
 Kwun Tong Road O/S Ngau Tau Kok Railway Station [3]  
 Kwun Tong Road O/S Telford Gardens  
 Laguna City B/T [3]  
 Lam Tin (Kwong Tin Estate) Bus Terminus [2]  
 Lam Tin (North) Bus Terminus [2]  
 Lee On Rd O/S Lee Yip House Shun Lee Estate  
 Lee On Road O/S Lee Yip House Shun Lee Estate  
 Lee On Road O/S Shun On Restaurant Shun On Estate  
 Lee On Road opp. Lee Hang House  
 Lee On Road opp. Shun Lee Fire Station  
 Lei Yue Mun Road O/S Lai Yue Mun Road Playground  
 Lei Yue Mun Road O/S Lei Yue Mun Plaza  
 Lei Yue Mun Road opp. L/P AA4579-4  
 Lin Tak Road O/S Choi Tin House Hing Tin Estate  
 Lin Tak Road O/S Hong Yat Court  
 Ngau Tau Kok Road opp. Amoy Gardens  
 On Tin Street opp. Ping Chun House  
 Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214-0G  
 Pik Wan Road near Tak Hong House Tak Tin Estate  
 Pik Wan Road O/S Heng Nga House Hong Nga Court near L/P AA1208-5G  
 Ping Shek B/T  
 Sau Mau Ping (Central) Bus Terminus  
 Sau Mau Ping Road near Shun On Road  
 Sau Mau Ping Road opp. Sau Ching House Sau Mau Ping Estate  
 Sau Mau Ping Road opp. Sau Fai House  
 Sau Ming Road opp. Sau Ming House  
 Sau Ming Road opp. Sau On House  
 Sau Ming Road Sau Mau Ping Shopping Centre  
 Shun Lee Tsuen Road opp. Shun On Estate near L/P AB4076-4  
 Shun On Road O/S Ning Po No. 2 College

Tak Tin Street near Tak Tin Shopping Centre  
Tsui Ping Road near Hui Ming Street  
Wai Yip Street near L/P AA3608-6  
Wai Yip Street near Wai Lok Street  
Wai Yip Street O/S House No.99  
Wang Chiu Road O/S Kowloon Bay Sportground  
Wang Chiu Road opp. Kowloon Bay Sports Ground  
Wang Kwong Road near Kai Lai Road  
Wang Kwong Road O/S Lam Wah Street Playground near L/P E7750-3  
Yue Man Square O/S House No.16-18  
Castle Peak Road Ho Tung Bridge near L/P EA2160  
Castle Peak Road near Fan Kam Road near L/P AD8385  
Cheung Wah Estate near Cheung Lok House near L/P N7476  
Ching Hiu Road opp. Ching Ho Estate near L/P BD4361  
Ching Hiu Road Royal Green near L/P AJ1103  
Ching Ho Estate Bus Terminus  
Choi Yuen Road opp. Choi Pik House Choi Po Court near L/P AD6956  
Fan Kam Road On Po Village opp. L/P AJ1498  
Fan Kam Road Ping Kong opp. L/P AD8350  
Jockey Club Road near Sheung Shui Wai opp. L/P AD2628  
Jockey Club Road near Sunningdale Garden opp. L/P AD2667  
Jockey Club Road North District Park L/P AD8460  
Luen Wo Hui Bus Terminus [3]  
Man Kam To Road Lo Wu Cross Border Parking Area near L/P EA1829  
Pak Wo Road King Shing Court opp. L/P EA1887  
Ping Che Road near CLP Substation opp. L/P EB4875  
Ping Che Road near Hung Leng Tsuen near L/P EB4874  
Ping Che Road near Ping Che opp. L/P EB4892  
Ping Che Road near Ping Yuen Road near L/P EB4919  
Ping Che Road Ping Che Yuen Ha Tsuen near L/P EB4914  
Po Shek Wu Road near Choi Fai Street opp. L/P AD8381  
Po Shek Wu Road opp. Choi Ngan House Choi Po Court near L/P AD8407  
Po Shek Wu Road Shek Wu Hui Jockey Club Playground opp. L/P N7543  
San Wan Road Caritas Fanling Chan Chun Ha Secondary School opp. L/P N3112  
San Wan Road Cheung Chung House Cheung Wah Estate opp. L/P DD0591  
San Wan Road near Fanling Centre opp. L/P N3112  
San Wan Road opp. Cheung Wah Estate opp. L/P DD0592  
San Wan Road opp. Landmark North [2]  
Sha Tau Kok Road Chun Yiu near L/P EA9219  
Sha Tau Kok Road Ko Po opp. L/P EB7305  
Sha Tau Kok Road Loi Tung opp. L/P EA9223  
Sha Tau Kok Road Ma Mei Ha near L/P EA9194  
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9290  
Sha Tau Kok Road Man Uk Pin near L/P EA9242  
Sha Tau Kok Road On Lok Tsuen opp. L/P N7668  
Sha Tau Kok Road San Tsuen near L/P EA9339  
Sha Tau Kok Road San Wai Barracks opp. L/P EB7242  
Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9296  
Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9299

Sha Tau Kok Road Tai Long near L/P EA9283  
Sha Tau Kok Road Tai Tong Wu near L/P EA9205  
Sha Tau Kok Road Tong To Tsuen near L/P EA9328  
Tin Ping Road Fung Kai Social Service Complex opp. L/P EA2606  
Tin Ping Road opp. CICTA Training Centre near L/P EA2598  
Tsi Wo Service Road West Wen Tong Manufacturer opp. L/P N8527  
Tsui Lai Garden near Block 6 near L/P EA2573  
Wah Ming Road near Wo Hing Tsuen near L/P AJ1335  
Wo Hing Road Hop Shing Gravestone near L/P AJ1339  
Chiu Shun Road O/S Yuk Ming Court  
Chiu Shun Road opp. Yuk Ming Court  
Chun Choi Street near Wellcome  
Chung Wa Road near Pui Shing Road [2]  
Clear Water Bay Road Denon Terrace  
Clear Water Bay Road Ha Yeung [2]  
Clear Water Bay Road Mang Kung Uk  
Clear Water Bay Road near Anderson Road Tai Shek Koo  
Clear Water Bay Road near Hang Hau Road Silverstrand  
Clear Water Bay Road near Hong Kong Adventist College  
Clear Water Bay Road near Silver Strand Mart  
Clear Water Bay Road opp. Ta Kwu Ling San Tsuen  
Clear Water Bay Road Pan Long Wan [2]  
Clear Water Bay Road Pik Sha Wan  
Clear Water Bay Road Sheung Sze Wan  
Clear Water Bay Road Ta Kwu Ling San Tsuen  
Clear Water Bay Road Tai Po Tsai Kau  
Clear Water Bay Siu Chung Lam  
Fuk Man Road near Sai Kung Police Station  
Hang Hau Road near St. Vincent's Church  
Hang Hau Road O/S Shui Pin Tsuen  
Hang Hau Road opp. Tseung Kwan O Hospital near Boon Kin Village  
Hang Hau Station Bus Terminus  
Hiram's Highway Fisherman's Village  
Hiram's Highway Habitat  
Hiram's Highway Ho Chung  
Hiram's Highway Nam Pin Wai  
Hiram's Highway opp. Lakeside Garden  
Hiram's Highway Pak Kong  
Hiram's Highway Pak Sha Wan  
Hiram's Highway Pak Wai  
Hiram's Highway Pak Wai near L/P EB4642-5  
Hiram's Highway Tai Chung Hau near L/P EB4573-9  
Hiram's Highway Wo Mei  
New Hiram's Highway near Wo Mei  
Po Hong Road opp. Kwong Ming Court  
Po Hong Road opp. Verbena Heights  
Po Lam Bus Terminus [3]  
Po Lam Road North O/S Lok Sin Tong Lau Tak Primary School  
Po Ning Road near Tak Fu House Hau Tak Estate [2]

Po Ning Road opp. Hang Hau (North) Bus Terminus  
 Po Tung Road O/S House No. 19E  
 Pui Shing Road O/S Nam Fung Plaza  
 Sai Kung Bus Terminus  
 Sai Kung North Bus Terminus near Sai Kung Police Station  
 Sai Sha Road near O Tau  
 Sheung Tak Bus Terminus  
 Tai Mong Tsai Road Au Kung Wan near L/P EA0245  
 Tai Mong Tsai Road near Fung Sau Road  
 Tai Mong Tsai Road near Fung Sau Road near L/P EA0227  
 Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu near L/P N2601  
 Tai Mong Tsai Road near Tso Wo Hang Marine Police Station  
 Tai Mong Tsai Road Tsam Chuk Wan  
 Tai Mong Tsai Road Wong Keng Tei  
 Tai Mong Tsai Road Wong Keng Tei near L/P N2619-4  
 Wan Po Road near Drainage Department  
 Wan Po Road near Oscar By The Sea  
 Wan Po Road near Pak Shing Kok  
 Butterfly Valley Road near Ching Cheung Road  
 Cheung Sha Wan Road near Mei Foo Railway Station  
 Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]  
 Cheung Sha Wan Road O/S House No. 740  
 Cheung Sha Wan Road O/S Kowloon Technical School  
 Cheung Sha Wan Road O/S Tin On Industrial Building near Cheung Sha Wan Path  
 Cornwall Street O/S Chak Yan Centre  
 Cornwall Street O/S Shek Kip Mei Park  
 Lai Chi Kok Bus Terminus [3]  
 Lai Chi Kok Rd. O/S Mei Foo Plaza Mei Foo Sun Chuen  
 Lai Chi Kok Road O/S IVE (Haking Wong)  
 Mei Foo Bus Terminus [5]  
 Mei Lai Road near Lai Wan Road  
 Mei Lai Road south of Lai Wan Road L/P K2192-8  
 Nam Cheong Street O/S Shui Tin House Pak Tin Estate  
 Pak Wan Street O/S Chak Tin House  
 Pak Wan Street O/S Cheung Tin House  
 Po On Road O/S Wing Hei House Po Hei Court  
 Sham Mong Road Near Access Road To Tonkin Street B/T  
 So Uk Bus Terminus  
 Tai Hang Tung Road north of Tat Chee Avenue  
 Tai Hang Tung Road north of Tong Yam Street  
 Tai Po Road O/S Carlton Hotel  
 Tai Po Road O/S House No. 292 near Saviour Lutheran School  
 Tai Po Road opp. House No. 70  
 Tat Chee Avenue opp. House No. 1 near L/P E8927-5  
 To Yuen Street O/S Heung To Middle School L/P AA9655-4  
 Tonkin Street O/S Fu Cheong Estate  
 Tonkin Street O/S Lai Kok Estate  
 Tonkin Street O/S Lei Cheng Uk Tomb Park  
 Woh Chai Street O/S Man Lok House Tai Hang Sai Sun Chuen [2]

Woh Chai Street O/S Shek Kip Mei Estate Block 23  
Yen Chow Street O/S Sham Shui Po Police Station  
Yen Chow Street West O/S Tung Chau Street Park  
Che Kung Miu Road opp. Che Kung Miu  
Chevalier Garden Bus Terminus  
Chui Tin Street near 63 Sun Tin Village  
Chui Tin Street O/S Sun Fong House  
Chun Shek Estate O/S Shek Yuk House [2]  
Fo Tan (Shan Mei Street) Bus Terminus [2]  
Fung Shun Street O/S Fung Wo House  
Fung Shun Street O/S Wo Yue House Fung Wo Estate  
Hang Hong Street near Hang Kong House [2]  
Hang Hong Street near Yiu Him House Yiu On Estate  
Hang Hong Street O/S Yiu On Estate [2]  
Hang Tak Street near Hang Shun Street  
Heng On Bus Terminus  
Hin Keng B/T [2]  
Hin Keng Bus Terminus  
Hin Keng Street near Hin Hing House  
Hung Mui Kuk Road O/S Sun Yuet House [2]  
Kam Ying Court B/T [3]  
Kam Ying Rd O/S Kam Lung Court  
Kam Ying Road near Saddle Ridge Gardens  
Kam Ying Road O/S Kam Ying Court  
Kam Ying Road opp. Lung Yan House Kam Lung Court [2]  
Kwong Sin Street opp. Hang Seng Management College  
Kwong Sin Street opp. Kwong Yuen  
Kwong Yuen Bus Terminus [2]  
Lee On Bus Terminus  
Lok King Street O/S Fo Tan Railway Station  
Lok King Street O/S Jubilee Garden  
Ma On Shan Road near Yiu Shun House Yiu On Estate  
Ma On Shan Road opp. Yiu Shun House Yiu On Estate  
Ma On Shan Town Centre Bus Terminus [5]  
Mei Tin Road O/S Holford Garden  
Ngan Shing Street O/S CTB B/T  
Ngan Shing Street O/S Ngan Shing Plaza  
Ngan Shing Street opp. Yue Tin Court  
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited  
Ngau Pei Sha Street O/S Yu Chui Court  
Ngau Pei Sha Street opp. Ngau Pei Sha Village  
Ning Tai Road near Holy Spirit Primary School [4]  
Ning Tai Road O/S Tak Sun Secondary School [2]  
On Chun Street opp. Bayshore Towers  
On King Street O/S Garden Vista  
Po Tai Street O/S Ocean View [2]  
Pok Hong B/T [2]  
Ravana Garden B/T  
Sai Sha Rd O/S Ma On Shan Town Centre B/T

Sai Sha Road O/S Bayshore Towers  
 Sai Sha Road O/S Kam On Court [3]  
 Sai Sha Road O/S Ma On Shan Town Centre B/T  
 Sai Sha Road O/S Vista Paradiso  
 Sai Sha Road opp. Chung On [2]  
 Sai Sha Road opp. Fok On Garden [2]  
 Sha Kok Street O/S Pok Hong Bus Terminus  
 Sha Kok Street O/S Sha Kok Estate [2]  
 Sha Tin Central Bus Terminus [11]  
 Sha Tin Railway Station Bus Terminus [5]  
 Sui Wo Road O/S Goldfield Industrial Centre  
 Sun Chui Bus Terminus  
 Tai Chung Kiu Road near Treasure Floating Restaurant  
 Tai Chung Kiu Road O/S Block 13, City One Shatin  
 Tai Chung Kiu Road O/S Jat Min Chuen  
 Tai Chung Kiu Road opp. Ravana Garden [2]  
 Tai Po Road near Keng Hau Road  
 Tai Po Road near Mei Tao House  
 Tai Po Road near Seaview Villa  
 Tai Po Road near Tai Wai Sun Tsuen  
 Tai Po Road O/S House No. 8623  
 Tai Po Road O/S Luk Hop Village  
 Tai Po Road opp. House No. 8623 near L/P N6956-6  
 Tai Po Road opp. Mei Lam Estate  
 Tai Wai Railway Station B/T [2]  
 Tam Kon Po Street O/S Sha Tin Town Hall [2]  
 Tin Sam Street O/S Hin Yiu Estate  
 Tin Sam Street O/S Tin Sam Village  
 University Railway Station Bus Terminus [4]  
 Wong Nau Tau Bus Terminus [3]  
 Wu Kai Sha Railway Station B/T [2]  
 Yiu On B/T [3]  
 Yuen Wo Road O/S Wo Che Shopping Centre  
 Dai Cheong Street near Tai Po Industrial Estate B/T near L/P M7468  
 Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near L/P EB3009  
 Dai Fu Street opp. Unilever Hong Kong Limited near L/P EB3025  
 Dai Hei Street near ZAMA Corporation Limited near L/P EA7512  
 Dai Wang Street Chen Hsong Machinery near L/P M7427  
 Heung Sze Wui Street near Tai Po Hui Market opp. L/P EB1197  
 Kwong Fuk Road House No. 113 near Tung Sau Square  
 Kwong Fuk Road near Wong Shiu Chi Secondary School opp. L/P EA8350  
 Lam Kam Road Kau Liu Ha near L/P EB9383  
 Lam Kam Road Ng Tung Chai opp. L/P EB0448  
 Lam Kam Road opp. Chung Uk Tsuen opp. L/P EB0515  
 Lam Kam Road Pak Ngau Shek Ng Tung Chai opp. L/P EB0459  
 Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474  
 Lam Kam Road San Tong Wing Kee Farm near L/P EB0486  
 Lam Kam Road San Tsuen near L/P EB0498  
 Lam Kam Road Shek Poon Ho near L/P EA7142



Lam Kam Road Tai Om near Chan Sam Kee Store opp. L/P EB0467  
 Nam Wan Road opp. Kwong Fuk Playground opp. L/P BN3295  
 On Chee Road Eightland Gardens near L/P EB7435  
 On Po Road Tai Po Central B/T opp. L/P EB3780  
 Pak Tam Road Ko Tong  
 Pak Tam Road Tai Tan  
 Pak Tam Road Tai Tan Country Park L/P N2539  
 Plover Cove Road near Plover Cove Road Market opp. L/P EB0376  
 Po Heung Street Luk Heung Public School opp. L/P N3269  
 Tai Po Central Tai Po Plaza [5]  
 Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]  
 Tai Po Market Railway Station [10]  
 Tai Po Road near Tai Po Mei  
 Ting Kok Road Green Cove near L/P AE0662  
 Ting Kok Road Green Cove opp. L/P EB9934  
 Ting Kok Road Ha Hang opp. L/P EB2837  
 Ting Kok Road Law Chi Yip (Po Sum Pei Pool) near L/P AE0655  
 Ting Kok Road Lo Tsz Tin near L/P AE0702  
 Ting Kok Road Lung Mei Tsuen near L/P AE0712  
 Ting Kok Road near Fung Yuen Road opp. L/P EB2820  
 Ting Kok Road opp. Chen Hsong Machinery opp. L/P EB2847  
 Ting Kok Road Po Sum Pai near L/P AE0643  
 Ting Kok Road Shan Liu Tsuen near L/P AE0693  
 Ting Kok Road Shuen Wan near L/P EB9890  
 Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270  
 Ting Kok Road Ting Kok Tsuen near L/P AE0679  
 Ting Kok Road Wong Yue Tan Tsuen near L/P BE1176  
 Wan Tau Street O/S Tai Po Hui Market near L/P BE0567  
 Bayview Garden B/T Castle Peak Road opp. Greenview Court [4]  
 Castle Peak Road Nam Fung Centre Tsuen Wan Railway Station B/T [3]  
 Castle Peak Road near Kin Ming Street  
 Castle Peak Road O/S Tsuen Wan Multi-Storey Car Park  
 Discovery Park B/T [2]  
 Hoi On Road opp. Belvedere Garden Phase 3  
 Kwok Shui Road opp. Ham Tin Village  
 Luen Yan Street opp. House No. 26  
 Shek Wai Kok Road O/S Shek Ho House Shek Wai Kok Estate  
 Shek Wai Kok Road O/S Shek Lin House Shek Wai Kok Estate  
 Shek Wai Kok Road O/S Shek Wai Kok B/T L/P FA5870  
 Shek Wai Kok Road O/S Shek Wai Kok Estate Shek Kwai House  
 Tai Chung Road near Castle Peak Road  
 Tai Chung Road near Chai Wan Kok Street  
 Tai Ho Road O/S House No. 30 near Hang Seng Bank  
 Texaco Road House No.75 near Crown of Thorns Church  
 Tsuen Fu Street near Tsuen Wah Street O/S East Asia Shopping Arcade  
 Tsuen King Circuit O/S Allway Gardens Phase 3  
 Tsuen Wan (Nina Tower) B/T [3]  
 Tsuen Wan West Railway Station B/T [6]  
 Wai Tsuen Road near Shek Wai Kok Road

Castle Peak Road Marine Police Headquarters opp. L/P GC0485  
 Castle Peak Road near Chung Uk Tsuen opp. L/P AD2824  
 Castle Peak Road near Lok Tsui Street opp. L/P FC4891  
 Castle Peak Road Siu Lam opp. L/P FC2306  
 Castle Peak Road Tai Lam Chung near L/P FA6697  
 Hoi Chu Road opp. Goodview Garden opp. L/P H1358  
 Hoi Wing Road near Siu Lun Court opp. L/P FA1495  
 Hoi Wong Road opp. Tuen Mun Swimming Pool opp. L/P FA3348  
 Hoi Wong Road Tuen Mun Swimming Pool opp. L/P FA3349  
 Kin Sang Estate near Lok Sang House [3]  
 Lung Mun Oasis Bus Terminus [2]  
 Lung Mun Road Glorious Garden opp. L/P AD0439  
 Pui To Road opp. Tuen Mun Fire Station near L/P FA2222  
 Slip Road of Lam Tei Interchange Fu Tei  
 Tai Hing B/T opp. Hing Fai House Tai Hing Estate [2]  
 Tin King Road opp. Siu Pong Court opp. L/P FA2644  
 Tsing Tin Road near Shi Hui Wen Secondary School near AD9822  
 Tsun Wen Road near Tai Hing Police Station opp. L/P FA2385  
 Tsun Wen Road opp. Tuen Mun Catholic Secondary School opp. L/P FA2379  
 Tsun Wen Road Tai Hing Sports Centre opp. L/P FA2084  
 Tuen Mun Central B/T  
 Tuen Mun Ferry Pier Bus Terminus [3]  
 Tuen Mun Heung Sze Wui Road near Tuen Mun Park opp. L/P H4646  
 Tuen Mun Heung Sze Wui Road Yau Oi Podium opp. L/P FA2256  
 Tuen Mun Road near Tuen Yan Street near L/P DD0876  
 Tuen Mun Road opp. Shell Oil Station opp. L/P AD3874  
 Tuen Mun Road opp. Shell Oil Station opp. L/P AD3875 [2]  
 Under the Podium of Hanford Garden [3]  
 Wu Chui Road Tuen Mun Pier Head opp. L/P DD0978  
 Wu King Road opp. Wu Poon House Wu King Estate near L/P H0948  
 Wu King Road Wu Poon House Wu King Estate near L/P H0947  
 Wu Sau Street Yuet Wu Villa Bus Terminus  
 Wu Shan Road opp. Siu Shan Court near L/P H0968  
 Wu Shan Road Siu Shan Court near L/P H0969  
 Yau Oi (South) B/T [2]  
 Choi Hung Access Road O/S Kam Pik House Choi Hung Estate  
 Choi Hung B/T [2]  
 Choi Hung Road Choi Hung Road Playground  
 Choi Hung Road near Luen Yee Road  
 Choi Hung Road near Rhythm Garden [5]  
 Choi Hung Road near Tung Tai Lane  
 Choi Hung Road near Wong Tai Sin Police Station [2]  
 Choi Hung Road O/S House No. 210-212  
 Choi Hung Road O/S Yin Hing Building [2]  
 Choi Hung Road opp. Shing King Industrial Building  
 Chui Chuk Street near Tsui Chuk Shopping Centre  
 Chui Chuk Street O/S Block 1, Tsui Chuk Garden  
 Chui Chuk Street O/S Block 4, Tsui Chuk Garden  
 Chui Chuk Street O/S Block 5, Tsui Chuk Garden

Chuk Yuen Estate Bus Terminus [3]  
Chuk Yuen Road near Baptist Rainbow Primary School  
Fu Shan Bus Terminus  
Fung Mo Street near Wang Yip House Wang Tau Hom Estate  
Fung Mo Street O/S Morse Park  
Fung Mo Street opp. Wang Kei House  
Fung Shing Street O/S Koon Yat House Choi Wan Estate [2]  
Fung Tak Road near Sheung Yuen Street  
Hammer Hill Road O/S Kam Wan House Choi Hung Estate [2]  
Heng Lam Street near Hong Keung Court  
Junction Road Lok Fu Plaza L/P K8694  
Junction Road O/S Lok Him House near L/P K8704  
Lok Fu Bus Terminus  
Lung Cheung Road near Hung Ngok House Choi Hung Estate [3]  
Lung Cheung Road near Ping Ting Village Ngau Chi Wan  
Lung Cheung Road O/S Temple Mall North  
Lung Poon Street inside Plaza Hollywood [3]  
Ming Fung Street O/S House No. 14  
Po Kong Village Road near Po Tsz Lane L/P AA7558  
Prince Edward Road East near Choi Hung Interchange  
Tai Hom Road near Diamond Hill Railway Station  
Tai Shing Street near Tung Tau Tsuen Road  
Tsui Chuk Garden Bus Terminus  
Tsz Wan Shan (South) B/T  
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate  
Tung Tau Tsuen Road O/S Lung Wai House  
Tung Tau Tsuen Road O/S Mei Tung House Mei Tung Estate  
Tung Tau Tsuen Road O/S Morse Park No. 1 near L/P E1370  
Tung Tau Tsuen Road O/S Morse Park No.2  
Tung Tau Tsuen Road O/S Morse Park Open-air Theatre  
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate  
Wai Wah Street near On Hong House  
Wong Tai Sin Road near Wong Tai Sin Temple  
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate  
Boundary Street O/S Tai Hang Tung Recreation Ground  
Hong Hong Road Cross Harbour Tunnel Bus Bay  
Hung Hom Railway Station Bus Terminus [4]  
Island Harbourview B/T  
Jordan Road after Junction With Canton Road  
Jordan Road House No.5 near Chi Wo Street  
Kowloon Railway Station B/T [3]  
Luen Wan Street near Mong Kok East Railway Station Pedestrian Elevator  
Mong Kok (Park Avenue) Bus Terminus [2]  
Mong Kok East Railway Station Podium [3]  
Nathan Road House No. 134 near Kimberley Road  
Nathan Road House No. 405 near Market St  
Nathan Road O/S House No. 630 Bank Centre [2]  
Nathan Road O/S House No. 636 Bank Centre  
Nathan Road O/S House No. 760 near Allied Plaza

Nathan Road O/S House No. 760 near Allied Plaza  
Nathan Road O/S House No. 784  
Olympic Station B/T [3]  
Salisbury Road near Cross Harbour Tunnel L/P AA7716  
Star Ferry B/T [7]  
Tsim Sha Tsui East B/T [3]  
Yim Po Fong Street O/S MacPherson Playground L/P BF2844  
Castle Peak Road Chuk Yuen near L/P FA8368  
Castle Peak Road Fung Kat Heung near L/P FA9214  
Castle Peak Road Hung Mo Bridge opp. L/P FB9714  
Castle Peak Road Ko Hang near L/P FA8399  
Castle Peak Road Mai Po Lung near L/P FC4128  
Castle Peak Road Mai Po near L/P FC4104  
Castle Peak Road Mo Fan Tsuen near L/P FA9222  
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2852  
Castle Peak Road opp. Fiori opp. L/P AD2882  
Castle Peak Road Pak Shek Au Interchange near L/P EA2978  
Castle Peak Road Pok Wai near L/P FA6939  
Castle Peak Road San Tin opp. L/P FC4153  
Castle Peak Road Shek Wu Wai near L/P FC4140  
Castle Peak Road Tai Sang Wai near L/P GD1108  
Fan Kam Road Fireman Training School near L/P FB3637  
Fan Kam Road near Fireman Training School opp. L/P FB3637  
Fan Kam Road Ta Shek Wu (Shek Tong) near L/P FB3661  
Fan Kam Road Ta Shek Wu (Shek Tong) opp. L/P FB3662  
Fan Kam Road Ta Shek Wu near L/P FB3668  
Fan Kam Road Ta Shek Wu opp. L/P FB3668  
Fan Kam Road Ta Shek Wu Tsuen opp. L/P BD1139  
Hung Yuen Road Hung Shui Kiu (Hung Yuen Road) B/T near L/P AD7223  
Kam Sheung Road near Po Tei Road near L/P AD7128  
Kam Sheung Road near Tsz Tong Tsuen near L/P U8316  
Kam Sheung Road opp. Tsz Tong Tsuen near L/P U8313  
Kam Tin Road Chun Yiu opp. L/P U8889  
Kam Tin Road CLP Substation near Au Tau Roundabout near L/P AD1693  
Kam Tin Road near Pat Heung Fire Station near L/P H4498  
Kwu Tung Road San Tin Barracks near L/P EA2828  
Lam Kam Road Ling Wan Temple near L/P H4953  
Lam Kam Road Ling Wan Temple near L/P U8526  
Lam Kam Road Sheung Tsuen Po near L/P FB4749  
Long Ping Railway Station B/T near L/P GD2530  
Ping Ha Road opp. Sheung Cheung Wai opp. L/P AD6687 [2]  
Ping Ha Road Tin Shing Court opp. L/P AD6659  
Route Twisk Country Park Management Centre near L/P FA7879  
San Tam Road Sha Po opp. L/P AD0836  
Tin Fuk Road Tin Yau Court opp. L/P AD6673  
Tin Ha Road Ha Tsuen Vegetable Depot Kong Hau Villa opp. L/P FA9082  
Tin Ha Road Lee Uk Tsuen near L/P FB9092  
Tin Ha Road opp. Lee Uk Tsuen opp. L/P FB9092  
Tin Ha Road opp. San Sang Tsuen opp. L/P FB9103

Tin Ha Road opp. San Uk Tsuen near L/P FB9086  
Tin Ha Road opp. San Uk Tsuen opp. L/P FB9086  
Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552  
Tin Shui Wai Town Centre B/T  
Tin Tsz Bus Terminus  
Tin Wing Road near Chestwood Court opp. L/P DD0329  
Tin Wu Road near Ju Ching Chu Secondary School opp. L/P DD0341  
Tin Wu Road near Tin Shui Wai Playground near L/P DD0347  
Tin Yiu Bus Terminus  
Tung Wui Road near Ng Ka Tsuen near L/P AD7113 [2]  
Tung Wui Road near Ng Ka Tsuen near L/P AD7125 [2]  
Tung Wui Road near Sha Tin Hang opp. L/P AD7063 [2]  
Tung Wui Road near Sha Tin Hang Tsuen opp. L/P AD7062 [2]  
Wetland Park Road near Grandeur Terrace opp. L/P DD1859  
Yuen Long (West) Bus Terminus [4]  
Yuen Long Railway Station

Note: At some locations, seats are installed at more than one bus shelter. The numbers in the square brackets denote the number of bus shelters to be installed with seats at the location concerned.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)151**

**(Question Serial No. 0373)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government indicated that they would carry out a study and conduct trials on intelligent traffic signal systems with sensors to detect pedestrians and vehicles at signalised road junctions to help optimise the green times allocated to vehicles and pedestrians. Please advise:

1. the location and details of the above installations;
2. the cost of the above study; and
3. whether the Government has the programme for the trials and commissioning. If so, what are the details?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 14)

Reply:

The Transport Department (TD) will carry out a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians. The study will include conducting laboratory trials, and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020. The locations of suitable signalised junction for the installation of the trial system will be selected having regard to a number of factors, including the traffic and pedestrian flow, as well as the capacity of the junctions concerned. The TD will determine the programme for commissioning of the systems at other junctions after evaluation of the trials.

The estimated cost for the study, including the trial installations, is about \$8.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)152**

**(Question Serial No. 0420)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

1. The Traffic and Incident Management System (TIM System) of the Transport Department (TD) commenced operation since end 2017. Please advise the number of incidents handled since then.
2. Please list out the locations of these incidents and the staff establishment in handling the incidents.
3. What is the annual expenditure involved in the TIM System?
4. Please advise whether the Emergency Transport Co-ordination Centre (ETCC) ceased operation before the commencement of the TIM system. If the ETCC is still in operation, please advise the co-ordination between the ETCC and the TIM System.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 18)

Reply:

Launched in December 2017, the TIM System of the TD is a computerised system designed to facilitate traffic monitoring, generate suggested traffic and transport contingency plans in the event of traffic and transport incidents, streamline the dissemination of traffic and transport information to the media and the public and co-ordinate existing and future traffic control surveillance systems. With the assistance of the TIM System, the efficiency and effectiveness of the TD's ETCC in managing traffic and transport incidents and disseminating traffic and transport incident information to the media and the public have been improved. The annual expenditure incurred by the operation and maintenance of the TIM System is about \$7.2 million.

ETCC operates round-the-clock and is currently manned by a staff establishment of 54, consisting of Traffic Engineers, Transport Officers, Transport Controllers, Technical Officers, Clerical Officers and a Typist, who also undertake other related duties such as formulating and updating of traffic and transport contingency plans and action checklists, etc. In 2018, ETCC handled 5 256 traffic or transport incidents<sup>Note</sup>. Details of the location of each of the incidents requested are not readily available.

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents or accidents at the scene. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow-up actions. The above-mentioned number of incidents does not include those handled by the HKPF at the scene but not referred to ETCC for follow-up actions

**Note:** A traffic or transport incident is regarded as a non-recurring event that causes reduction of road capacity or disruption of public transport services. These incidents are counted on a location or event basis. For example, a public event incident necessitating road closure for several hours will be counted as one incident. Similarly, a traffic incident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as one incident.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)153****(Question Serial No. 0422)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Probationary Driving Licence Scheme (the Scheme) for motor cycles and motor tricycles was launched on 1 October 2000. From 9 February 2009, the Scheme has been extended to private cars and light goods vehicles. Please advise:

- whether the number of traffic accidents involving drivers holding probationary driving licences has been reduced upon the implementation of the Scheme, and please provide information on such traffic accidents in the past five years; and
- the penalties imposed in connection with the above traffic accidents with a tabulated breakdown by type of penalty.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 20)

Reply:

- The numbers of traffic accidents involving drivers holding probationary driving licences per year have been fluctuating from around 350 to 600 since the Scheme was extended to private cars and light goods vehicles in 2009. The numbers of traffic accidents involving drivers holding probationary driving licences in the past five years are tabulated below:

	2014	2015	2016	2017	2018
Number of traffic accidents	425	500	625	638	351

- The Hong Kong Police Force does not maintain records on the penalties imposed in connection with traffic accidents involving drivers holding probationary driving licences.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)154****(Question Serial No. 0568)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the interchange fare concession arrangements between different public transport operators in the past year:

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the schemes

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 2)Reply:

To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements in 2018 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

<b>Public transport operators involved in the interchange schemes</b> (Note 1)	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>	<b>Dates of commencement and termination of the schemes</b>
Railway and franchised bus (8 routes)	\$1.0	20 400	On-going (Note 2)
Railway and green minibus (GMB) (539 routes) (Note 3)	\$0.3 - \$3.0	493 900	On-going (Note 2)

<b>Public transport operators involved in the interchange schemes (Note 1)</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>	<b>Dates of commencement and termination of the schemes</b>
Bus-bus interchange between different franchised bus companies (498 routes)	\$0.5 - \$24.0	27 200	On-going (Note 2)
Franchised bus and GMB (74 routes)	\$1.0	400	Commencement date: 1 July 2017 and on-going
Franchised bus and tram (29 routes)	\$2.6	1 930	Commencement date: 1 July 2017 and on-going
GMB-GMB interchange between different GMB operators (37 routes)	\$1.0 - \$10.3	- (Note 4)	On-going (Note 2)
Ferry-ferry interchange between different ferry operators (2 routes)	Monday to Saturday: \$3.6 Sunday and Public Holidays: \$6.5	26	Commencement date: 1 July 2011 and on-going

Note:

- (1) The above table does not cover interchange concessionary fare arrangements for routes operated by the same operator.
- (2) Many railway and franchised bus interchange schemes, railway and GMB interchange schemes, bus-bus interchange schemes between different franchised bus companies, and GMB-GMB interchange schemes have been implemented for many years. The Transport Department (TD) does not have the information on the commencement date of each scheme.
- (3) With effect from 3 June 2018, the MTR Corporation Limited introduced a railway and GMB interchange scheme under which a discount of a maximum of \$0.3 is offered to passengers using Octopus for interchange between MTR and GMB. As at February 2019, 539 GMB routes have joined the scheme.
- (4) The TD does not have passenger trip figures of GMB-GMB interchange schemes.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)155****(Question Serial No. 0569)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out in table form the subsidy/allowance/exemption items granted by the Government in respect of franchised bus, non-franchised bus, tram, taxi, ferry, public light bus and MTR respectively and the respective expenditure incurred in the past year and this year.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 3)Reply:

In 2017-18 and 2018-19, the Government provided various forms of exemption/subsidy items to the following public transport modes with details set out in the table below:

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)	
		2017-18	2018-19 (as at 28 February 2019)
Franchised Bus	Exemption of vehicle licence fee (Note 1)	25,292	24,166
	Reimbursement of Government rent and government land rental (Note 1)	329,333	276,383
	Exemption of first registration tax	59,694	53,942
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	988	1,362
Tram	Subsidy for tram track replacement at critical locations (Note 2)	N/A	4,291
Ferry	Exemption of vessel licence fee (Note 3)	212	162
Ferry	Reimbursement of pier rentals (Note 3)	7,699	4,648
	Reimbursement under Special Helping Measures for the six major outlying island ferry routes (Note 4)	38,481	109,857

Note:

1. The Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the Government rent and rentals of government land used for franchised bus operations under the Elderly Concessionary Fares Scheme.
2. The Government has made a total provision of about \$19.7 million to subsidise Hong Kong Tramways (HKT) to expedite the tram track replacement of the key bends and junctions with the use of the rail jacket technology on a matching basis in three years from 2017-18 to 2019-20. Under the matching basis, for every metre of the track (in a pair) which HKT has committed to replace, the Government will provide funding for installation for another metre of the track on a reimbursement basis. A total of 2.35 km of tram tracks has been identified for replacement.
3. The Government has exempted ferries from annual vessel licence fees, and reimbursed ferry operators the rental of ferry piers used for franchised and licensed ferry operations under the Elderly Concessionary Fares Scheme.
4. The six major outlying island ferry routes include “Central – Cheung Chau”, “Central – Mui Wo”, “Inter-Islands” between Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau, “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan” routes. Reimbursable items under the Special Helping Measures include vessel survey fee, vessel insurance, vessel repairs and maintenance cost, 50% of the annual depreciation cost of vessel and fleet improvement, private mooring charge, pier electricity, water and cleansing charges, balance of revenue forgone due to provision of elderly and child fare concessions and visiting scheme to outlying islands.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)156****(Question Serial No. 0829)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- Please list out in tables the figures of the past three years: (1) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three road harbour crossings; (2) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three tunnels between Kowloon and Sha Tin and; (3) the corresponding toll revenue from franchised bus, public light bus and non-franchised bus.
- The Government has expressed that it would implement the "Franchised Bus Toll Exemption Fund" (the Fund). Please advise the implementation programme, its operation details and the use of the Fund.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 6)Reply:

- The number of routes and scheduled daily departures of franchised buses, green minibuses and residents' services plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin in the past three years is set out below:

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Services	
		Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures
Cross-Harbour Tunnel	2016	33	4 714	1	63	10	158
	2017	33	4 441	1	63	10	158
	2018	32	4 543	1	63	9	156
Eastern Harbour Crossing	2016	21	2 052	2	48	11	43
	2017	22	2 083	2	48	10	41
	2018	22	2 142	2	35	9	32
Western Harbour Crossing	2016	30	3 145	0	0	34	327
	2017	32	3 318	0	0	34	345
	2018	32	3 559	0	0	32	327

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Services	
		Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures
Lion Rock Tunnel	2016	32	3 448	8	473	12	91
	2017	32	3 260	8	465	12	80
	2018	29	3 184	8	473	10	77
Tate's Cairn Tunnel	2016	28	3 789	0	0	23	254
	2017	31	3 977	0	0	22	252
	2018	32	3 892	0	0	21	229
Eagle's Nest Tunnel	2016	17	463	0	0	3	21
	2017	19	701	0	0	4	25
	2018	16	758	0	0	5	28

Note:

- (1) Figures provided are based on year end situation of the respective year.
- (2) Main and supplementary services of a bus route under the same Schedule of Service are counted as one route only.
- (3) Red minibuses are not included since they do not operate on fixed routes.

The toll collection systems of the tunnels keep the record of the toll collected for the vehicle classes of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) and "light bus" (i.e. including private and public minibuses) only. The toll revenue collected from buses and light buses by respective tunnels in the past three years is tabulated as follows:

Tunnel name	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) (\$ million)			Toll revenue collected from light buses (including private and public light buses) (\$ million)		
	2016	2017	2018	2016	2017	2018
Cross-Harbour Tunnel	41.7	41.7	40.9	7	7	6
Eastern Harbour Crossing	71.5	75.2	74.5	8.8	8.8	8.3
Western Harbour Crossing	240.8	266.7	287.0	30.6	28.8	25.7
Lion Rock Tunnel	Not applicable*					
Tate's Cairn Tunnel	60.7	62.9	61.7	1.0	1.1	1.2
Eagle's Nest Tunnel	4.8	5.5	5.9	0.4	0.4	0.4

\* 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 the toll revenue collected from buses and light buses using the Lion Rock Tunnel.

2. As a Policy Address initiative in 2018, the toll charged on franchised buses for using government tunnels and roads will be exempted. The Government has made legislative amendments to exempt the toll for franchised buses using government tolled tunnels and roads with effect from 17 February 2019 with a view to relieving

their fare increase pressure. Each franchised bus operator will set up its own dedicated fund account for keeping the toll saved. The Fund will be used for relieving the fare increase pressure of the corresponding franchised bus operators, so that the magnitude of the fare increase shouldered by the passengers will be lowered.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)157****(Question Serial No. 0830)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the supply of parking spaces:

1. please provide in table form the current numbers of parking spaces for commercial vehicles and non-commercial vehicles in each of the 18 districts (with breakdown by public car park/ on-street metered parking space/ temporary car park);
2. please provide in table form the utilisation of parking spaces by the above-mentioned vehicles and the average parking fees charged during peak hours and non-peak hours.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 8)Reply:

1. The numbers of public parking spaces for commercial vehicles and non-commercial vehicles by districts as at February 2019 were as follows:

District	Non-Commercial vehicle parking spaces				Commercial vehicle parking spaces			
	Public car parks	On-street metered parking spaces	Temporary car parks	Others*	Public car parks	On-street metered parking spaces	Temporary car parks	Others*
Central & Western	10 148	443	45	29 233	497	106	236	416
Wan Chai	10 515	954	0	29 260	78	24	0	424
Eastern	11 437	383	1 354	35 127	407	112	302	1 432
Southern	7 585	592	196	32 750	647	85	98	721
Yau Tsim Mong	14 080	1 478	456	19 596	1 691	465	78	437
Sham Shui Po	8 774	1 165	666	20 545	1 905	155	474	1 149
Kowloon City	6 726	2 203	1 271	41 360	560	228	796	592
Wong Tai Sin	5 885	279	358	16 556	163	117	96	1 050
Kwun Tong	13 743	375	1 070	34 248	889	90	160	2 331
Tsuen Wan	8 643	467	2 030	27 175	990	42	170	1 199

District	Non-Commercial vehicle parking spaces				Commercial vehicle parking spaces			
	Public car parks	On-street metered parking spaces	Temporary car parks	Others*	Public car parks	On-street metered parking spaces	Temporary car parks	Others*
Tuen Mun	7 282	993	1 807	32 575	755	166	470	1 304
Yuen Long	8 241	755	1 078	32 918	401	203	87	1 781
North	3 361	899	2 347	15 887	275	199	410	1 027
Tai Po	4 796	1 262	1 145	22 276	188	175	148	820
Sai Kung	8 402	981	2 676	31 921	246	222	156	1 257
Sha Tin	14 707	1 369	2 586	57 107	855	207	290	1 589
Kwai Tsing	8 982	385	2 378	26 660	1 911	125	5 520	3 793
Island	7 280	154	67	9 184	361	40	0	618
<b>Total</b>	160 587	15 137	21 530	514 378	12 819	2 761	9 491	21 940

\* Including parking spaces at private car parks and on-street non-metered parking spaces.

2. The Government has not compiled the utilisation and average parking fees charged during peak hours and non-peak hours for most types of parking spaces. For multi-storey car parks under the management of the Transport Department, their day-time and night-time hourly parking fees, and average utilisation rates as at December 2018 were as follows:

Car Park	Hourly parking fees (\$)		No. of Parking Spaces <sup>@</sup>	Average utilisation rate <sup>^</sup>		
	Day-time (0800-2300)	Night-time (2300-0800)		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	22	16	417	51%	70%	16%
City Hall Car Park	22	16	197	43%	58%	15%
Rumsey Street Car Park	22	16	983	60%	68%	45%
Tin Hau Car Park	20	15	504	75%	81%	64%
Shau Kei Wan Car Park	12	10	458	83%	84%	81%
Aberdeen Car Park	16	14	344	81%	76%	89%
Yau Ma Tei Car Park	18	14	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	12	10	342	87%	86%	87%
Kwai Fong Car Park*	14	11	645	73%	74%	72%
Tsuen Wan Car Park	17	13	579	90%	91%	88%
Kennedy Town Car Park	12	12	232	81%	83%	75%
<b>Total</b>			<b>5 547</b>	<b>71%</b>	<b>76%</b>	<b>60%</b>

- @ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.
- ^ Excluding motorcycles.
- \* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)158**

**(Question Serial No. 0831)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please provide information on:

1. the total amount of subsidy received by commuters altogether and the average amount of subsidy received by each commuter up to the present;
2. the utilisation situations of different subsidy collection points; and
3. the administrative costs incurred in implementing the Scheme since its introduction.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

1. The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme in January and February 2019, the total amount of subsidies for the two months is about \$306.7 million, involving a monthly average of around 2.15 million beneficiaries. The average monthly subsidy received per commuter is about \$71.
2. The subsidy for January 2019 has been available for collection from 16 February 2019. As at 7 March 2019, 47% of commuters collected their subsidy at outlets of 7-Eleven and Circle K, as well as Wellcome supermarkets, 46% at Subsidy Collection Points installed at MTR stations, light rail customer service centers, designated ferry piers and designated public transportation interchanges, 6% through Octopus App and the remaining 1% at Octopus Service Points.
3. Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is \$11.6 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)159**

**(Question Serial No. 2274)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please provide this Committee with information:

1. on the public car parks which were under study/construction by the Government across the territory in the past three years, including their locations, the numbers of parking spaces to be provided for different types of vehicles, their parking fees and estimated dates of opening for public use;
2. in table form on the underground public car parks which were under study/construction by the Government across the territory in the past three years, including their locations, the numbers of parking spaces to be provided for different types of vehicles, their parking fees and estimated dates of opening for public use; and
3. on whether the Government will conduct a site selection study for underground public car parks in 2019-20; if yes, on the related work plan and the estimated expenditure involved.

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 31)

Reply:

1.

In the past three years, the following projects with public car parks were completed/under construction:

Location	Number of parking spaces	Status	Parking fees
Po Shek Wu Estate public car park	Private car 166 (100 hourly and 66 monthly parking)	Completed and opened in August 2018	\$13 per hour; \$1,950 per month (\$4 per hour for park and ride users)

Location	Number of parking spaces	Status	Parking fees
Hong Kong-Zhuhai-Macao Bridge Hong Kong Port public car park	Private car 673 (including 12 parking spaces for the disabled)  Light goods vehicle 14  Motorcycle 25  Out-of-service taxi 21	Completed and opened in October 2018	Different parking fees are applied to various types of parking spaces. Parking fees for private car are set out below as illustration:  - \$20 per hour and \$160 per day with pre-booking. - Progressive charging rates of \$20 per hour for the first two hours, \$30 for the third hour and \$40 per hour starting from the fourth hour for non-reserved parking spaces  For details, please refer to <a href="https://www.hzmbparking.com.hk/zh-hk/parking-rates">https://www.hzmbparking.com.hk/zh-hk/parking-rates</a>
Guangzhou-Shenzhen-Hong Kong Express Rail Link West Kowloon Station public car park	Private car 495 Motorcycle 51	Completed and opened in September 2018	\$32 per hour (\$100 per day for park-and-ride users)
Liantang/Heung Yuen Wai Boundary Control Point public car park	Private car 415 Motorcycle 36	Under construction	To be determined by the car park operators based on market situation.
Tai Po Area 1 sports centre public car park	Private car 200 Motorcycle 10 Coach 3	Under construction	
Public parking place under improvement of Hoi Bun Road Park and Adjacent Area	Private car 37 Motorcycle 10 Coach 4 (The parking spaces for private car and coach are metered parking spaces.)	Under construction	According to prevailing parking fees of metered parking spaces upon commissioning of the parking spaces.

2. & 3.

The Transport Department (TD) is taking forward the consultancy study on parking for commercial vehicles and the pilot study on automated parking systems. The two studies will identify suitable sites, including underground or aboveground sites, for provision of public car parks. The estimated expenditures of the two studies in 2019-20 are \$3.5 million and \$1.5 million respectively. As it is an on-going task of the TD to look for suitable sites for provision of public car parks following the principle of “Single Site, Multiple Uses” by deploying existing staff resources, there is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)160****(Question Serial No. 0547)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the fare increase applications of green minibus (GMB) routes received by the Transport Department (TD) in the past year, including the routes involved, rates of fare increase applied for and results of assessment.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 24)Reply:

The latest situation on fare adjustment applications of GMB routes received by the TD in 2018-19 is as follows:

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
1.	Hong Kong Island (HKI) 51	April 2018	To increase by 18.2%	To be increased by 5.8%
2.	HKI 51A	April 2018	To increase by 18.2%	To be increased by 5.8%
3.	HKI 51S	April 2018	To increase by 18.2%	To be increased by 5.8%
4.	HKI 52	April 2018	To increase by 15.5%	Being processed
5.	HKI 69	April 2018	To increase by 21.3%	To be increased by 4.3%
6.	HKI 69A	April 2018	To increase by 21.3%	To be increased by 3.8%
7.	HKI 69X	April 2018	To increase by 21.3%	To be increased by 4.0%
8.	Kowloon (Kln) 9M	April 2018	To increase by 25.0%	Being processed
9.	Kln 71A	May 2018	To increase by 12.5%	Being processed
10.	Kln 71B	May 2018	To increase by 12.5%	Being processed
11.	New Territories (NT) 55K	May 2018	To increase by 13.6%	To be increased by 7.4%
12.	NT 56A	May 2018	To increase by 13.6%	To be increased by 7.4%
13.	NT 56B	May 2018	To increase by 13.6%	To be increased by 7.4%
14.	NT 56C	May 2018	To increase by 13.6%	To be increased by 7.4%
15.	NT 56K	May 2018	To increase by 13.6%	To be increased by 7.4%
16.	NT 301	May 2018	To increase by 14.9%	To be increased by 5.7%

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
17.	NT 301M	May 2018	To increase by 14.9%	To be increased by 5.7%
18.	NT 302	May 2018	To increase by 14.9%	To be increased by 5.7%
19.	NT 81	June 2018	To increase by 27.6%	To be increased by 8.4%
20.	NT 81M	June 2018	To increase by 27.6%	To be increased by 8.4%
21.	NT 82	June 2018	To increase by 27.6%	To be increased by 8.4%
22.	NT 82M	June 2018	To increase by 27.6%	To be increased by 8.4%
23.	NT 89	June 2018	To increase by 21.0%	To be increased by 6.3%
24.	NT 89A	June 2018	To increase by 21.0%	To be increased by 6.3%
25.	NT 89B	June 2018	To increase by 21.0%	To be increased by 6.3%
26.	NT 89M	June 2018	To increase by 21.0%	To be increased by 6.3%
27.	NT 89P	June 2018	To increase by 21.0%	To be increased by 6.3%
28.	NT 89S	June 2018	To increase by 21.0%	To be increased by 6.3%
29.	NT 98	June 2018	To increase by 21.0%	To be increased by 6.3%
30.	NT 112A	June 2018	To increase by 8.4%	To be increased by 7.3%
31.	NT 112M	June 2018	To increase by 8.4%	To be increased by 7.3%
32.	NT 112S	June 2018	To increase by 8.4%	To be increased by 7.3%
33.	Kln 16	June 2018	To increase by 12.0%	Being processed
34.	Kln 16A	June 2018	To increase by 12.0%	Being processed
35.	Kln 16B	June 2018	To increase by 12.0%	Being processed
36.	Kln 16S	June 2018	To increase by 12.0%	Being processed
37.	Kln 89A	June 2018	To increase by 25.5%	Being processed
38.	Kln 89B	June 2018	To increase by 25.5%	Being processed
39.	Kln 89C	June 2018	To increase by 25.5%	Being processed
40.	HKI 32	July 2018	To increase by 21.2%	To be increased by 8.4%
41.	HKI 32A	July 2018	To increase by 21.2%	To be increased by 8.4%
42.	HKI 33	July 2018	To increase by 21.2%	To be increased by 8.4%
43.	HKI 33M	July 2018	To increase by 21.2%	To be increased by 8.4%
44.	NT 11	July 2018	To increase by 17.1%	To be increased by 5.9%
45.	NT 11A	July 2018	To increase by 17.1%	To be increased by 5.9%
46.	NT 11B	July 2018	To increase by 17.1%	To be increased by 5.9%
47.	NT 11M	July 2018	To increase by 17.1%	To be increased by 5.9%
48.	NT 11S	July 2018	To increase by 17.1%	To be increased by 5.9%
49.	NT 12	July 2018	To increase by 17.1%	To be increased by 5.9%
50.	NT 52A	July 2018	To increase by 25.8%	To be increased by 4.9%
51.	NT 52B	July 2018	To increase by 25.8%	To be increased by 4.9%
52.	NT 52K	July 2018	To increase by 25.8%	To be increased by 4.9%
53.	NT 54A	July 2018	To increase by 25.2%	To be increased by 6.0%
54.	NT 54K	July 2018	To increase by 25.2%	To be increased by 6.0%
55.	NT 65A	July 2018	To increase by 32.7%	To be increased by 15.1%
56.	NT 65K	July 2018	To increase by 32.7%	To be increased by 15.1%
57.	NT 65S	July 2018	To increase by 32.7%	To be increased by 15.1%
58.	NT 66K	July 2018	To increase by 32.7%	To be increased by 15.1%
59.	NT 67A	July 2018	To increase by 32.7%	To be increased by 15.1%
60.	NT 67K	July 2018	To increase by 32.7%	To be increased by 15.1%
61.	HKI 43M	July 2018	To increase by 29.6%	Being processed
62.	HKI 44M	July 2018	To increase by 29.6%	Being processed
63.	HKI 47E	July 2018	To increase by 28.6%	Being processed
64.	HKI 47M	July 2018	To increase by 28.6%	Being processed
65.	HKI 47S	July 2018	To increase by 28.6%	Being processed



<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
66.	HKI 48M	July 2018	To increase by 28.6%	Being processed
67.	Kln 43M	July 2018	To increase by 19.4%	Being processed
68.	NT 814	August 2018	To increase by 11.0%	To be increased by 9.0%
69.	NT 25A	August 2018	To increase by 7.0%	To be increased by 7.0%
70.	NT 25B	August 2018	To increase by 7.0%	To be increased by 7.0%
71.	NT 25K	August 2018	To increase by 7.0%	To be increased by 7.0%
72.	HKI 24A	August 2018	To increase by 17.2%	Being processed
73.	HKI 24M	August 2018	To increase by 17.2%	Being processed
74.	HKI 25	August 2018	To increase by 17.2%	Being processed
75.	Kln 22A	August 2018	To increase by 5.4%	Being processed
76.	Kln 22M	August 2018	To increase by 5.4%	Being processed
77.	NT 19S	August 2018	To increase by 7.9%	Being processed
78.	NT 108A	August 2018	To increase by 7.9%	Being processed
79.	NT 10M	September 2018	To increase by 23.5%	To be increased by 11.4%
80.	NT 13	September 2018	To increase by 23.5%	To be increased by 11.4%
81.	NT 110	September 2018	To increase by 23.5%	To be increased by 11.4%
82.	NT 94	September 2018	To increase by 13.4%	To be increased by 7.2%
83.	NT 94A	September 2018	To increase by 13.4%	To be increased by 7.2%
84.	NT 94S	September 2018	To increase by 13.4%	To be increased by 7.2%
85.	HKI 9	September 2018	To increase by 21.7%	Being processed
86.	HKI 12	September 2018	To increase by 21.7%	Being processed
87.	HKI 13	September 2018	To increase by 21.7%	Being processed
88.	HKI 58	September 2018	To increase by 30.0%	Being processed
89.	HKI 58A	September 2018	To increase by 30.0%	Being processed
90.	HKI 58M	September 2018	To increase by 30.0%	Being processed
91.	HKI 59	September 2018	To increase by 30.0%	Being processed
92.	HKI 59A	September 2018	To increase by 30.0%	Being processed
93.	HKI 59B	September 2018	To increase by 30.0%	Being processed
94.	HKI 66	September 2018	To increase by 17.1%	Being processed
95.	HKI 66A	September 2018	To increase by 17.1%	Being processed
96.	HKI 68	September 2018	To increase by 17.1%	Being processed
97.	NT 63A	October 2018	To increase by 20.0%	To be increased by 12.0%
98.	NT 63B	October 2018	To increase by 20.0%	To be increased by 12.0%
99.	NT 63K	October 2018	To increase by 20.0%	To be increased by 12.0%
100.	NT 63S	October 2018	To increase by 20.0%	To be increased by 12.0%
101.	NT 64A	October 2018	To increase by 20.0%	To be increased by 12.0%
102.	NT 64K	October 2018	To increase by 20.0%	To be increased by 12.0%
103.	Kln 46	October 2018	To increase by 6.6%	Being processed
104.	NT 808	November 2018	To increase by 11.5%	To be increased by 6.3%
105.	NT 808A	November 2018	To increase by 11.5%	To be increased by 6.3%
106.	NT 808P	November 2018	To increase by 11.5%	To be increased by 6.3%
107.	NT 809K	November 2018	To increase by 11.5%	To be increased by 6.3%
108.	HKI 14M	November 2018	To increase by 17.6%	Being processed
109.	HKI 21A	November 2018	To increase by 17.6%	Being processed
110.	HKI 21M	November 2018	To increase by 17.6%	Being processed
111.	Kln 72	November 2018	To increase by 11.9%	Being processed
112.	Kln 73	November 2018	To increase by 11.4%	Being processed
113.	HKI 26	December 2018	To increase by 9.7%	Being processed
114.	Kln 86	December 2018	To increase by 11.7%	Being processed

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
115.	NT 411	December 2018	To increase by 18.0%	Being processed
116.	HKI 1	January 2019	To increase by 9.6%	Being processed
117.	HKI 1A	January 2019	To increase by 9.6%	Being processed
118.	HKI 2	January 2019	To increase by 9.6%	Being processed
119.	HKI 3	January 2019	To increase by 9.6%	Being processed
120.	HKI 3A	January 2019	To increase by 9.6%	Being processed
121.	HKI 28	January 2019	To increase by 9.6%	Being processed
122.	HKI 28A	January 2019	To increase by 9.6%	Being processed
123.	HKI 28M	January 2019	To increase by 9.6%	Being processed
124.	HKI 28S	January 2019	To increase by 9.6%	Being processed
125.	NT 611	February 2019	To increase by 12.9%	Being processed
126.	NT 611A	February 2019	To increase by 12.9%	Being processed
127.	NT 611B	February 2019	To increase by 12.9%	Being processed
128.	NT 611P	February 2019	To increase by 12.9%	Being processed
129.	NT 88D	March 2019	To increase by 13.0%	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 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, while the operator of another two GMB routes had earlier applied for fare increases, the service of these two routes was already cancelled in March 2019 as per the operator's application. Hence, the fare application of these two routes was no longer valid and not processed by the TD.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)161**

**(Question Serial No. 0549)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

To increase the supply of parking spaces, the Government is pursuing the following measures: designating night-time parking spaces at suitable on-street locations; requiring developers to provide in new development projects parking spaces with reference to the higher end of the range under the Hong Kong Planning Standards and Guidelines; providing public car parks in suitable new Government, Institution and Community (G/IC) facilities; allowing school buses to park in the school premises after school; and providing more coach parking spaces and pick-up/drop-off facilities. Please list out the numbers of additional parking spaces for private cars and commercial vehicles provided in the 18 districts of Hong Kong over the past year with a breakdown by the aforesaid categories of measures.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 26)

Reply:

In 2018-19, the numbers of additional parking spaces for private cars and commercial vehicles provided under the various measures in 18 districts are as follows:

District	Private Car		Commercial Vehicles				
	Parking spaces provided within new developments	Public parking spaces in new G/IC facilities and short-term tenancy car parks	Night-time on-street parking	Parking spaces provided within new developments	Public parking spaces in new G/IC facilities and short-term tenancy car parks	Parking spaces within school premises	Coach parking spaces and pick-up/drop-off facilities
Central & Western	420	0	0	0	0	0	3
Wan Chai	234	0	3	0	0	0	2
Eastern	637	12	0	41	31	6	42
Southern	275	0	7	100	0	0	105
Yau Tsim Mong	566	0	0	0	0	0	37
Sham Shui Po	195	0	0	2	0	0	0
Kowloon City	716	158	0	0	50	0	50
Wong Tai Sin	19	0	0	2	0	0	0
Kwun Tong	445	0	0	6	0	6	6
Tsuen Wan	1 063	0	0	0	0	0	0
Tuen Mun	321	0	10	0	0	0	0
Yuen Long	34	205	0	10	26	7	8
North	352	131	15	0	40	0	0
Tai Po	76	0	0	0	0	0	0
Sai Kung	1 322	0	0	13	0	5	18
Sha Tin	662	18	3	0	36	0	1
Kwai Tsing	62	268	5	11	287	4	50
Islands	809	694	0	14	14	0	0
<b>Total</b>	<b>8 208</b>	<b>1 486</b>	<b>43</b>	<b>199</b>	<b>484</b>	<b>28</b>	<b>322</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)162**

**(Question Serial No. 0550)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

What is the current progress of the work in taking forward a consultancy study on parking for commercial vehicles (CVs), as well as examining the feasibility of providing government multi-storey car parks at various locations and the suitability to adopt an automated parking system? What measures will the Government take to restrict the use of parking spaces by cross-boundary coaches to avoid causing nuisance to nearby residents?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 27)

Reply:

The Transport Department (TD) commenced the consultancy study on parking for CVs in December 2017 to assess the parking demand and formulate short to long term measures to address the demand. The study is scheduled to complete in end 2019. In early 2018, the TD commenced a pilot study on the use of automated parking systems (APS) at a number of parking sites to evaluate the feasibility and applicability of APS in Hong Kong. The TD targets to invite tender for the first pilot project in Tsuen Wan in end 2019.

As regards multi-storey car parks, the Government will follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

Same as all local coaches, cross-boundary coaches may park at the existing on-street parking spaces designated for coaches. In the process of designating new on-street parking spaces, including those for the use of coaches, the TD will take into consideration views of the local community.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)163**

**(Question Serial No. 2340)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

On Page 892 in Volume I, it is mentioned under Programme (1): Planning and Development under Head (186) Transport Department (TD) that the TD will continue with the study on parking for commercial vehicles (CVs) during 2019-20. In this connection, will the Government inform this Committee:

- (1) of the current shortfall in the number of parking spaces for CVs across the territory and the projected numbers of additional parking spaces for CVs required in the coming five years;
- (2) of the latest progress of the study; and
- (3) whether smart parking technologies adopted in the Mainland or overseas will be employed to provide underground smart car parks or open-air Ferris wheel-style car parks or any other automated parking systems with a view to increasing the provision of parking spaces?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 45)

Reply:

- (1) & (2) The TD is conducting a consultancy study on parking for CVs to assess the parking demand and formulate short to long term measures to address the demand. The consultant will consider the current and projected CV parking demand to be ascertained under the study and look for suitable sites for provision of commercial vehicle parks, including carrying out preliminary assessments to establish the technical feasibility. The study commenced in December 2017 and is targeted for completion in end 2019.
- (3) On the other hand, the TD is conducting a consultancy study on automated parking systems (APS) for completion in end 2019. The study is considering smart parking technologies available worldwide, and identifying pilot sites for implementation of pilot projects to evaluate the feasibility and applicability of various types of APS in Hong Kong.

End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)164**

**(Question Serial No. 2341)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government has all along promoted smart mobility but the parking and payment systems in Hong Kong are always said as unable to achieve this. The Transport Department (TD) advises that in the coming year, it will continue to develop the design of in-vehicle units and associated systems for allowing motorists paying parking fees by remote means, and carry out the procurement exercise of the new generation of parking meters. In light that the procurement tender has started in October last year, the Administration plans to install gradually the new generation of parking meters in Hong Kong in 2019-20 with an objective of installation 12 300 parking meters to replace the existing 9 800 parking meters which only accept Octopus as the payment means. Will this Committee be informed of:

- (1) the results of the tender and any difference with the budget of \$304 million? If yes, what are the details?
- (2) what is the timetable for installation of the new generation of smart parking meters? Please list the time and numbers of the new parking meters to be installed by 18 districts.
- (3) the payment means adopted for the new generation of smart parking meters in details.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 46)

Reply:

(1) The TD is conducting a tender exercise for the Procurement cum Management, Operation and Maintenance (PMOM) Contracts of the new generation of parking meter system. The invitation of the tender was issued on 26 October 2018 and the tender was closed on 21 December 2018. The assessment of tender is now underway. The TD will announce the result (i.e. the selected PMOM contractor(s) and the tender price(s)) once the tender procedures are fully completed by mid-2019.

(2) The TD plans to install about 12 000 new generation parking meters over the territory by phases from early 2020 for completion in early 2022. The detailed installation schedule will be finalised with the selected PMOM contractor(s) before end-2019. At this stage, the

installation timetable and numbers of the new parking meters to be installed by 18 districts are not available.

(3) The new generation of parking meters will support payment of parking fees through multiple means, including remote payment through “parking meter mobile application(s)”. The payment means adopted for the new parking meters will be subject to the results of the tender exercise for engaging “clearing service contractor(s)”, which will provide collection, clearing and settlement services for the parking fees collected. The tender exercise will be conducted in mid-2019.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)165**

**(Question Serial No. 0057)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) currently conducted by the Transport Department (TD), it is expected that the stakeholders will be consulted in the first half of this year. Please provide the details, including the expected completion time of the feasibility study, the targets and the scope of the consultation, the contents of the ERP Pilot Scheme, and the manpower and expenditure involved.

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 35)

Reply:

The TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half of 2019.

The estimated expenditure for the feasibility study on the ERP Pilot Scheme in 2019-20 is \$6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)166**

**(Question Serial No. 2854)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, Hong Kong has seen shortage of parking spaces and traffic congestion across various districts. In this connection, will the Government inform this Committee:

1. of the numbers of different types of public and private parking spaces provided in each of the 18 districts over the past five years and the shortfall situation.
2. whether the Government will follow the principle of "Single Site, Multiple Uses" to construct underground car parks in more government facilities (including parks and sports centres) under planning?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 40)

Reply:

1. The numbers of different types of parking spaces in each district over the past five years are provided in Annex.

While the Government regularly monitors changes in the overall number of vehicles and in the overall supply of parking spaces, the Transport Department (TD) does not compile statistics on the shortfall of parking spaces in each of the districts.

2. The Government follows the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

**Number of parking spaces by type of vehicle and district in the past five years**

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	Feb-19	38 436	1 171	84	1 412	41 103
	Feb-18	37 988	1 216	84	1 348	40 636
	Feb-17	38 837	1 221	89	1 362	41 509
	Feb-16	37 778	1 238	77	1 301	40 394
	Feb-15	37 641	1 220	67	1 278	40 206
Wan Chai	Feb-19	39 425	396	130	1 289	41 240
	Feb-18	39 319	389	131	1 293	41 132
	Feb-17	39 021	389	131	1 269	40 810
	Feb-16	38 632	382	133	1 268	40 415
	Feb-15	34 793	132	118	1 006	36 049
Eastern	Feb-19	45 914	1 885	368	2 381	50 548
	Feb-18	45 216	1 889	291	2 267	49 663
	Feb-17	44 881	1 953	375	2 253	49 462
	Feb-16	44 115	1 921	370	2 163	48 569
	Feb-15	47 763	2 174	326	2 409	52 672
Southern	Feb-19	39 274	1 197	354	1 830	42 655
	Feb-18	38 792	1 205	262	1 809	42 068
	Feb-17	38 654	1 203	279	1 787	41 923
	Feb-16	37 633	1 063	287	1 742	40 725
	Feb-15	37 663	1 019	257	1 735	40 674
Yau Tsim Mong	Feb-19	33 487	2 386	285	2 101	38 259
	Feb-18	33 135	2 428	261	2 025	37 849
	Feb-17	32 992	2 430	266	2 007	37 695
	Feb-16	31 665	2 473	257	1 943	36 338
	Feb-15	31 131	2 534	257	1 867	35 789
Sham Shui Po	Feb-19	29 157	3 248	435	1 978	34 818
	Feb-18	28 641	3 201	422	1 886	34 150
	Feb-17	28 519	3 217	472	1 800	34 008
	Feb-16	28 585	3 031	427	1 646	33 689
	Feb-15	28 514	3 512	491	1 581	34 098

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Kowloon City	Feb-19	49 617	1 539	637	1 936	53 729
	Feb-18	49 171	1 641	715	1 875	53 402
	Feb-17	48 115	1 668	834	1 750	52 367
	Feb-16	45 613	1 676	975	1 554	49 818
	Feb-15	46 042	1 953	907	1 591	50 493
Wong Tai Sin	Feb-19	20 834	1 290	136	2 239	24 499
	Feb-18	20 859	1 254	136	2 257	24 506
	Feb-17	21 102	1 291	136	2 211	24 740
	Feb-16	20 822	1 312	151	2 125	24 410
	Feb-15	20 758	1 348	169	2 057	24 332
Kwun Tong	Feb-19	45 371	3 268	202	4 060	52 901
	Feb-18	44 926	3 733	200	3 818	52 677
	Feb-17	44 439	3 719	353	3 705	52 216
	Feb-16	43 983	4 020	352	3 537	51 892
	Feb-15	44 225	4 234	377	3 456	52 292
Tsuen Wan	Feb-19	36 863	1 976	425	1 426	40 690
	Feb-18	35 787	1 947	426	1 281	39 441
	Feb-17	34 981	1 919	396	1 230	38 526
	Feb-16	34 590	1 852	396	1 152	37 990
	Feb-15	33 332	1 846	374	1 107	36 659
Tuen Mun	Feb-19	40 974	2 524	171	1 681	45 350
	Feb-18	40 661	2 523	175	1 644	45 003
	Feb-17	39 843	2 529	175	1 614	44 161
	Feb-16	39 328	2 506	169	1 543	43 546
	Feb-15	39 083	2 475	177	1 523	43 258
Yuen Long	Feb-19	41 255	2 112	360	1 723	45 450
	Feb-18	40 857	2 108	346	1 677	44 988
	Feb-17	39 590	1 998	328	1 554	43 470
	Feb-16	38 206	1 852	353	1 475	41 886
	Feb-15	38 198	1 930	353	1 457	41 938

District	Situation as at	Private Car#	Goods Vehicle	Coach/Bus	Motorcycle	Total*
North	Feb-19	21 655	1 834	77	812	24 378
	Feb-18	21 290	1 818	79	781	23 968
	Feb-17	21 468	1 835	79	778	24 160
	Feb-16	20 846	1 737	74	754	23 411
	Feb-15	20 622	1 772	74	711	23 179
Tai Po	Feb-19	28 516	1 191	140	956	30 803
	Feb-18	28 396	1 194	140	966	30 696
	Feb-17	28 176	1 319	141	955	30 591
	Feb-16	27 969	1 329	160	927	30 385
	Feb-15	26 997	1 426	205	879	29 507
Sai Kung	Feb-19	40 963	1 542	339	2 922	45 766
	Feb-18	39 819	1 585	339	2 783	44 526
	Feb-17	38 720	1 567	373	2 746	43 406
	Feb-16	35 772	1 511	395	2 516	40 194
	Feb-15	34 979	1 414	598	2 453	39 444
Sha Tin	Feb-19	72 885	2 722	219	2 866	78 692
	Feb-18	72 189	2 740	215	2 803	77 947
	Feb-17	70 346	2 726	214	2 768	76 054
	Feb-16	70 033	2 697	233	2 669	75 632
	Feb-15	69 610	2 793	251	2 588	75 242
Kwai Tsing	Feb-19	35 717	11 053	296	2 682	49 748
	Feb-18	35 473	10 954	252	2 629	49 308
	Feb-17	35 452	10 585	321	2 614	48 972
	Feb-16	34 413	10 039	342	2 493	47 287
	Feb-15	34 469	10 380	260	2 455	47 564
Islands	Feb-19	16 107	793	226	574	17 700
	Feb-18	15 565	779	226	520	17 090
	Feb-17	16 479	829	226	516	18 050
	Feb-16	15 188	852	101	415	16 556
	Feb-15	15 063	857	101	411	16 432
Total	Feb-19	676 450	42 127	4 884	34 868	758 329
	Feb-18	668 084	42 604	4 700	33 662	749 050
	Feb-17	661 615	42 398	5 188	32 919	742 120
	Feb-16	645 171	41 491	5 252	31 223	723 137
	Feb-15	640 883	43 019	5 362	30 564	719 828

- # Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.
- \* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)167**

**(Question Serial No. 2856)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the following:

- (1) What was the number of Residents' Service (RS) routes of non-franchised bus (NFB) service approved in each of the 18 Districts in Hong Kong in the past five years?
- (2) What was the number of Employees' Service (ES) routes of NFB service approved serving the industrial estates in Tai Po, Tseung Kwan O and Yuen Long in the past five years?
- (3) There were concerns that "NFB picking up and setting down points" in districts such as Tai Po and Tsing Yi caused nuisance to the residents nearby. What are the standards adopted by the Government in approving the "NFB picking up and setting down points"?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 42)

Reply:

(1) and (2)

According to the Road Traffic Ordinance (Cap. 374), operators of NFB service (including RS and ES) must be issued with a Passenger Service Licence (PSL) by the Transport Department (TD) in respect of the vehicle(s) concerned.

Apart from the PSL approved for operating an NFB service, the TD will also approve the operation details of an RS or an ES in the form of a Schedule of Service, which will cover one or more routes operated by the PSL holder for a specific residents' group for an RS, or an employer or a group of employers for an ES.

The number of RS routes approved in the 18 Districts in Hong Kong in the past five years is as follows:

District	Number of RS Routes Approved				
	2014	2015	2016	2017	2018
Central & Western	0	0	0	0	0
Eastern	0	0	0	0	0
Southern	1	0	0	1	0
Wan Chai	0	0	0	0	0
Yau Tsim Mong	1	0	0	0	0
Wong Tai Sin	0	0	0	0	0
Sham Shui Po	0	0	0	0	0
Kwun Tong	0	0	0	0	0
Kowloon City	0	0	0	0	1
Yuen Long	1	1	0	1	1
Tuen Mun	0	0	0	0	2
Tsuen Wan	0	0	0	0	0
Tai Po	2	1	2	0	0
Sha Tin	0	0	1	0	0
Sai Kung	0	0	0	0	0
North	0	1	0	0	0
Kwai Tsing	0	0	0	0	0
Islands	0	0	0	0	2
<b>Total</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>6</b>

The number of ES schedules approved for serving the industrial estates in Tai Po, Tseung Kwan O and Yuen Long in the past five years is as follows:

Industrial Estate	Number of ES Schedules Approved <sup>(Note)</sup>				
	2014	2015	2016	2017	2018
Tai Po	27	23	23	22	23
Tseung Kwan O	16	12	21	23	24
Yuen Long	6	9	8	11	7
<b>Total</b>	<b>49</b>	<b>44</b>	<b>52</b>	<b>56</b>	<b>54</b>

Note: An ES schedule may cover one or more routes operated by the PSL holder for a specific employer or a group of employers.

(3)

The picking up and setting down points of an NFB service are proposed by the operators for approval by the TD. When assessing the applications, the TD will take into account factors such as convenience to passengers, impact on other public transport services, road safety and traffic conditions, and consult relevant government departments where appropriate.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)168**

**(Question Serial No. 0240)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the overseeing of, among others, the operation of public light buses (PLBs), will the Government inform this Committee of the following:

- a. What were the number of PLB driving licence holders and the number of drivers actually engaged in the PLB trade in each of the past three years, with breakdown by age group (below 29, 30-39, 40-49, 50-59, 60-69, 70-79, and 80 or above) and gender?
- b. Faced with concerns that the PLB trade is suffering a succession problem of driver manpower, what short-, medium- and long-term measures will the Government take to tackle problems such as manpower shortage in the trade?
- c. Faced with concerns that the Guidelines on Working Hours of Green Minibus (GMB) Drivers (the Guidelines) have room for improvement on aspects such as payment for employees' meal breaks, rest time and maximum working hours, will the Government lay down a timetable to review the Guidelines?
- d. After implementation of the measure to increase the maximum seating capacity of PLBs (i.e. to 19 seats), has the Government conducted any review on the effectiveness of the measure in aspects such as passenger waiting time, occupancy rate and lost trip rate? If yes, what are the details of the latest review?
- e. Regarding overseeing the operation and operating arrangements of PLBs, what are the government departments, staff establishment and expenditure involved?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 1)

Reply:

- a.  
The numbers of holders of valid full driving licence for PLB in past three calendar years with breakdown by age groups and gender are tabulated as follows:

**(i) Number of holders of valid full driving licence for PLB as at 31 December 2016**

Gender	Age Groups						
	Below 29	30-39	40-49	50-59	60-69	70-79	80 or above
Male	1 630	15 879	33 058	63 070	53 583	9 219	1 063
Female	30	362	1 225	2 374	1 703	148	15
Total	1 660	16 241	34 283	65 444	55 373#	9 378#	1 078

**(ii) Number of holders of valid full driving licence for PLB as at 31 December 2017**

Gender	Age Groups						
	Below 29	30-39	40-49	50-59	60-69	70-79	80 or above
Male	1 262	14 391	30 990	59 636	54 856	10 928	1 192
Female	19	326	1 164	2 215	1 800	180	18
Total	1 281	14 717	32 154	61 851	56 704#	11 113#	1 210

**(iii) Number of holders of valid full driving licence for PLB as at 31 December 2018**

Gender	Age Groups						
	Below 29	30-39	40-49	50-59	60-69	70-79	80 or above
Male	1 007	12 721	29 488	55 780	55 484	13 193	1 322
Female	20	300	1 108	2 066	1 869	226	16
Total	1 027	13 021	30 596	57 846	57 369#	13 419	1 338

# Due to data migration issue from earlier versions of the Vehicles and Drivers Licensing Integrated Data System, the gender information of a small number of driving licence holders are not recorded. The gender information of these licence holders will be updated upon their renewal of driving licences.

As at 31 December 2018, there were a total of around 175 000 holders of a valid full driving licence for PLB. Holders of a valid full driving licence for PLB may work as a GMB or red minibus driver. The Transport Department (TD) does not have precise information on whether holders of full driving licence for PLB are actively engaged in relevant driving work. However, the TD gathered from the PLB trade that the current active workforce of the trade is about 8 000.

b.

The Government is concerned about the manpower situation of the PLB trade and has been striving to assist the trade in improving the working environment and remuneration packages so as to attract new blood and alleviate the problem of manpower shortage. The TD has been proactively coordinating GMB operators to participate in job fairs organised by the Labour Department since 2013. So far, about 21 such job fairs have been held. The TD also assists in liaising with relevant support organisations and the Correctional Services Department with a view to encouraging the operators to employ members of the ethnic minorities and rehabilitated persons.

At the same time, to attract more young drivers to join the industry, the Government proposes to relax the current eligibility requirement of the driving licence holding period for private car or light goods vehicle from three years to one year before a person may apply for a commercial vehicle driving licence (including that for PLBs). The Government will introduce the relevant legislative proposal into the Legislative Council within 2018-19 legislative session. In addition, among the training providers of the pre-service course for PLB drivers (which is a mandatory requirement for obtaining the full driving licence for PLB), the Employees Retraining Board provides course fee subsidy for eligible low-income applicants under its "Skills Upgrading Scheme Plus".

Furthermore, the TD strives to improve the operating environment for the trade. Measures include increasing the maximum seating capacity of PLBs, relaxing or rescinding restricted zones and prohibited zones at certain locations in the light of the actual situation of the trade, allowing PLBs to park at PLB stands during non-peak periods, and extending the validity period of the PLB driver identity plates. If the PLB operators have to apply for fare increase on the account of rising costs (including cost of salaries), the TD will consider the applications on individual merits.

c. and d.

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. The TD launched a regular survey on the market occupancy rate of PLB in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services (including passenger waiting time and occupancy rates, etc.) subsequent to the implementation of the new maximum seating capacity will be reviewed. The review will also cover the effectiveness of the implementation of the Guidelines. The review will be completed by end 2019.

e.

The work involved in overseeing the operation and operating arrangement of PLBs is undertaken by the staff of the TD in various offices as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)169****(Question Serial No. 2529)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the matter concerning activities of illegal carriage of passengers for hire or reward, will the Government inform this Committee:

- a. The numbers of enforcement actions (including surprise inspections), prosecutions and convictions against the activities of illegal carriage of passengers for hire or reward in the past three years. Please separately list out the numbers of drivers involved, vehicles involved and their vehicle types, as well as the contents of convictions;
- b. Whether the Government will consider studying any regulations of the mode of operation of online-hailing car hiring to curtail the activities of illegal carriage of passengers for hire or reward, in order to protect the safety of passengers. If yes, what are the details; and
- c. Separately list out the government departments and staff establishment involved and the expenditure incurred in monitoring the activities of illegal carriage of passengers for hire or reward.

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 2)

Reply:

- a. The number of enforcement actions taken by the Police against the activities of illegal carriage of passengers for hire or reward by different types of vehicles in the past three calendar years are tabulated below:

Vehicle types	Number of Enforcement Actions Taken by the Police		
	2016	2017	2018
Private car	14	49	54
Light goods vehicle	4	1	15
Total	18	50	69

The Police does not maintain information on the prosecution and convictions of illegal carriage of passengers for hire or reward.

- b. The Government encourages the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, hire car services adopting new technology or platforms must still be in compliance with existing laws and regulations, in order to protect the safety and interest of passengers, and to ensure the effective use of roads as well as the efficient, reliable and long-term healthy development of the public transport system used by over 90% of the commuters.

Under Section 52(3) of the Road Traffic Ordinance (Cap. 374), any person or organisation intending to arrange a motor vehicle for the carriage of passengers for hire or reward must meet the prescribed conditions stipulated in the legislation, such as the requirement to hold a valid hire car permit in respect of the vehicle concerned. The Government will continue to take a multi-pronged approach comprising enforcement, education and publicity in combating illegal carriage of passengers for hire or reward.

At the same time, the Government agrees that the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features should be addressed. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government will introduce franchised taxis under a trial scheme to meet such demand in the community. In comparison with the existing illegal online hire car service, the service of franchised taxis will be regulated by the Government. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure service quality as well as provide transparency on fares. To the general public, the impact on the road traffic would be limited since the number of franchised taxis would be capped at 600 under the trial scheme. The franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in the 2018-19 legislative year.

- c. The Police's combat against illegal carriage of passengers for reward is part of the day-to-day traffic enforcement. The manpower and resources deployed fall under the Programme "Road Safety". No specific breakdown in this respect is available.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)170****(Question Serial No. 2530)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

As regards parking for commercial vehicles (CVs), will the Government inform this Committee:

- a. of the numbers of each type of CV in each of the past three years and their year-on-year rates of change, with a breakdown by vehicle type;
- b. of the numbers of parking spaces for each type of CV provided at Government and privately operated car parks, and the utilisation and vacancy rates of car parks in each of the past three years, with breakdown by district and type and nature of parking space;
- c. what short, medium and long-term measures the Government will take to address the persistent shortage of parking spaces for CVs; and
- d. of the number of supervisory staff and the expenditure involved in the consultancy study on parking for CVs.

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 3)Reply:

- a. In the past three calendar years, the numbers of licensed CVs as at end December each year and the year-on-year differences (in brackets) are tabulated as follows:

<b>Vehicle Type</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Taxi	18 152 (+34)	18 148 (-4)	18 143 (-5)
Light Goods Vehicle	70 336 (-95)	70 782 (+446)	72 704 (+1922)
Medium Goods Vehicle	36 200 (+199)	36 156 (-44)	36 702 (+546)
Heavy Goods Vehicle	5 816 (+418)	6 042 (+226)	6 398 (+356)

<b>Vehicle Type</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Coach/Bus/Light Bus#	15 104 (+68)	15 069 (-35)	15 441 (+372)

# excluding franchised buses.

- b. The numbers of parking spaces for CVs in various districts in the past three years are tabulated at Annex.

The Transport Department (TD) does not have records on the utilisation of privately owned car parks in Hong Kong. As at December 2018, the numbers of parking spaces and the utilisation rates of the 11 government multi-storey car parks are summarised as follows:

<b>Car Park</b>	<b>No. of Parking Spaces<sup>@</sup></b>	<b>Average utilisation rate<sup>^</sup></b>		
		<b>Daily</b>	<b>Day-time (0800-2300)</b>	<b>Night-time (2300-0800)</b>
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	43%	58%	15%
Rumsey Street Car Park	983	60%	68%	45%
Tin Hau Car Park	504	75%	81%	64%
Shau Kei Wan Car Park	458	83%	84%	81%
Aberdeen Car Park	344	81%	76%	89%
Yau Ma Tei Car Park	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	87%	86%	87%
Kwai Fong Car Park*	645	73%	74%	72%
Tsuen Wan Car Park	579	90%	91%	88%
Kennedy Town Car Park	232	81%	83%	75%
<b>Total</b>	<b>5 547</b>	<b>71%</b>	<b>76%</b>	<b>60%</b>

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

\* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

- c. To cope with the parking demand of CVs, the Government will continue to actively pursue the following measures to increase the supply of parking spaces:
- (a) designating suitable on-street locations as night-time parking spaces;
  - (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
  - (c) following the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable “Government, Institution or Community” facilities and public open space projects;
  - (d) encouraging parking of school buses inside school premises after school hours;
  - (e) providing parking spaces and picking up/setting down facilities for coaches;
  - (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles; and
  - (g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand.
- d. Supervision of the consultancy study on parking for CVs is undertaken by the TD’s existing staff. There is no separate breakdown of the supervisory manpower involved. The estimated expenditure for the study in 2019-20 is \$3.5 million.



Number of parking spaces for CVs by district in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus
Central & Western	Feb-19	38 436	1 171	84
	Feb-18	37 988	1 216	84
	Feb-17	38 837	1 221	89
Wan Chai	Feb-19	39 425	396	130
	Feb-18	39 319	389	131
	Feb-17	39 021	389	131
Eastern	Feb-19	45 914	1 885	368
	Feb-18	45 216	1 889	291
	Feb-17	44 881	1 953	375
Southern	Feb-19	39 274	1 197	354
	Feb-18	38 792	1 205	262
	Feb-17	38 654	1 203	279
Yau Tsim Mong	Feb-19	33 487	2 386	285
	Feb-18	33 135	2 428	261
	Feb-17	32 992	2 430	266
Sham Shui Po	Feb-19	29 157	3 248	435
	Feb-18	28 641	3 201	422
	Feb-17	28 519	3 217	472
Kowloon City	Feb-19	49 617	1 539	637
	Feb-18	49 171	1 641	715
	Feb-17	48 115	1 668	834
Wong Tai Sin	Feb-19	20 834	1 290	136
	Feb-18	20 859	1 254	136
	Feb-17	21 102	1 291	136
Kwun Tong	Feb-19	45 371	3 268	202
	Feb-18	44 926	3 733	200
	Feb-17	44 439	3 719	353
Tsuen Wan	Feb-19	36 863	1 976	425
	Feb-18	35 787	1 947	426
	Feb-17	34 981	1 919	396
Tuen Mun	Feb-19	40 974	2 524	171
	Feb-18	40 661	2 523	175
	Feb-17	39 843	2 529	175
Yuen Long	Feb-19	41 255	2 112	360
	Feb-18	40 857	2 108	346
	Feb-17	39 590	1 998	328
North	Feb-19	21 655	1 834	77
	Feb-18	21 290	1 818	79
	Feb-17	21 468	1 835	79

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus
Tai Po	Feb-19	28 516	1 191	140
	Feb-18	28 396	1 194	140
	Feb-17	28 176	1 319	141
Sai Kung	Feb-19	40 963	1 542	339
	Feb-18	39 819	1 585	339
	Feb-17	38 720	1 567	373
Sha Tin	Feb-19	72 885	2 722	219
	Feb-18	72 189	2 740	215
	Feb-17	70 346	2 726	214
Kwai Tsing	Feb-19	35 717	11 053	296
	Feb-18	35 473	10 954	252
	Feb-17	35 452	10 585	321
Islands	Feb-19	16 107	793	226
	Feb-18	15 565	779	226
	Feb-17	16 479	829	226
Total	Feb-19	676 450	42 127	4 884
	Feb-18	668 084	42 604	4 700
	Feb-17	661 615	42 398	5 188

# 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)171**

**(Question Serial No. 2532)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the real-time arrival forecast system, will the Government inform this Committee of:

- a. The details of the public transport operators who provide real-time arrival information, their coverage/progress, and the expenditure involved.
- b. Whilst some public transport operators have yet to implement real-time arrival information system (e.g. arrival information display panel and mobile application), does the Government have measures to encourage these operators to develop the system to make it convenient for the public?
- c. Whilst public transport operators develop their own real-time arrival information system, the public will find it inconvenient as they are unable to browse the information in one place. In this connection, does the Government have any plan to co-ordinate the public transport operators' real-time arrival information and develop a browsing system to view the information in one place; if yes, what are the details; if not, what are the reasons?
- d. Regarding the monitoring of the real-time arrival information system, what are the manpower establishment and the annual expenditure?

Asked by: Hon HO Kai-ming (LegCo internal reference no.:20)

Reply:

The Transport Department (TD) has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of passengers. At present, the Mass Transit Railway Corporation Limited (MTRCL), franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Franchised bus companies and the MTRCL are also working with the TD in providing real-time arrival information through TD's

“HKeMobility” mobile application and “Hong Kong eTransport” web page, in order to bring convenience to the users. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications.

The Government understands that the community expects dissemination of more real-time public transport data and information. In this connection, the TD is actively liaising with the public transport operators (including franchised bus operators and the MTRCL) to encourage the opening up of their data, in particular the real-time arrival information, in machine-readable format on the “DATA.GOV.HK” Portal. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at DATA.GOV.HK in the third quarter of 2019.

To further enhance the dissemination of real time bus arrival information, the Government subsidises, on a matching basis, franchised bus companies to install real-time bus arrival information display panels at government public transport interchanges and about 1 300 covered bus stops for releasing real-time arrival information in phases from 2017 for completion by 2020. The estimated budget is \$28 million. About 280 information display panels were installed by end-2018 under the initiative.

In the next three years, the Government will fund and install on-board data collection devices for all Green Minibuses (GMBs), as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD’s “HKe-Mobility” mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022. The estimated capital cost for full scale development and implementation of the system is \$31 million. Five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional notional annual mid-point salary of \$3.39 million.

The integrated mobile application "HKeMobility" launched by the TD in July 2018 provides a one-stop service to the public through suggesting route choices covering various public transports, with access to real-time arrival information of all franchised buses and Hong Kong Tramways. The expenditure incurred for the development of mobile application “HKeMobility” was about \$0.6 million.

Monitoring of the work relating to dissemination of the real-time arrival information system is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)172**

**(Question Serial No. 1116)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Hong Kong is faced with a shortage of parking spaces, and during holidays quite a number of motorists are often unable to park their vehicles, or have to resort to “illegal parking”, which has aroused concern. In a reply to the Legislative Council (LegCo), the Government stated that more than 2.01 million fixed penalty notices against illegal parking were issued across the territory in the past year. On the other hand, in the past decade, the overall vehicular growth in Hong Kong has been faster than the increase in the number of parking spaces. The total number of vehicles registered in Hong Kong has risen by 45% while the total number of parking spaces across the territory has only increased by 9.0%. The number of parking spaces in Hong Kong therefore cannot catch up with the growth of both vehicles and residential or commercial units, causing inconvenience to motorists. In this connection, will the Government inform this Committee of the following:

1. What is the latest progress of the review on parking policy jointly conducted by the Transport and Housing Bureau (THB) and the Transport Department (TD)?
2. Has the THB conducted any surveys 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 over the past year? If yes, please list the relevant figures by time slot and vehicle type.
3. The Government currently takes the view that the vehicular growth rate should be slowed down, so that it can formulate policy more easily to improve the ratio of number of parking spaces to number of vehicles. Has the Government conducted any studies on ways to enhance the utilisation rate of the existing parking spaces?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 37)

Reply:

1. Hong Kong adopts a transport policy based on public transport with railways as the backbone. Nearly 90% of the total passenger trips are made on public transport. The surge in the size of vehicle fleet (in particular the private car fleet) in recent years

has aggravated road traffic congestion and brought about adverse impact on the community. There is a need to control the growth of private car fleet. As reported to the LegCo Panel on Transport in May 2017, the Government's current policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles (CVs). In this regard, the TD has embarked on a consultancy study on the parking for CVs. In addition, the Government will implement a series of short term and medium to long term measures to increase parking spaces, including following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative. Also, the TD commenced a pilot study on the use of automated parking systems (APS) at a number of parking sites to evaluate the feasibility and applicability of the APS in Hong Kong. The TD targets to invite tender for the first pilot project in Tsuen Wan in end 2019.

2. The Government has not conducted surveys on the utilisation of all car parks in Hong Kong. For multi-storey public car parks under the management of the TD, their average utilisation rates as at December 2018 were as follows –

Car Park	No. of Parking Spaces <sup>@</sup>	Average utilisation rate <sup>^</sup>		
		Daily	Day-time ( 0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	43%	58%	15%
Rumsey Street Car Park	983	60%	68%	45%
Tin Hau Car Park	504	75%	81%	64%
Shau Kei Wan Car Park	458	83%	84%	81%
Aberdeen Car Park	344	81%	76%	89%
Yau Ma Tei Car Park	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	87%	86%	87%
Kwai Fong Car Park*	645	73%	74%	72%
Tsuen Wan Car Park	579	90%	91%	88%
Kennedy Town Car Park	232	81%	83%	75%
<b>Total</b>	<b>5 547</b>	<b>71%</b>	<b>76%</b>	<b>60%</b>

<sup>@</sup> The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

- ^ Excluding motorcycles.
- \* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.
3. The Government has been taking forward various measures to facilitate better parking space utilisation by motorists. As at 28 February 2019, real-time parking vacancy information of about 276 government and commercial public car parks is disseminated through the TD's "HKeMobility" mobile application to facilitate motorists in finding vacant parking spaces. The TD will continue the efforts to liaise with and introduce practical technology solutions to car park operators to facilitate their adoption of suitable options to collect and disseminate parking vacancy information and data.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)173****(Question Serial No. 1489)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to provide services for issue and renewal of vehicle and driving licences and permits in 2019-20. Will the Administration advise:

- (1) What were the numbers of driving licence applications for commercial vehicles and non-commercial vehicles in the past three years?
- (2) What is the current number of driving licence holders aged 65 or above? Among those, how many are driving commercial vehicles?
- (3) Does the Administration have any measures in place to strengthen the driving safety of aged drivers?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 48)

Reply:

- (1) There is no definition of "commercial vehicles" in existing legislation. For the purpose of classifying driving licences, taxis, medium goods vehicles, heavy goods vehicles, private and public light buses, private and public buses, franchised buses, articulated vehicles and special purpose vehicles are generally regarded as "commercial vehicles". In the past three calendar years, the numbers of full driving licences issued/endorsed by vehicle class are tabulated as follows:

Driving Licence Class	Total Numbers of Full Driving Licences Issued/Endorsed in the Past Three Calendar Years		
	2016	2017	2018
Private Car	88 981	65 392	95 652
Light Goods Vehicle	35 998	26 716	37 422
Motor Cycle	13 477	10 538	14 447



Driving Licence Class	Total Numbers of Full Driving Licences Issued/Endorsed in the Past Three Calendar Years		
	2016	2017	2018
Private Light Bus	2 644	2 654	2 548
Public Light Bus	1 188	1 254	1 425
Taxi	3 384	3 501	3 355
Private Bus	2 500	2 539	2 457
Public Bus	2 501	2 540	2 457
Government Vehicle	2 095	1 969	2 229
Franchised Bus	842	947	809
Medium Goods Vehicle	2 887	2 500	2 413
Heavy Goods Vehicle	1 392	1 198	1 167
Articulated Vehicle	525	476	472
Special Purpose Vehicle	852	965	861
Motor Tricycle	13 477	10 538	14 447

Note 1: Multiple driving licence classes may be issued in one single licence application.

Note 2: Numbers of full driving licence endorsed refer to the addition of driving entitlement on top of existing driving licence (e.g. endorsement of Private Light Bus driving entitlement to an existing full driving licence holder for taxi).

- (2) As at 31 December 2018, the numbers of valid full driving licence holders aged 65 or above by vehicle class are tabulated as follows:

Driving Licence Class	Number of Valid Full Driving Licence Holders aged 65 or above (as at 31 December 2018)
Private Car	183 012
Light Goods Vehicle	164 946
Motor Cycle	26 931
Private Light Bus	40 674
Public Light Bus	39 010
Taxi	55 474
Private Bus	23 122
Public Bus	23 266
Government Vehicle	600
Franchised Bus	4 347

<b>Driving Licence Class</b>	<b>Number of Valid Full Driving Licence Holders aged 65 or above (as at 31 December 2018)</b>
Medium Goods Vehicle	36 924
Heavy Goods Vehicle	30 300
Articulated Vehicle	7 143
Special Purpose Vehicle	1 713
Motor Tricycle	26 925

Note: One licence holder may be holding multiple driving licence classes.

The TD does not have precise information on whether the commercial driving licence holders are actively engaged in relevant driving work. However, the TD gathered from the transport trades that the current active workforce for franchised bus, public light bus and taxi are about 14 000, 8 000 and 59 000 respectively.

- (3) Under the Road Traffic (Driving Licences) Regulations (Cap 374B) (the Regulations), an applicant for a driving licence shall make a declaration on whether he/she is suffering from any disease or physical disability specified in the First Schedule to the Regulations or any disease or physical disability that would cause his/her driving to be a source of danger to the public. If it appears to the Commissioner for Transport (the Commissioner) that the applicant is suffering from the specified disease or physical disability, the Commissioner shall refuse the application. Moreover, for applicants who are aged 70 or above, they shall, on application for a driving licence, submit a medical examination report form completed and signed by a registered medical practitioner to certify that the applicant is medically fit to drive. Their driving licences shall only be valid for one to three years.

The TD has commenced a review of the current age requirement for mandatory submission of medical proof for physical fitness of drivers or other relevant health requirements as appropriate. When conducting the review, the TD will make reference to the practices of other countries/places and other relevant factors. The TD will consult the relevant stakeholders when the review results are available.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)174****(Question Serial No. 1490)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

During 2019-20, the Transport Department (TD) will continue to introduce and implement measures to increase provision of parking spaces in the short and medium to long terms. Will the Government advise on:

- (1) the current supply and demand situations of parking spaces for various vehicle types in various districts; and
- (2) the latest progress of the consultancy study on parking for commercial vehicles (CVs).

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 49)Reply:

- (1) The numbers of parking spaces as at February 2019 by districts and vehicle types were as follows:

<b>District</b>	<b>Private Cars #</b>	<b>Goods Vehicles</b>	<b>Buses</b>	<b>Motorcycles</b>	<b>Total*</b>
Central & Western	38 436	1 171	84	1 412	41 103
Wan Chai	39 425	396	130	1 289	41 240
Eastern	45 914	1 885	368	2 381	50 548
Southern	39 274	1 197	354	1 830	42 655
Yau Tsim Mong	33 487	2 386	285	2 101	38 259
Sham Shui Po	29 157	3 248	435	1 978	34 818
Kowloon City	49 617	1 539	637	1 936	53 729
Wong Tai Sin	20 834	1 290	136	2 239	24 499
Kwun Tong	45 371	3 268	202	4 060	52 901
Tsuen Wan	36 863	1 976	425	1 426	40 690
Tuen Mun	40 974	2 524	171	1 681	45 350

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
Yuen Long	41 255	2 112	360	1 723	45 450
North	21 655	1 834	77	812	24 378
Tai Po	28 516	1 191	140	956	30 803
Sai Kung	40 963	1 542	339	2 922	45 766
Sha Tin	72 885	2 722	219	2 866	78 692
Kwai Tsing	35 717	11 053	296	2 682	49 748
Islands	16 107	793	226	574	17 700
<b>Total</b>	<b>676 450</b>	<b>42 127</b>	<b>4 884</b>	<b>34 868</b>	<b>758 329</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

While the Government regularly monitors changes in the overall number of vehicles and overall supply of parking spaces, the TD does not have statistics on the demand for parking spaces in each of the districts.

- (2) The TD is taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in end 2019, to assess the parking demand by conducting site surveys, with due consideration to future land uses as well as development of trading and logistics industries. The study will formulate short to long term measures to address the parking demand and identify suitable sites for technical feasibility assessments on parking of CVs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)175**

**(Question Serial No. 2603)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the health conditions of drivers of public transport services and road safety:

- (1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed ten hours. In making the decision, have health care practitioners, professionals, trade unions and bus captains been consulted? If yes, please advise on the persons consulted, the number of consultations conducted, the staff establishment for the tasks and the expenditure involved, etc.
- (2) Please tabulate the number of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted, etc. in the past five years.
- (3) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) receiving pre-employment health checks and the related expenditure involved in the past five years.
- (4) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above receiving regular health checks and the related expenditure involved in the past five years.
- (5) Has the Government proposed mandating professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above to receive regular health checks? If yes, what are the implementation timetable and expenditure involved? If no, what are the reasons?
- (6) Please provide the number of accidents and casualties involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above and causes of the accidents in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 15)

Reply:

- (1) When reviewing the Guidelines, the Transport Department (TD) aimed to strike a balance among the need to provide appropriate services to meet the travelling needs of bus passengers, the rest time and working hours of bus captains, the operational needs of bus companies, as well as the views received from the community (including those received from the Legislative Council and District Councils). During the process, the TD had a total of 12 meetings with the franchised bus companies and staff unions between October 2017 and February 2018. The review was undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure involved.

The TD will review the Guidelines upon its full implementation in the second quarter of 2019 with a view to completing the review by 2020.

- (2) To ensure that franchised bus operators comply with the Guidelines, franchised bus operators are required to submit monthly reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct surveys on franchised bus captains' working hours, rest time and meal breaks to monitor the compliance of the Guidelines by franchised bus operators every year. The results of the monitoring surveys reveal that franchised bus operators generally adhere to the prevailing guidelines in arranging rest time and meal breaks for bus captains. Should any non-compliance be identified, the franchised bus operators would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 6 500 bus captains on their full duty hours in the past five years and the total expenditure for such surveys incurred was about \$5.5 million. The work involved in monitoring the compliance is undertaken by the existing staff of the TD. There is no separate breakdown of the expenditure involved.
- (3)-(5) All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so, as required by the Road Traffic (Driving Licences) Regulations (Cap. 374B). Public transport operators have also been reminded to pay attention to the physical health of their drivers.

At present, franchised bus companies require bus captains to declare their health conditions and pass a health check such that he/she is certified by a doctor to be physically fit to drive buses before joining the service. For serving bus captains, all franchised bus companies currently require bus captains aged 50 years or above to undergo annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram in the annual health check. Moreover, for bus captains who have suffered a stroke or cardiovascular diseases, or are on medication due to diabetes mellitus or hypertension, they are also required to declare such illness(es) to their employers and undergo an electrocardiogram in their annual health checks. Franchised bus

companies have also reminded their bus captains not to continue driving if feeling unwell while on duty and to consult doctors promptly.

For other road-based public transport modes, the Hong Kong Tramways Limited requires all newly-recruited tram drivers to undergo physical examination and declare individual medical records. Those aged 60 or above are required to undergo a general check-up before annual contract renewal. For green minibus and non-franchised bus services, although the operators generally do not require their drivers to undergo annual health checks, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination. As regards red minibus and taxis, the drivers are mainly self-employed and there is no mandatory requirement for these drivers to conduct pre-service or regular health checks.

While the Government has no plan to make it a mandatory requirement for drivers of all public transport services who are aged 55 or above to undergo regular health checks, the TD will continue to enhance commercial vehicle drivers' awareness of safe driving and health through training and education, including the publicity campaign "Safe Driving and Health Campaign" and seminars on safe driving co-organised by the TD and the Police. During the annual "Safe Driving and Health Campaign", the TD will distribute coupons to commercial vehicle drivers (including public transport drivers) to encourage them to conduct free health checks at medical institutions. In the past five years, an average of about 2 000 commercial vehicle drivers joined the free health checks every year. Through meetings with the trade and regular newsletters, the TD also reminds operators and the trade to pay attention to drivers' physical condition and encourage them to have regular check-ups.

- (6) The numbers of traffic accidents involving franchised bus, public light bus and taxi and their related casualty figures by specified age group of driver in the past five years are shown below:

	2014	2015	2016	2017	2018
<b>Number of accidents involving franchised bus (Number of casualties)</b>					
with driver aged below 55	1 598 (2 047)	1 594 (2 091)	1 478 (1 882)	1 470 (2 044)	1 521 (1 944)
with driver aged 55 or above	721 (915)	648 (822)	757 (947)	758 (1 135)	819 (1 024)
<b>Number of accidents involving public light bus (Number of casualties)</b>					
with driver aged below 55	367 (625)	364 (604)	301 (516)	230 (397)	217 (316)
with driver aged 55 or above	686 (1 136)	713 (1 216)	756 (1 211)	763 (1 250)	718 (1 075)
<b>Number of accidents involving taxi (Number of casualties)</b>					
with the driver aged below 55	1 776 (2 559)	1 772 (2 506)	1 731 (2 421)	1 620 (2 277)	1 542 (2 133)
with driver aged 55 or above	2 157 (2 941)	2 254 (3 156)	2 464 (3 383)	2 451 (3 390)	2 611 (3 519)

Note: Figure in bracket denotes number of casualties

The major driver contributory factors of the above accidents for drivers of both age groups were “driving inattentively”, “driving too close to vehicle in front” and “careless lane changing”.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)176****((Question Serial No. 2632))**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding cross-boundary vehicles, please provide:

- (1) the numbers of vehicles holding closed road permits (CRP) in the past three years, with breakdown by local and non-local registration;
- (2) the numbers in tabulated form of different types of vehicles (coaches, hire cars, private cars, official/ enterprise vehicles, government vehicles and goods vehicles) travelling via different road-based boundary control points (i.e. Shenzhen Bay Port, Lok Ma Chau, Man Kam To, Sha Tau Kok and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port) in the past three years; and
- (3) the numbers of traffic offences and accidents involving cross-boundary vehicles in the past three years, and, among them, the numbers of prosecution and conviction cases.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 44)

Reply:(1)

The numbers of cross-boundary vehicles issued with CRP in the past three years are as follows:

Year (as at year end)	Locally registered vehicles	Non-locally registered vehicles <sup>(Note)</sup>
2016	43 172	3 146
2017	44 752	3 396
2018	54 689	4 817

Note : Non-locally registered vehicles refer to Mainland/ Macao non-commercial vehicles which are issued with International Circulation Permits, in addition to the closed road permits, for use in Hong Kong. As the commercial vehicles concerned are required to register in Hong Kong, the relevant number has been included under the "locally registered vehicles".

(2)

While the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is mainly grouped into three vehicle types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars. At present, there are five road boundary control points in Hong Kong, namely Shenzhen Bay Port, Lok Ma Chau Control Point, Man Kam To Control Point, Sha Tau Kok Control Point and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port. According to the information provided by the Immigration Department, the Customs and Excise Department and the HZMB Authority, the total numbers of cross-boundary vehicular trips via the five road boundary control points in the past three years are given in the following table:

#### Shenzhen Bay Port

Year	Coaches		Goods Vehicles		Private Cars <sup>(Note)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	181 493	185 090	413 023	489 882	1 457 141	1 483 948
2017	164 166	168 350	515 186	583 853	1 589 655	1 618 887
2018	146 175	150 334	603 874	626 638	1 635 895	1 648 555

Note: Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Mainland via Shenzhen Bay Port under the Ad Hoc Quota Scheme.

#### Lok Ma Chau Control Point

Year	Coaches <sup>(Note 1)</sup>		Goods Vehicles		Private Cars <sup>(Note 2)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	406 546	408 623	2 234 192	2 071 826	1 794 758	1 767 589
2017	416 726	420 054	2 203 698	2 064 904	1 787 483	1 762 528
2018	406 352	409 316	2 019 522	1 927 772	1 692 525	1 679 953

Note (1): Coaches include cross-boundary coaches and cross-boundary shuttle buses plying between Lok Ma Chau Boundary Control Point and Huanggang Port.

Note (2): Private cars include cross-boundary private cars and cross-boundary hire cars.

#### Man Kam To Control Point

Year	Coaches		Goods Vehicles		Private Cars	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	65 651	59 960	714 999	736 402	100 745	100 901
2017	68 867	64 751	773 877	753 788	96 385	94 443
2018	66 821	60 161	681 230	678 800	90 293	90 413

#### Sha Tau Kok Control Point

Year	Coaches		Goods Vehicles		Private Cars <sup>(Note)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	52 977	52 828	121 173	179 014	205 571	207 208
2017	54 097	54 181	126 562	208 849	219 409	220 400
2018	51 987	52 313	122 929	186 797	214 422	215 554

Note: Private cars include cross-boundary private cars and cross-boundary hire cars.

Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

Year	Coaches <sup>(Note 1)</sup>		Goods Vehicles		Private Cars <sup>(Note 2)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	--	--	--	--	--	--
2017	--	--	--	--	--	--
2018 (Since opening on 24 October 2018)	74 403	74 309	3 982	4 981	40 648	42 776

Note (1): Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB.

Note (2): Private cars include cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.

(3)

The numbers of traffic accidents involving cross-boundary vehicles in the past three years are as follows:

Calendar Year	Number of traffic accidents involving cross-boundary vehicles
2016	596
2017	586
2018	629

Prosecution figures involving cross-boundary vehicles in the past three years are as follows:

Offence	Calendar Year		
	2016	2017	2018
Careless Driving	14	16	18
Speeding	663	660	520
Failing to comply with Traffic Signal	66	63	51
Crossing Double White lines	4	2	2
Disobeying Road Marking / Traffic Sign	16	8	4
Illegal Parking	56	82	78

The Police do not have conviction figures involving cross-boundary vehicles.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)177****(Question Serial No. 2183)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government advise on:

- a) the amounts of subsidies disbursed with breakdown by month;
- b) the estimated expenditure involved; and
- c) the staff establishment involved.

Asked by: Hon KWONG Chun-yu (LegCo internal reference no.: 39)Reply:

The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are about \$185.7 million and about \$120.9 million respectively.

Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is \$11.6 million.

The staff establishment involved in the implementation of the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total:</b>		<b>15</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)178**

**(Question Serial No. 2456)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is learned that the Government has conducted a preliminary study to explore various measures to control vehicle growth. What are the study results? What is the estimated expenditure for the implementation of the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) by the Government? What is the anticipated time in this year for implementing the ERP Pilot Scheme? Will the Government consider implementing electronic road pricing pilot schemes simultaneously in other districts beset with road traffic congestion problem for comparison purpose? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 31)

Reply:

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively a host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report). The average annual growth rate of licensed private cars is about 3.5% over the past five years. We have been actively exploring measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

The Transport Department (TD) is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half in 2019. The estimated expenditure for the feasibility study in 2019-20 is \$6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

The TD will assess the effectiveness of the ERP Pilot Scheme in due course, and consider whether electronic road pricing should be implemented in other districts.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)179**

**(Question Serial No. 2465)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the fourth paragraph of the Brief Description under Programme (1), it mentions the franchised bus operator selection exercise for the West Kowloon Station (WKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), and in the 14<sup>th</sup> paragraph of the Brief Description under Programme (3), it mentions the introduction of local public transport services upon commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB). Both of them belong to cross-boundary infrastructure projects, but are mentioned under different programmes. Please advise:

What is the reason for putting the two projects under different programmes? Is there any difference in the financial and staff arrangements? Is there any difference in the procedures, from planning, consultation to implementation?

Please provide the information, including the date, peak hour and occupancy, of the first and latest occupancy surveys conducted for the bus route nos. W1, W2 and W3, which operate between different districts and the WKS; and for bus route nos. B4, B5 and B6, which operate between Lantau Island and the HZMB.

Upon the commissioning of the HZMB, several cross-district airport bus routes have been diverted via the Hong Kong Port (HKP). What are the occupancy rates of these bus routes during the peak one hour and the difference when compared with the latest occupancy rates before the diversion?

If the occupancy rates under part three (of the HZMB) are higher than the three routes serving the WKS, is the plan of diversion of existing routes instead of introduction of new routes not a correct decision; and what is the reason for not planning to introduce new routes? Will the Government admit unsuccessful planning if the occupancy of the new bus routes for WKS was low, and follow the existing mechanism to reduce frequency, suspend or re-route the services to benefit non-XRL passengers. If yes, please provide details.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 40)

Reply:

The XRL (including the WKS) and the Hong Kong Port (HKP) of the HZMB are two cross-boundary infrastructure projects of different natures. The former is a railway project and the latter is a strategic road project. They are co-ordinated by different branches in the Transport Department (TD) and hence they were put under different programmes in the Controlling Officer's Report. Nevertheless, the planning and introduction of franchised bus services to serve these two new infrastructures were both undertaken by the Bus and Railway Branch of the TD as an ongoing task of existing staff. The TD has gone through the same procedures on the planning, consultation and implementation of the franchised bus services.

Three new franchised bus routes have been introduced to serve the WKS of the XRL. They are route no. W1 (Admiralty (West) - WKS); route no. W2 (Kwun Tong - WKS); and route no. W3 (Sheung Shui - WKS). The relevant survey findings on their occupancy rates are set out in the table below:

Route No.	Survey Date	To WKS		From WKS	
		Peak hour	Occupancy rate	Peak hour	Occupancy rate
W1	23 September 2018 (Sun) (first survey)	3:00pm - 4:00pm	14%	3:00pm - 4:00pm	17%
	28 December 2018 (Fri) (latest survey)	6:00pm - 7:00pm	17%	6:00pm - 7:00pm	10%
W2	23 September 2018 (Sun) (first survey)	3:00pm - 4:00pm	34%	3:00pm - 4:00pm	35%
	9 November 2018 (Fri) (latest survey)	7:00am - 8:00am	20%	6:00pm - 7:00pm	38%
W3	23 September 2018 (Sun) (first survey)	3:00pm - 4:00pm	24%	1:00pm - 2:00pm	28%
	1 February 2019 (Fri) (latest survey)	7:30am - 8:30am	12%	6:00pm - 7:00pm	31%

Three new franchised buses routes have also been introduced to serve the HKP of the HZMB. They are route no. B4 (Hong Kong International Airport - HKP); route no. B5 (Sunny Bay - HKP); and route no. B6 (Tung Chung - HKP). The relevant survey findings on their occupancy rates are set out in the table below:

Route No.	Survey Date	To HKP		From HKP	
		Peak hour	Occupancy rate	Peak hour	Occupancy rate
B4	11 November 2018 (Sun) (first survey)	3:00pm - 4:00pm	16%	9:00am - 10:00am	13%
	19 March 2019 (Tue) (latest survey)	7:00pm - 8:00pm	25%	12:00pm - 1:00pm	22%
B5	11 November 2018 (Sun) (first survey)	9:00am - 10:00am	88%	1:00pm - 2:00pm	89%
	4 December 2018 (Tue) (latest survey)	9:00am - 10:00am	66%	10:00am - 11:00am	67%
B6	11 November 2018 (Sun) (first survey)	5:00pm - 6:00pm	63%	1:00pm - 2:00pm	94%
	19 March 2019 (Tue) (latest survey)	9:00am - 10:00am	61%	11:00am - 12:00pm	94%

Upon the commissioning of the HZMB, eight airport bus routes ("A routes"), serving Urban / New Territories, are re-routed to operate via the HKP to serve passengers to/from the HZMB. These include route no. A11 (North Point Ferry Pier); route no. A21 (Hung Hom Station); route no. A22 (Lam Tin Station); route no. A29 (Tseung Kwan O (Po Lam PTI)); route no. A31 (Tsuen Wan (Nina Tower)); route no. A33X (Tuen Mun (Fu Tai)); route no. A36 (Yuen Long (Long Ping Station)); and route no. A41 (Sha Tin (Yu Chui Court)). The occupancy rates of these A routes before and after the commissioning of the HZMB are set out in the table below:

Airport/HKP Bound					
Route No.		Survey Date	Peak hour	Occupancy rate	Difference
A11	Before	15 August 2018 (Wed)	8:00am - 9:00am	32%	+29%
	After	20 November 2018 (Tue)	11:30am - 12:30pm	61%	
A21	Before	15 August 2018 (Wed)	6:00am - 7:00am	41%	+55%
	After	20 November 2018 (Tue)	6:00am - 7:00am	96%	
A22	Before	15 August 2018 (Wed)	6:00am - 7:00am	52%	+43%
	After	20 November 2018 (Tue)	6:45am - 7:45am	95%	



<b>Airport/HKP Bound</b>					
<b>Route No.</b>		<b>Survey Date</b>	<b>Peak hour</b>	<b>Occupancy rate</b>	<b>Difference</b>
A29	Before	15 August 2018 (Wed)	6:00am - 7:00am	65%	+25%
	After	20 November 2018 (Tue)	6:45am - 7:45am	90%	
A31	Before	10 September 2018 (Mon)	8:00am - 9:00am	44%	+23%
	After	11 December 2018 (Tue)	8:00am - 9:00am	67%	
A33X	Before	10 September 2018 (Mon)	7:00am - 8:00am	66%	-10%
	After	11 December 2018 (Tue)	7:00am - 8:00am	56%	
A36	Before	10 September 2018 (Mon)	7:30am - 8:30am	80%	-22%
	After	11 December 2018 (Tue)	8:00am - 9:00am	58%	
A41	Before	10 September 2018 (Mon)	7:30am - 8:30am	60%	+7%
	After	11 December 2018 (Tue)	7:00am - 8:00am	67%	

<b>Urban/New Territories Bound</b>					
<b>Route No.</b>		<b>Survey Date</b>	<b>Peak hour</b>	<b>Occupancy rate</b>	<b>Difference</b>
A11	Before	23 November 2017 (Thu)	5:45pm - 6:45pm	48%	-1%
	After	20 November 2018 (Tue)	2:45pm - 3:45pm	47%	
A21	Before	23 November 2017 (Thu)	10:45am - 11:45am	52%	+10%
	After	20 November 2018 (Tue)	6:45pm - 7:45pm	62%	
A22	Before	23 November 2017 (Thu)	5:45pm - 6:45pm	44%	-14%
	After	20 November 2018 (Tue)	4:45pm - 5:45pm	30%	
A29	Before	23 November 2017 (Thu)	6:15pm - 7:15pm	61%	-25%
	After	20 November 2018 (Tue)	7:45pm - 8:45pm	36%	

Urban/New Territories Bound					
Route No.		Survey Date	Peak hour	Occupancy rate	Difference
A31	Before	24 November 2017 (Fri)	5:45pm - 6:45pm	59%	-10%
	After	22 November 2018 (Thu)	4:45pm - 5:45pm	49%	
A33X	Before	24 November 2017 (Fri)	7:15pm - 8:15pm	57%	-24%
	After	22 November 2018 (Thu)	6:15pm - 7:15pm	33%	
A36	Before	24 November 2017 (Fri)	7:00pm - 8:00pm	57%	-16%
	After	22 November 2018 (Thu)	8:00pm - 9:00pm	41%	
A41	Before	24 November 2017 (Fri)	5:45pm - 6:45pm	57%	-17%
	After	22 November 2018 (Thu)	6:45pm - 7:45pm	40%	

For individual A routes which have a higher passenger demand upon the commissioning of the HZMB, the TD has requested the franchised bus operators to closely monitor the passenger needs and arrange additional departures when necessary. In planning for the franchised bus services for new infrastructure, the TD will take into account passenger demand projections, the provision of transport facilities, and the existing provision of public transport services in the area.

In respect of the WKS of the XRL, the TD has reviewed the provision of franchised bus and MTR services in the vicinity of the WKS. Since the WKS is accessible through the nearby MTR Austin and Kowloon Stations, passengers can make use of the railway network to get to the WKS conveniently. Besides, there is a wide coverage of bus network linking the New Territories West to the WKS and the vicinity areas in Kowloon West via Route 3 Highway. With a view to providing more direct and convenient transport services between Kowloon East, Hong Kong Island and New Territories East and the WKS, three new bus routes have been introduced. In the absence of these new bus routes, passengers using the MTR service and/or the existing bus services to go to the WKS would have to make one or more interchanges.

Regarding the HKP of the HZMB, the TD has also reviewed the provision of MTR and franchised bus services serving the Airport and Lantau Island. Three feeders are introduced to provide feeder services to the Airport, as well as the two nearest MTR Stations of Tung Chung and Sunny Bay Stations to facilitate passengers using the railway network. Moreover, the TD considered it effective and efficient to divert some of the A routes to serve the HKP due to the proximity of the HKP to the Airport, and so eight A routes serving the major districts in Urban and the New Territories have been diverted to serve HKP upon the commissioning of the HZMB.

The TD and the franchised bus operators have been closely monitoring the operation of the public transport services serving these two new infrastructures, and adjust the services to better suit passenger needs including the non-XRL passengers. Having reviewed the passenger demand and operational need of the bus services to the WKS, the TD has processed and approved the applications for service adjustments of bus routes nos. W1 and W2 with details as follows:

<b>Route No.</b>	<b>Service Adjustments</b>
W1	Frequency adjustment from 10-15 minutes to 10-25 minutes
W2	Addition of en-route stops at: <ul style="list-style-type: none"><li>• Laguna Park and Kowloon Union Church (WKS bound)</li><li>• Chi Wo Street (Kwun Tong bound)</li></ul>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)180**

**(Question Serial No. 2470)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated administrative costs to be incurred in the implementation of the Public Transport Fare Subsidy Scheme (the Scheme) during 2019-20? Given that it is the wish of the general public to have the subsidy rate raised by the Government, when will the Government finish the review of the Scheme?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 46)

Reply:

In 2019-20, the estimated subsidy amount is \$2,300 million while the estimated recurrent administrative cost for implementing the Scheme is \$68.8 million.

The Government will commence a review of the Scheme around a year after the Scheme's implementation (i.e. 2020) to examine its effectiveness, impacts on the travelling patterns of commuters and the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)181**

**(Question Serial No. 2471)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The franchised taxis proposal has been criticised by the public, with some taking the view that the Government should explore introducing legislation to permit the operation of point-to-point online car-hailing service in Hong Kong. In this connection, will the Government inform this Committee whether it has conducted research on the daily number of users of online car-hailing service? If yes, what are the details? If no, what are the reasons? Based on the Government's estimate, how many online hailed cars are currently operating in Hong Kong?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 47)

Reply:

The Government encourages the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, hire car services adopting new technology or platforms must still be in compliance with existing laws and regulations, in order to protect the safety and interest of passengers, and to ensure the effective use of roads as well as the efficient, reliable and long-term healthy development of the public transport system used by over 90% of the commuters.

Under Section 52(3) of the Road Traffic Ordinance (Cap. 374), any person or organisation intending to arrange a motor vehicle for the carriage of passengers for hire or reward must meet the prescribed conditions stipulated in the legislation, such as the requirement to hold a valid hire car permit in respect of the vehicle concerned.

The Government agrees that the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features should be addressed. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government will introduce franchised taxis under a trial scheme to meet such demand in the community. In comparison with the existing illegal online hire car service, the service of franchised taxis

will be regulated by the Government. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure service quality as well as provide transparency on fares. To the general public, the impact on the road traffic would be limited since the number of franchised taxis would be capped at 600 under the trial scheme. The franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in the 2018-19 legislative year.

The Transport Department does not have records on the number of people using online car-hailing services or the number of online hailed cars operating in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)182**

**(Question Serial No. 2472)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) has put forward 45 recommendations on safety enhancement in its report published in 2018. Please list out the progress of taking forward these 45 recommendations in table.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 48)

Reply:

Among the 45 recommendations put forward by the IRC, 33 of them are implemented or being implemented by the Government, four are planning to implement, and the remaining eight are subject to study. The latest progress of the follow-up actions on the 45 recommendations is attached in Annex.

**Report of the Independent Review Committee on Hong Kong's Franchised Bus Service**  
**Summary of Recommendations and the latest progress on the follow-up actions**

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<i>(i) Safety Director</i>  (1) The Transport Department (TD) to establish a structure to develop a proactive approach to bus safety.	<u>Planning to implement</u>  • The TD is drawing up the details on implementation plan in respect of staff establishment and scopes of work for setting up a Safety Director and a small safety team. In the interim, the relevant divisions in the TD will continue to look after the safety issues relating to franchised bus safety. The TD will seek resources in accordance with established procedures in implementing the recommendation where appropriate.
(2) The TD to appoint a Safety Director and a small bus safety team.	
(3) Franchised bus operators to appoint their own Safety Directors.	<u>Implemented/Being implemented</u>  • All franchised bus operators have each appointed their Safety Directors.



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(ii) Permanent Working Group on the enhancement of safety of franchised buses</i></p> <p>(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to franchised bus safety.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has set up a Working Group on Enhancement of Safety of Franchised Bus (Working Group) shortly after the Tai Po Bus incident in March 2018 to consider and study possible measures to further enhance bus safety. The TD has already turned this Working Group into a permanent set up so as to provide a regular platform for the Government, franchised bus operators and relevant experts to continue discuss and follow up on various initiatives to enhance franchised bus safety.</li> <li>• The Working Group is re-named as the Committee on Enhancement of Franchised Bus Safety (Committee) and its first meeting will be held in April 2019. The TD has identified suitable experts as members of the Committee.</li> </ul>
<p><i>(iii) Technological safety devices: The TD's technology team</i></p> <p>(5) A dedicated technology team to be formed urgently in the TD.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD will establish the transport technology team in mid-2019.</li> </ul>
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, lines of communication with well-respected overseas jurisdictions, such as TfL and LTA, to share information already exist. The transport technology team to be established would continue and further enhance such lines of communications and exchanges with overseas jurisdictions.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(7) Franchised bus operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with franchised bus operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, franchised bus operators already have lines of communications with well-respected overseas jurisdictions to share information. The TD will discuss with franchised bus operators to appoint dedicated staff to be responsible for technological safety devices and to enhance lines of communication with franchised bus operators in well-respected overseas jurisdictions to share information.</li> </ul>
<p>(iv) <i>Subsidies</i></p> <p>(8) The TD to establish a small fund to provide grants to franchised bus operators to promote the uptake of new safety technology.</p>	<p><u>Planning to implement</u></p> <ul style="list-style-type: none"> <li>• The TD will consider options (including making use of currently available funds) in providing funding to franchised bus operators to promote the uptake of new safety technology.</li> </ul>
<p>(9) The TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some franchise buses.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has engaged an independent consultant to conduct the cost benefit analysis with a view to completing it in mid-2019.</li> </ul>
<p>(10) The TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before the TD requires installation of those devices by franchised bus operators.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• Having considered the proven effectiveness of installing ESC and speed limiting retarder and in the light of the IRC recommendation, the TD will confirm the cost and benefits of retrofitting these devices in mid-2019, by liaising with bus manufacturers and franchised bus operators to collect cost details and making reference to overseas studies.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(v) Safety Performance Indicators</i></p> <p>(11) The TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has already obtained information on TfL’s SPIs and drawn up an initial set of proposed SPIs.</li> <li>• The TD will discuss and finalise the SPIs with the franchised bus operators, and align and standardise the relevant data format in mid-2019, with a view to measuring the safety performance by the new set of key performance indicators starting from the first quarter of 2020.</li> </ul>
<p>(12) The TD to seek elucidation and clarification from TfL of the Safety Performance Indicators adopted by TfL.</p>	
<p><i>(vi) Franchised Bus Accident Data</i></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has already required and secured the agreement of franchised bus operators to have the accident data in the Safety Chapter of the FPP made public.</li> <li>• The TD is liaising with franchised bus operators to align and standardise the accident data with a view to publishing the accident data contained in the FPP to be submitted in June 2019 by end 2019.</li> </ul>
<p>(14) The TD to require the franchised bus operators to report all franchised bus accidents to the TD on a monthly basis.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has required the bus operators to report all franchised bus accidents to the TD on a monthly basis.</li> <li>• The TD will maintain a standardised database on such accidents to facilitate common reporting and analysis system.</li> </ul>
<p>(15) Consideration should be given by the TD to instituting a common reporting/analysis system of franchised bus accident data.</p>	

<p style="text-align: center;"><b>Recommendations by the Independent Review Committee</b></p>	<p style="text-align: center;"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(16) The TD to stipulate to the franchised bus operators common thresholds for reporting instances of excessive speeding and harsh braking.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The TD is reviewing and discussing with franchised bus operators on setting common thresholds among franchised bus operators for follow up actions, including the provision of real-time alerts and records generation, in respect of excessive speeding, harsh braking and excessive acceleration.</li> </ul>
<p>(17) The TD to stipulate to the franchised bus operators common thresholds of excessive acceleration.</p>	
<p><b>(vii) Real-time alerts</b></p> <p>(18) The TD to require the franchised bus operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	
<p>(19) The TD and franchised bus operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the franchised bus operators Control Room, permitting communication with the bus if appropriate.</p>	<p><u>Planning to implement</u></p> <ul style="list-style-type: none"> <li>The TD will explore with franchised bus operators on the feasibility and possible implementation timetable.</li> </ul>
<p><b>(viii) Bus captain training</b></p> <p>(20) The TD to collaborate with the franchised bus operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by the TD has been implemented by all franchised bus operators since October 2018.</li> <li>With experience gained from implementing the training programmes and management systems by individual franchised bus operators after one-year implementation, the TD will further collaborate with the franchised bus operators to identify and stipulate common key indicators of the effectiveness of the bus captain training system starting late 2019.</li> </ul>
<p>(21) The TD to stipulate that fatigue management form part of the training courses provided to bus captains.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>This will be followed up at the Committee as part of the review of the Practice Note after one year of implementation in late 2019.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(22) The TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The TD plans to arrange on-line training course/programme for drivers of public transport vehicles, including franchised bus captains, to deal with abusive and angry passengers.</li> </ul>
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</i></p> <p>(23) The Guidelines on working hours, etc. to be stipulated in regulations.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> <li>The TD will study the proposal and its wider implications in consultation with relevant government bureaux/departments.</li> </ul>
<p>(24) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> <li>The TD reviewed the Guidelines with franchised bus operators in late 2017 and the latest Guidelines revised in February 2018 will be implemented in full by the second quarter of 2019.</li> </ul> <p>The TD has appointed an expert on fatigue identification and management to the Committee.</p> <ul style="list-style-type: none"> <li>The TD will review the Guidelines after its full implementation in the second quarter of 2019 with a view to completing the review in 2020. The review will cover, amongst others, an analysis relating to the special shift arrangement.</li> </ul>
<p>(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.</p>	
<p>(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.</p>	
<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to franchised bus fares.</p>	

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and the TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• In September 2018, CTB/NWFB have provided a new rest room with sleeping area with beds and recliner chairs at Chai Wan Depot, and new rest facilities with beds and recliner chairs at the parking sites at Ocean Park and Sheung Wan for bus captains. The TD will continue to work with CTB/NWFB to explore provision of more rest facilities for bus captains at other convenient locations.</li> </ul>
<p><i>(x) Part-time bus captains: other employment</i></p> <p>(29) The TD to stipulate to the franchised bus operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• Each franchised bus operator already has its own mechanism for the part-time captains to report other employment. The TD will discuss with franchised bus operators to stipulate them to align the information obtained / kept regarding the part-time bus captains.</li> </ul>
<p>(30) The TD to require NLB to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has required NLB, and NLB has committed, to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier of buses and drivers.</li> </ul>
<p><i>(xi) The provision of rest and toilet facilities for bus captains</i></p> <p>(31) The TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• While the provision is currently in the TPDM, the TD has requested and the Food and Environment Department has agreed in principle to consider providing public toilets</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(32) The TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.</p>	<p>at new public transport interchanges during the planning stage since 2016. In any case, the relevant section of the TPDM is being revised with a view to completing the revision in mid- 2019. Once the TPDM has been revised, corresponding amendments will be made to the HKPSG.</p>
<p>(33) The Government to provide built-in structures of a bus regulator’s office, and restrooms with toilets facilities at new public transport interchanges and bus termini.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has already committed to incorporating such facilities in the planning of new public transport interchanges and bus termini.</li> </ul>
<p>(34) The TD to invite a representative of the Secretary for Transport and Housing to become a member of the TD’s task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• Transport and Housing Bureau’s representative will join the multi-departmental meeting coordinated by the TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</li> </ul>
<p><i>(xii) Abuse and assaults on bus captains</i></p> <p>(35) The TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD and the HKPF have started discussion with franchised bus operators to formulate the long-term publicity programme.</li> <li>• On 25 February 2019, the TD rolled out a series of Announcements in the Public Interest on television and the internet to raise passengers’ awareness of safety and courtesy (including respect for bus captains) when using public transport services.</li> </ul>
<p>(36) The TD to require the franchised bus operators to display notices to remind franchised bus passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>• The TD has standardised the wording of notices and required the franchised bus operators to arrange for posting them inside bus compartments to remind passengers not to disturb bus captains while driving.</li> </ul>
<p>(37) The TD to require the franchised bus operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> <li>• The TD will discuss with the franchised bus operators on the recommendation.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(38) The TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> <li>The TD will review the adequacy of the existing legislation in dealing with threatening, abusive or insulting communication towards a bus captain performing his driving duties and its wider implications, in consultation with relevant government bureaux/departments.</li> </ul>
<p><i>(xiii) Illegal stopping by vehicles at and near franchised bus stops</i></p> <p>(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver, and to permit service by E-ticket.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>For illegal stopping of vehicles at bus stop, existing legislation, viz. Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), already allows for serving fixed penalty tickets by post in addition to affixing the tickets to the vehicle or giving them personally to the person in charge of the vehicle. The Police are already conducting a territory-wide trial under which portable video cameras are used by police officers to record contraventions and take enforcement actions in respect of various offences under Cap. 240, including illegal stopping of vehicles at bus stops. For illegal parking of vehicles near a bus stop, existing legislation, viz. Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237), requires serving fixed penalty tickets by affixing the tickets to the vehicle or giving them personally to the person in charge of the vehicle only. After consulting the Legislative Council Panel on Transport in the second quarter of 2019, the Government plans to introduce an amendment bill into the Legislative Council to expand the means of serving fixed penalty tickets under Cap. 237 and related legislation to permit service by E-ticket.</li> </ul>
<p>(40) The TD and the HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The TD and HKPF are exploring the use of CCTV technologies to be mounted on lampposts to monitor blackspots of illegal stopping by vehicles. A trial is being planned to embark in 2019.</li> </ul>



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(41) Franchised bus operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on franchised buses of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> <li>The TD will discuss with HKPF and franchised bus operators on the recommendation.</li> </ul>
<p><i>(xiv) Priority measures for franchised buses</i></p> <p>(42) The TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The TD has drawn up a proposed design of the scheme, with a view to launching a trial in 2019. If the trial is successful, it will be implemented in selected locations.</li> </ul>
<p>(43) The TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>This is an on-going effort. The TD will continue to make greater use of bus lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel and the associated work is expected to be completed in 2019.</li> </ul>
<p><i>(xv) Route risk assessment</i></p> <p>(44) The TD to require the franchised bus operators to provide the TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The TD will follow up with individual franchised bus operators on a work programme for conducting risk assessment of routes of their bus networks and reporting to the TD.</li> </ul>
<p><i>(xvi) Speed limits</i></p> <p>(45) The TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> <li>The TD will initially look for suitable road sections in Central and Sham Shui Po Districts with a view to starting the trials of low-speed zone by end 2019. The TD will consult the relevant District Councils and other stakeholders beforehand.</li> </ul>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)183**

**(Question Serial No. 3228)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (1) Planning and Development, the provision for the coming year will be increased by 11% to \$624 million, and 27 additional posts will be created, but the number of bus-bus interchange (BBI) schemes to be introduced is only 14, which is a disproportionate figure. Nonetheless, for the Southern District, which has all along been requesting for the provision of interchange concessions for all the routes observing the bus stops at Pok Fu Lam Road and Aberdeen Tunnel, it was recently noted that Citybus Limited (CTB) and New World First Bus Services Limited (NWFB) are preparing for implementing such scheme. In this connection, will the Government inform this Committee of the following:

What was the average daily number of passenger trips using the interchange concessions offered by CTB and NWFB on Hong Kong Island in 2018? What are the estimated additional number of passenger trips to be benefitted and the estimated total number of BBI schemes to be introduced (up from 14), subsequent to the successful implementation of the above-mentioned scheme?

How will the Government work towards implementing the above-mentioned scheme as soon as possible within this year, so as to benefit more passengers?

In the past, the Southern District Council has incessantly assisted in upgrading the hardware facilities at the bus stop at Queen Mary Hospital as far as possible. Such efforts include making a proposal to widen the southbound and northbound bus bays respectively, as well as selecting the walkway at the said location for the provision of covers with construction cost to be subsidised by the Government. Now that CTB and NWFB are preparing for the implementation of such interchange scheme, how will the Transport Department (TD) ensure that the works for the above-mentioned facilities can be completed expeditiously, so as to avoid the provision of such facilities lagging behind the schedule for the implementation of the interchange scheme?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 49)

Reply:

In 2018, the average daily number of passenger trips benefitted under the BBI schemes offered by CTB and NWFB on Hong Kong Island was 9 870. For 2019, the TD and franchised bus operators concerned plan to introduce 14 new BBI schemes, two of which are at Aberdeen Tunnel Toll Plaza on Wong Chuk Hang Road and Queen Mary Hospital on Pok Fu Lam Road respectively. The two BBI schemes will involve 42 routes serving the Southern District. The TD consulted the Traffic and Transport Committee (TTC) of the Southern District Council in March 2019. With the support of the TTC concerned, it is targeted to implement the two BBI schemes within 2019. We do not have information on the estimated additional number of passenger trips to be benefitted under the new BBI schemes.

Regarding the pair of bus bays near Queen Mary Hospital on Pok Fu Lam Road, the bus bay on Aberdeen bound was extended in August 2016. The Government is planning to extend the bus bay on Kennedy Town bound and to construct a covered walkway nearby linking the existing footbridge connecting to Queen Mary Hospital. The current plan is to carry out these works after completion of the widening of the adjacent footpath by the University of Hong Kong under its academic building reconstruction project.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)184****(Question Serial No. 1430)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the direct issue of Hong Kong full driving licences:

(a) Please provide the following figures:

Driving licence issuing countries or places	Total number of applications approved	Number of new applications approved in 2018

(b) What were the numbers of traffic accidents involving drivers with driving licence obtained by direct issue in the past three years (i.e. from 2016 to 2018)?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 47)Reply:

(a) The numbers of direct issue applications approved by the Transport Department (TD), with breakdown by issuing countries or places of driving licences, are as follows:

Driving licence issuing countries or places	Total number of direct issue applications approved (from February 2007 to December 2018 <sup>Note 1</sup> )	Number of new direct issue applications approved in 2018
Mainland	305 373	37 897
United States	36 559	2 230
Canada	25 406	1 224
United Kingdom	22 524	1 774
Australia	18 718	1 055
Others	77 717	5 240
<b>Total</b>	<b>486 297</b>	<b>49 420</b>

Note 1: Prior to the upgrading of the computer system for licensing of vehicles and drivers in February 2007, the TD did not keep breakdown of applications for direct issue of a Hong Kong full driving licence according to the countries or places of issue of domestic driving licences held by applicants. As such, the figures shown in the table reflect the situation from February 2007 up to 31 December 2018.

- (b) The numbers of traffic accidents involving drivers with driving licence obtained by direct issue from 2016 to 2018 are as follows:

<b>Year (Calendar Year)</b>	<b>Number of traffic accidents involving direct issue drivers<sup>Note 2</sup></b>
2016	463
2017	502
2018	623

Note 2: The figures shown in the table denote the number of traffic accidents involving drivers who have obtained their Hong Kong full driving licences by way of direct issue after February 2007 and those who have obtained their current driving licences through renewal exercises but their first driving licences were obtained through direct issue.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)185**

**(Question Serial No. 0786)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to develop schemes to improve existing cycle tracks and associated facilities in the nine new towns in the New Territories.

- (1) Please provide the names of the nine new towns in the New Territories, as well as the details and implementation timetables of the schemes.
- (2) Please tabulate by districts the locations and lengths of cycle tracks to be improved and details of associated facilities.
- (3) What are the staff establishment and estimated expenditure involved in the schemes?
- (4) Please list out the extent of increase or decrease in the length of cycle tracks in the New Territories in the past three years, as well as the estimated increase in future.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 32)

Reply:

- (1) The nine new towns are Tin Shui Wai, Yuen Long, Tuen Mun, Tsuen Wan, Tung Chung, Tseung Kwan O, Sha Tin/Ma On Shan, Tai Po and Fanling/Sheung Shui.

The TD has drawn up a list of about 900 potential sites for the improvement of cycle tracks and cycling facilities in these nine new towns. The improvement involves providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works.

- (2) The locations of existing cycle tracks and associated facilities improved and to be improved under the first batch and second batch of improvement works are set out in Annex 1.
- (3) The expenditure of the first batch of improvement works was about \$4 million. The estimated cost of the second batch of improvement works is about \$70 million. As regards the 300 remaining sites, the TD and the relevant works department will work out the estimated costs upon finalising the details of the works involved.

The improvement works are managed by the existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- (4) The change in the length of cycle tracks in the New Territories managed by the TD in the past three years is provided in Annex 2.

The estimated increase in length of cycle tracks in the New Territories in future is provided in Annex 3.

**Locations for the First and Second Batch of Improvement Works  
Along Existing Cycle Tracks<sup>Note1</sup>**

<b>New Town</b>	<b>Improvements to cycle tracks<sup>Note2</sup></b>	<b>Provision of additional bicycle parking spaces</b>
1. Tin Shui Wai	<ul style="list-style-type: none"> <li>• Tin Shui Wai Hospital</li> <li>• Tin Yan Estate</li> <li>• Tin Chak Estate</li> <li>• Tin Yip Road Community Health Centre</li> <li>• Tin Shui Wai Park</li> <li>• Tin Wu Road</li> <li>• Tin Yiu Road</li> <li>• Wetland Park Road</li> <li>• Tin Shui Road</li> <li>• Tin Kwai Road</li> <li>• Tin Sau Road</li> <li>• Tin Wah Road</li> <li>• Tin Shing Road</li> <li>• LRT Tin Yat Station</li> <li>• Tin Shui Estate</li> <li>• LRT Tin Sau Station</li> <li>• Wo Ping San Tsuen Lane</li> <li>• Ping Ha Road</li> </ul>	<ul style="list-style-type: none"> <li>• Hung Tai Road</li> <li>• LRT Tin Shui Station</li> <li>• Tin Yan Estate</li> <li>• LRT Chestwood Station</li> <li>• Tin Ho Road</li> <li>• Tin Kwai Road</li> <li>• Tin Yan Road</li> <li>• LRT Lockwood Station</li> <li>• Tin Lung Road</li> <li>• MTR Tin Shui Wai Station</li> <li>• Tin Hei Street</li> <li>• Tin Shing Road</li> <li>• Castle Peak Road – Ping Shan</li> <li>• Tin Yiu Road</li> <li>• Tin Yau Court</li> <li>• Tin Shui Road</li> <li>• Tin Tan Street</li> <li>• Tin Chung Court bus terminus</li> <li>• Tin Wah Road</li> <li>• Tin Chak Estate</li> <li>• Tin Heng Estate</li> <li>• Tin Chak Shopping Centre</li> <li>• LRT Tin Yat Station</li> <li>• Ka Yan Street</li> <li>• Tin Wing Road</li> </ul>
2. Yuen Long	<ul style="list-style-type: none"> <li>• Long Tin Road</li> <li>• Ping Yee Road</li> <li>• Long Yip Street</li> <li>• Kam Tin Bypass</li> <li>• Pok Oi Interchange</li> <li>• Kam Tin Road</li> <li>• Tai Tong Road</li> <li>• Tung Tau Industrial Area</li> </ul>	<ul style="list-style-type: none"> <li>• Ping Yee Road</li> <li>• MTR Kam Sheung Road Station</li> <li>• MTR Yuen Long Station</li> <li>• Sun Yuen Long Centre</li> <li>• Tai Tong Road</li> <li>• LRT Fung Nin Road Station</li> <li>• Greenery Place Tower</li> <li>• Tung Wui Road</li> <li>• Tai Kiu Road</li> <li>• Wang Lok Street</li> <li>• Fung Yau Street North</li> <li>• Yau Tin East Road</li> <li>• Sai Yu Street</li> <li>• Kau Yuk Road</li> <li>• Shap Pat Heung Road</li> </ul>



<b>New Town</b>	<b>Improvements to cycle tracks</b> <sup>Note2</sup>	<b>Provision of additional bicycle parking spaces</b>
3. Tuen Mun	<ul style="list-style-type: none"> <li>• MTR Siu Hong Station</li> <li>• Hoi Wong Road</li> <li>• Castle Peak Road</li> <li>• Fu Hang Road</li> <li>• Tuen Kwai Road</li> <li>• Lam Tei Interchange</li> <li>• Tsing Tin Road</li> <li>• Ming Kum Road</li> <li>• LRT Affluence Station</li> <li>• LRT Choi Yee Bridge Station</li> <li>• LRT Ho Tin Station</li> <li>• Tin Hau Road</li> <li>• Tsing Wun Road</li> <li>• Adjacent to Tuen Mun Nullah</li> <li>• Hoi Wing Road</li> <li>• Adjacent to Lung Mun Oasis</li> <li>• The Jockey Club Tuen Mun Butterfly Beach Sports Centre</li> <li>• Wu Shan Road</li> <li>• Wu King Road</li> <li>• Wu Chui Road</li> <li>• Lung Mun Road</li> <li>• Tin King Estate</li> <li>• LRT Shek Pai Station</li> <li>• Butterfly Beach Park</li> <li>• LRT Lam Tei Station</li> </ul>	<ul style="list-style-type: none"> <li>• Glorious Garden</li> <li>• LRT Lam Tei Station</li> <li>• Fu Tai Estate PTI</li> <li>• LRT Siu Hong Station</li> <li>• Tsing Lun Road</li> <li>• Leung King Estate PTI</li> <li>• MTR Tuen Mun Station</li> <li>• Pui To Road</li> <li>• Yan Oi Market</li> <li>• Lung Mun Road</li> <li>• Lung Chak Road</li> <li>• Tuen Tsing Lane</li> <li>• Wong Chu Road</li> <li>• LRT Tuen Mun Hospital Station</li> <li>• Siu Hong Road</li> <li>• Tin King Road</li> </ul>
4. Tsuen Wan		<ul style="list-style-type: none"> <li>• MTR Tsuen Wan West Station</li> </ul>
5. Tung Chung	<ul style="list-style-type: none"> <li>• Tung Chung Road</li> <li>• Chek Lap Kok South Road</li> <li>• Chung Yan Road</li> <li>• Tat Tung Road</li> <li>• Tung Chung Waterfront Road</li> <li>• Tung Chung Development Pier</li> <li>• Yu Tung Road</li> <li>• Shun Tung Road</li> <li>• Cheung Tung Road</li> <li>• Yi Tung Road</li> </ul>	<ul style="list-style-type: none"> <li>• Yu Tung Road</li> <li>• Tat Tung Road</li> <li>• Tung Chung Development Pier Bus Stop</li> <li>• Shun Tung Road</li> </ul>
6. Tseung Kwan O	<ul style="list-style-type: none"> <li>• Chiu Shun Road</li> <li>• Sheung Ning Road</li> <li>• Po Shun Road</li> <li>• Chi Shin Street</li> <li>• On Ning Garden</li> <li>• Chung Ming Court</li> <li>• Tong Ming Court</li> </ul>	<ul style="list-style-type: none"> <li>• Po Yap Road</li> <li>• Tong Chun Street</li> <li>• Tseung Kwan O Hospital</li> <li>• King Ling Road</li> <li>• Chui Ling Road</li> <li>• Choi Ming Court</li> <li>• Park Central</li> </ul>

New Town	Improvements to cycle tracks <sup>Note2</sup>	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> <li>• Choi Ming Court</li> <li>• Subway underneath Tseung Kwan O Tunnel Road</li> <li>• Po Hong Road</li> <li>• Shun Tak Fraternal Association Cheng Yu Tung Secondary School</li> <li>• Po Lam Road North</li> <li>• Yau Yue Wan Village Road</li> <li>• Po Ning Road</li> <li>• Ngan O Raod</li> <li>• Footbridge between Tseung Kwan O South and Oscar By The Sea</li> <li>• MTR Po Lam Station</li> <li>• Po Yap Road</li> <li>• Tseung Kwan O Waterfront Park</li> <li>• Po Fung Road</li> <li>• Wan Hang Road</li> <li>• Wan Lung Road</li> <li>• Subway between Sheung Ning Playground and Tseung Kwan O swimming pool</li> <li>• Tseung Kwan O Hospital</li> <li>• Tong Ming Street</li> </ul>	<ul style="list-style-type: none"> <li>• Tong Ming Street</li> <li>• Tong Yin Street</li> <li>• Po Hong Road</li> <li>• Wan Po Road</li> <li>• Sheung Ning Road</li> <li>• Metro City Phase 2</li> <li>• Mau Yip Road</li> <li>• Chiu Shun Road</li> <li>• Lohas Park Road</li> <li>• Po Lam Road North</li> </ul>
7. Sha Tin / Ma On Shan	<ul style="list-style-type: none"> <li>• Sha Tin Rural Committee Road</li> <li>• Sha Kok Street</li> <li>• Hong Kong Sports Institute</li> <li>• MTR Che Kung Temple Station</li> <li>• Sui Tai Road</li> <li>• Science Park Road</li> <li>• Hin Keng Street</li> <li>• Tin Sam Street</li> <li>• Hung Miu Kuk Road</li> <li>• Che Kung Miu Road Roundabout</li> <li>• Mei Tin Road</li> <li>• Tai Po Road - Tai Wai</li> <li>• Tai Po Road - Shatin</li> <li>• Sha Tin Tau Road</li> <li>• Along Shing Mun River</li> <li>• Yuen Wo Road</li> <li>• Sha Tin Wai Road</li> <li>• Siu Lek Yuen Road</li> <li>• Tai Chung Kiu Road</li> <li>• Sui Cheung Street</li> </ul>	<ul style="list-style-type: none"> <li>• Yiu On Estate</li> <li>• Sun Chui Estate</li> <li>• Holford Garden</li> <li>• Hang Hong Street</li> <li>• Hang Kam Street</li> <li>• MTR Fo Tan Station</li> <li>• Tai Po Road - Tai Wai</li> <li>• Mei Tin Road</li> <li>• Heung Fan Liu Street</li> <li>• Sha Tin Tau Road</li> <li>• Sha Tin Central Bus Terminus</li> <li>• Sha Tin Rural Committee Road</li> <li>• Sha Tin Wai Road</li> <li>• MTR City One Station</li> <li>• MTR Heng On Station</li> <li>• Kam Fung Court</li> <li>• Kam Lung Court</li> <li>• Near Ma On Shan Road</li> <li>• Chui Tin Street</li> <li>• On Ming Street</li> </ul>

New Town	Improvements to cycle tracks <sup>Note2</sup>	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> <li>• Ning Tai Road</li> <li>• Hang Fai Street Roundabout</li> <li>• On Luk Street</li> <li>• Sai Sha Road</li> <li>• Lee On Estate</li> <li>• Near Ma On Shan Bypass</li> <li>• Near Ma On Shan Road</li> <li>• Chui Tin Street</li> <li>• Che Kung Miu Road</li> <li>• MTR University Station</li> <li>• Chik Fai Street</li> <li>• Sha Tin Road</li> <li>• MTR Heng On Station</li> <li>• MTR Ma On Shan Station</li> <li>• Shui Chong Street</li> <li>• Kam Tai Court</li> <li>• Pictorial Garden</li> <li>• Along Ma On Shan promenade</li> <li>• Siu Lek Yuen Road Playground</li> <li>• Mei Fai Street</li> <li>• Fo Tan Road</li> <li>• Kam Lung Court</li> <li>• Hang Hong Street</li> </ul>	<ul style="list-style-type: none"> <li>• Sha On Street</li> <li>• Chak Cheung Street</li> <li>• Chik Wan Street</li> <li>• Hang Fai Street Roundabout</li> <li>• Tin Sam Street</li> <li>• Fo Tan Road</li> <li>• Chik Chuen Street</li> <li>• Sha Kok Street</li> <li>• Hin Keng Street</li> </ul>
8. Tai Po	<ul style="list-style-type: none"> <li>• Nga Wan Road</li> <li>• Wan Tau Tong Estate</li> <li>• Nam Wan Road</li> <li>• Tai Po Road –Yuen Chau Tsai</li> <li>• Ting Kok Road</li> <li>• Tai Po Tai Wo Road</li> <li>• On Cheung Road</li> <li>• Kwong Fuk Road</li> <li>• Ting Tai Road</li> <li>• On Po Road</li> <li>• Tai Po Tau Drive</li> <li>• On Chee Road</li> <li>• Yuen Shin Road</li> <li>• Dai Fuk Street</li> <li>• Tai Po Waterfront Park</li> </ul>	<ul style="list-style-type: none"> <li>• On Cheung Road</li> <li>• On Po Road</li> <li>• Tai Wo Neighbourhood Community Centre</li> <li>• MTR Tai Po Market Station</li> <li>• Tat Wan Road</li> <li>• Nam Wan Road</li> <li>• Kwong Fuk Road</li> <li>• Po Nga Road</li> </ul>
9. Fanling / Sheung Shui	<ul style="list-style-type: none"> <li>• Chi Wa Lane</li> <li>• Cheerful Park</li> <li>• Choi Yuen Estate</li> <li>• Yip Fung Street</li> <li>• MTR Sheung Shui Station</li> <li>• Pak Wo Road</li> <li>• Wo Hop Shek Interchange</li> </ul>	<ul style="list-style-type: none"> <li>• MTR Fanling Station</li> <li>• MTR Sheung Shui Station</li> <li>• Ching Ho Estate</li> <li>• Footbridge across Fanling Highway</li> <li>• Fanling Station Road</li> <li>• San Wan Road</li> </ul>

<b>New Town</b>	<b>Improvements to cycle tracks</b> <sup>Note2</sup>	<b>Provision of additional bicycle parking spaces</b>
	<ul style="list-style-type: none"> <li>• Footbridge across Fanling Highway</li> <li>• Lok Ming Street</li> <li>• Fanling Station Road</li> <li>• Jockey Club Road</li> <li>• Fanling Town Centre</li> <li>• Cheung Wah Estate</li> <li>• Jockey Club Road Roundabout</li> <li>• MTR Fanling Station</li> <li>• North District Government Offices</li> <li>• San Wan Road</li> <li>• So Kwun Po Road</li> <li>• Ching Hiu Road</li> <li>• Po Wing Road</li> <li>Wai Wo Street</li> <li>• Po Kin Road</li> <li>• Fan Kam Road</li> <li>• Po Shek Wu Road</li> <li>• Lung Sum Avenue</li> <li>• Ma Sik Road</li> <li>• Fan Leng Lau Road</li> <li>• Fanling Centre</li> <li>• Lok Yip Road</li> <li>• Dawning Views</li> <li>• Yip Wo Street</li> <li>• Avon Park</li> <li>• Yip Fung Street</li> <li>• Sha Tau Kok Road – Lung Yeuk Tau</li> <li>• Luen Wo Road</li> <li>• Po Ping Road</li> <li>• Choi Yuen Road</li> <li>• Yuk Po Court</li> <li>• Yat Ming Road</li> <li>• Fanling Hong Lok Park</li> <li>• Ka Fuk Estate</li> </ul>	<ul style="list-style-type: none"> <li>• Chi Fuk Circuit</li> <li>• Ka Fuk Estate</li> <li>• Kat Cheung Crescent</li> <li>• Jockey Club Road</li> <li>• Lung Sum Avenue</li> <li>• Pak Wo Road</li> <li>• Wo Muk Road</li> <li>• Yip Fung Street</li> <li>• Luen On Street</li> <li>• Kui Sik Street</li> <li>• Lok Tung Street</li> <li>• Ma Sik Road</li> <li>• North District Government Offices</li> <li>• Choi Fat Street</li> <li>• Choi Yuen Road</li> <li>• Po Shek Wu Road</li> <li>• Fan Leng Lau Road</li> <li>• Chi Cheong Road</li> </ul>

Note 1: Locations listed in this Annex may include more than one site for the first and second batch of improvement works.

Note 2: For example, the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

### Length of Cycle Tracks in the New Territories in the Past Three Years

District	Length of cycle tracks (kilometres)		
	2016	2017	2018
Islands	14	14	14.2
North	27	27	28.3
Sai Kung	22	22	22
Sha Tin	57	57	57.3
Tai Po	36	36	36
Tuen Mun	20.1	20.1	20.7
Yuen Long	45.8	46.4	46.4
<b>Total</b>	<b>221.9</b>	<b>222.5 (+0.3%)<sup>Note</sup></b>	<b>224.9 (+1.1%)<sup>Note</sup></b>

Note:

The percentage in brackets represents the change in total length of cycle tracks in comparison with that in the preceding year.

**Projected Increase in the Length of Cycle Tracks in the New Territories**

<b>District</b>	<b>Location</b>	<b>Estimated increase in length of cycle tracks to be provided in future (kilometres)</b>
Islands	Tung Chung	12.5
North	Kwu Tung North and Fanling North	4
	Pak Shek Au to Sheung Yue River	2.6
Sai Kung	Tseung Kwan O	3.8
Yuen Long	Lok Ma Chau	2
	Hung Shui Kiu	20
	Yuen Long South	12.5
	Kam Tin River to Pak Shek Au	7.4
Tai Po	Ting Kok Road to Sam Mun Tsai	1
Tsuen Wan	Tsing Tsuen Bridge to Tai Lam Chung	10.7
Tuen Mun	Tai Lam Chung to Tuen Hing Road	11.3
<b>Total</b>		<b>87.8</b>
<b>Percentage increase in comparison with the length of the cycle tracks in 2018</b>		<b>+39%</b>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)186****(Question Serial No. 0789)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been jointly administrating with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles. Please advise:

- (1) the numbers and types of Mainland vehicles entering Hong Kong and their purpose of visit in the past three years;
- (2) the types of Hong Kong vehicles entering the Mainland and their purpose of visit in the past three years;
- (3) whether the Government has assessed the anticipated changes of the trips of cross-boundary vehicles in Hong Kong for the next three years and adopted any corresponding traffic arrangement to regulate cross-boundary vehicles?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 37)

Reply:(1) and (2)

While the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is mainly grouped into three vehicle types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars, with no further breakdown by their purposes of visits. At present, there are five road boundary control points in Hong Kong, namely Shenzhen Bay Port, Lok Ma Chau Control Point, Man Kam To Control Point, Sha Tau Kok Control Point and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port. According to the information provided by the Immigration Department, the Customs and Excise Department and the HZMB Authority, the total numbers of cross-boundary vehicular trips via the five road boundary control points in the past three years are given in the following table:

Year	Coaches <sup>(Note 1)</sup>		Goods Vehicles		Private Cars <sup>(Note 2)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	706 667	706 501	3 483 387	3 477 124	3 558 215	3 559 646
2017	703 856	707 336	3 619 323	3 611 394	3 692 932	3 696 258
2018	745 738	746 433	3 431 537	3 424 988	3 673 783	3 677 251

Note (1): Coaches include cross-boundary coaches, cross-boundary shuttle buses plying between Lok Ma Chau Boundary Control Point and Huanggang Port, and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB (since the commissioning of the HZMB on 24 October to end 2018).

Note (2): Private cars include cross-boundary private cars, cross-boundary hire cars, Hong Kong private cars travelling to and from the Mainland via Shenzhen Bay Port under the Ad Hoc Quota Scheme, as well as Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme (since the commissioning of the HZMB on 24 October to end 2018).

(3)

The Governments of the Hong Kong Special Administrative Region, the Guangdong Province and the Macao Special Administrative Region have been implementing and administering a quota system for regulation and control of different types of cross-boundary vehicles<sup>1</sup>. Apart from the quota system, all cross-boundary vehicles must obtain the closed road permit issued by the TD, and have completed the formalities required by the relevant Authorities in the Mainland and Macao as appropriate, before they could travel between Hong Kong and the Mainland / Macao. The existing mechanism to regulate and control the number of cross-boundary vehicles is effective. The Government will continue to monitor the demand of cross-boundary traffic in Hong Kong, and adjust the quota for various cross-boundary vehicles as necessary and appropriate.

<sup>1</sup> Except cross-boundary shuttles plying between Lok Ma Chau Boundary Control Point and Huanggang Port, and that plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB; Hong Kong cross-boundary goods vehicles and Hong Kong private cars under the Macao Port Park-and-Ride Scheme.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)187**

**(Question Serial No. 1189)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department will implement and monitor the “Franchised Bus Toll Exemption Fund” (the Fund), which the franchised bus operators would deposit the toll saved for using government tunnels and roads.

1. Please advise the details, planning objective and implementation timetable of the relevant work.
2. Please provide the estimated toll saved in the next three years.
3. What is the monitoring and audit mechanism of the Fund?
4. What is the budget and manpower deployment of the implementation work?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 33)

Reply:

As a Policy Address initiative in 2018, the tolls charged on franchised buses for using government tunnels and roads will be exempted. The Government has made legislative amendments to exempt the toll for franchised buses using government tolled tunnels and roads with effect from 17 February 2019 with a view to relieving their fare increase pressure. Each franchised bus operator will set up its own dedicated fund account, i.e. the Fund for keeping the toll saved. The Fund will be used for relieving the fare increase pressure of the corresponding franchised bus operators, so that the magnitude of the fare increase shouldered by the passengers will be lowered. It is estimated that the annual total toll saved by all the franchised bus operators will be about \$280 million.

The Government will monitor the operation of the Fund. In addition to the checking of the monthly statements submitted by the franchised bus operators, the Government also requires the operators to submit an Auditor’s Statement on the Fund annually.

Three civil servant posts will be created to monitor the operation of the Fund comprising one Senior Transport Officer, one Transport Officer I and one Transport Officer II. The relevant staff cost in 2019-20 will be about \$2.33 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)188****(Question Serial No. 1190)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding implementing and administering the Public Transport Fare Subsidy Scheme (the Scheme), please advise on:

- (1) the operating expenses and staff establishment involved in the Scheme in 2018-19;
- (2) the estimated annual operating expenses involved and the estimated number of beneficiaries in 2019-20; and
- (3) the regulatory measures taken by the Government to ensure the proper use of public funds and prevent abuse of the Scheme; whether any abuse cases have been discovered; and if yes, the details.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 36)Reply:

- (1) Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is \$11.6 million.

The staff establishment is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total :</b>		<b>15</b>

- (2) The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2019-20 is \$68.8 million. The Government estimated that over 2.2 million commuters will benefit from the Scheme in 2019-20.
- (3) The Transport Department (TD) has implemented a series of monitoring measures to ensure that public funds are properly accounted for and risks of abuse are minimised as far as possible. The participating transport operators are required to establish a set of audit and assurance standards to strengthen their internal control and submit to the Government reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants before the commencement of the Scheme and annually thereafter. In addition, the monitoring measures taken by the TD also include conducting regular transport surveys to gather operational data and passenger statistics, verifying the operational data submitted by the operators and checking the transaction records in Octopus payment system, etc.

Since the implementation of the Scheme, there is one suspected fraudulent case involving a staff of a public transport operator and the case has been reported to the Police for investigation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)189**

**(Question Serial No. 1191)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Given the acute shortage of parking spaces in Hong Kong, the Government will continue to introduce and implement measures to increase provision of parking spaces in the short and medium to long term. Please advise on:

1. the details of short, medium and long term measures to increase provision of parking spaces and the estimated numbers of new parking spaces to be provided;
2. the Government's schedule in pursuing the relevant work in the coming five years as well as the staff establishment and expenditure involved;
3. the numbers of new parking spaces which will be provided by the Government and private developers in the coming five years, and, among them, the numbers of private car parking spaces, with a tabulated breakdown by District Council district;
4. the locations of government multi-storey car parks which will be completed and commissioned in the coming five years, the numbers of parking spaces which will be provided therein and estimated construction cost of each of the car parks in tabulated form; and
5. the numbers of government sites to be let by way of short-term tenancies (STTs) for use as temporary car parks in the coming five years, as well as the respective locations of such sites and the numbers of parking spaces to be provided therein in tabulated form.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 41)

Reply:

1. The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:
  - (a) designating suitable on-street locations as night-time parking spaces;
  - (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
  - (c) following the principle of "Single Site, Multiple Uses" to provide public car

parking spaces in suitable “Government, Institution or Community”(GIC) facilities and public open space projects;

- (d) encouraging parking of school buses inside school premises after school hours;
- (e) providing parking spaces and picking up/setting down facilities for coaches;
- (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles;
- (g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
- (h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

2. Increasing the provision of vehicle parking spaces is an on-going task of the Transport Department (TD) and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

Regarding the consultancy study on parking for CVs, which commenced in December 2017 for completion in end 2019, to assess their parking demand and formulate short to long term measures to address the demand, the estimated expenditure for the study in 2019-20 is \$3.5 million.

In early 2018, the TD commenced a pilot study on the use of APS at a number of parking sites to evaluate the feasibility and applicability of the APS in Hong Kong. The estimated expenditure for the pilot study in 2019-20 is \$1.5 million.

3. The numbers of new parking spaces arising from some of above-mentioned measures to increase parking spaces are as follows:
- (a) over 30 night-time parking spaces for CVs to be designated in 2019-20;
  - (b) over 1 500 public car parking spaces which have already been planned to be provided in new GIC/public open space (POS) facilities in the coming five years; and
  - (c) over 50 parking spaces and 50 pick-up/drop off spaces for coaches to be provided in 2019-20.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy, the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not have specific projection on the number of such parking spaces.

4. As regards multi-storey car parks, the Government will follow the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable GIC facilities and POS projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.
5. As at 8 March 2019, the number of STT sites for temporary fee-paying car park use to be tendered (STT car parks) between March to August 2019 is as follows:

District Lands Office	STT car parks	Estimated number of parking spaces
Hong Kong East	2	264
Kowloon East	1	45
Kowloon West	1	129
Islands	1	974
North	3	493
Sai Kung	3	310
Sha Tin	4	646
Tuen Mun	1	83
Tsuen Wan and Kwai Tsing	3	384

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)190**

**(Question Serial No. 2120)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) is targeted to be completed in 2021, and all vehicles pass the tunnel will pay toll through the electronic tolling system. The Government is also intended to implement the electronic tolling system at all tunnels and bridges in future. At present, vehicles installed with electronic toll tags are not so common and such installations are mainly in franchised bus and green minibus. Please advise on:

- (a) The number of vehicles of other vehicle classes (such as private cars, taxis, goods vehicles, articulated vehicles and non-franchised buses etc.) which have been installed with electronic toll tags, and the respective installation rates against the total number of vehicles in each vehicle class.
- (b) Whether the Government has taken forward any measures to encourage drivers to use the electronic tolling system since the introduction of the system in Hong Kong. If yes, please provide the details of such measures. If not, what are the reasons?
- (c) Whether the Government has any plan to provide subsidy for installing electronic payment device in future. If yes, what are the details? If not, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 43)

Reply:

- (a) At present, electronic toll tags installed in vehicles for automatic toll payment are issued by Autotoll Limited, which is a private company operating the tolling system on a commercial basis. As at 31 December 2018, the number of electronic toll tags issued by Autotoll Limited and the installation rates are tabulated below:

<b>Vehicle Class</b>	<b>Licensed Fleet</b>	<b>No. of Electronic Toll Tags issued by Autotoll Limited</b>	<b>Installation Rate of Electronic Toll Tags</b>
Taxi	18 143	2 378	13%
Private Car	565 213	264 803	47%
Private and Public Light Bus	7 669	2 249	29%
Goods Vehicle	115 804	56 684	48%
Special Purpose Vehicle	1 763		
Private and Public Bus	13 923	12 299	88%
Government Vehicle	6 374	3 933	62%

(b) At present, motorists using government tolled tunnels and roads may pay tolls automatically with service provided by Autotoll Limited, or at the toll booths by paying cash or using “stop-and-go” electronic payment means using Octopus cards and contactless credit cards (including Visa, Mastercard and UnionPay). Motorists may choose among different toll payment means available according to their needs and preference.

(c) The Government will first implement free-flow tolling system (FFTS) at TKO-LTT, which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls without requiring vehicles to stop at toll booths. The Transport Department (TD) also plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021. To enable motorists to pay tolls by FFTS for using TKO-LTT upon its commissioning, the TD plans to commence issuing in-vehicle units (IVUs) to registered vehicle owners in the third quarter of 2020. The first issue of IVUs to each registered vehicle will be free-of-charge, and no additional administrative or monthly fees will be charged.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)191**

**(Question Serial No. 2161)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In "Rail Gen 2.0", other than construction of new railway lines, it also covers a series of infrastructure and facilities upgrading works. Please advise the progress of the retrofitting of Automatic Platform Gates (APGs) and signaling system upgrading, and list out by table the maximum train frequency, patronage and loading of each MTR line during peak and non-peak hours in the past three years.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 34)

Reply:

The retrofitting of APGs will be carried out for the East Rail Line (EAL) under the Shatin to Central Link (SCL) project. The retrofitting works of APGs involved the strengthening of the platforms of the EAL, which has been substantially completed. Meanwhile, the new signalling system of the EAL is being tested and the new trains procured under the SCL project are progressively delivered to Hong Kong for testing. The retrofitting works of APGs will commence after the replacement of the new trains upon the commissioning of Tai Wai to Hung Hom Section of the SCL, so as to ensure that the APGs installed along the EAL will match with the locations of the new train doors.

The MTR Corporation Limited (MTRCL) is carrying out works to replace the signalling systems of seven railway lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line and Airport Express). Currently, the replacement works of Tsuen Wan Line, Island Line and Kwun Tong Line are in progress while those of the other railway lines will commence continuously. Upon the completion of all works in 2026, the overall carrying capacity of these seven railway lines will be increased by about 10%.

The planned completion timeframe of the upgrading of the new signaling systems is provided as below:

<b>Railway line</b>	<b>Expected completion year</b>
Tsuen Wan Line	2019
East Rail Line	2019
Kwun Tong Line	2020
Island Line	2021
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

Having regard to the MTR railway incident on Tsuen Wan Line on 18 March 2019, the MTRCL will work with the Government to review the above timeframe.

The maximum train frequency, patronage and loading of each MTR heavy rail line from 2016 to 2018 are tabulated in **Annex**.

**Year 2016**

Year 2016	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5  5.5  10.0	56 800	66% { Tai Wai to Kowloon Tong }	93% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	36 800	70% { Kam Sheung Road to Tsuen Wan West }	99% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	15 500	58% { Che Kung Temple to Tai Wai }	81% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.3  3.8  7.5	46 700	69% { Yau Tong to Quarry Bay }	97% { Yau Tong to Quarry Bay }
Island Line	1.9	55 100	69% { Tin Hau to Causeway Bay }	97% { Tin Hau to Causeway Bay }
South Island Line	3.3	3 400	20% { Ocean Park to Admiralty }	28% { Ocean Park to Admiralty }

Year 2016	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1	47 800	67% { Shek Kip Mei to Prince Edward }	94% { Shek Kip Mei to Prince Edward }
	4.2			
Tsuen Wan Line	2.0	55 000	73% { Yau Ma Tei to Jordan }	103% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 000	21% { Sunny Bay to Disneyland }	29% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	4.0	23 000	61% { Olympic to Kowloon }	86% { Olympic to Kowloon }
	6.0			
Airport Express	10	2 000	42% (Note)	

Note:

(1) Passengers (standing) per square metre: ppsm

(2) The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

**Year 2017**

Year 2017	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5  5.5  10.0	57 800	67% { Tai Wai to Kowloon Tong }	94% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	40 300	72% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	16 100	32% { Che Kung Temple to Tai Wai }	44% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.2  3.3  6.7	47 600	70% { Yau Tong to Quarry Bay }	99% { Yau Tong to Quarry Bay }
Island Line	1.9	57 600	72% { Tin Hau to Causeway Bay }	101% { Tin Hau to Causeway Bay }
South Island Line	3.3	8 500	51% { Ocean Park to Admiralty }	71% { Ocean Park to Admiralty }

Year 2017	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1	52 100	73% { Shek Kip Mei to Prince Edward }	102% { Shek Kip Mei to Prince Edward }
	4.2			
Tsuen Wan Line	2.0	60 600	81% { Yau Ma Tei to Jordan }	113% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 500	26% { Sunny Bay to Disneyland }	37% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	4.0	28 200	75% { Olympic to Kowloon }	106% { Olympic to Kowloon }
	6.0			
Airport Express	10	2 200	46% (Note)	

Note: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

**Year 2018**

Year 2018	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5 5.5 10.0	54 800	64% { Tai Wai to Kowloon Tong }	89% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	40 400	72% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	15 800	29% { Che Kung Temple to Tai Wai }	41% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.2 3.3 6.7	48 200	71% { Yau Tong to Quarry Bay }	100% { Yau Tong to Quarry Bay }
Island Line	1.9	57 600	72% { Tin Hau to Causeway Bay }	101% { Tin Hau to Causeway Bay }
South Island Line	3.3	9 200	55% { Ocean Park to Admiralty }	77% { Ocean Park to Admiralty }

Year 2018	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1	51 200	72% { Shek Kip Mei to Prince Edward }	101% { Shek Kip Mei to Prince Edward }
	4.2			
Tsuen Wan Line	2.0	60 200	80% { Yau Ma Tei to Jordan }	113% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 600	27% { Sunny Bay to Disneyland }	38% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	3.6	28 600	67% { Olympic to Kowloon }	95% { Olympic to Kowloon }
	6.7			
Airport Express	10	2 300	48% (Note)	

Note: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)192**

**(Question Serial No. 2162)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The maximum seating capacity of public light buses (PLBs) has been increased from 16 to 19 since 7 July 2017. Please advise on:

- (a) the current total number of PLBs with seating capacity increased from 16 to 19, the proportion of such PLBs in the market and the number of routes involved; and
- (b) the supply of, and demand for, PLB services and their operational condition subsequent to the implementation of the new maximum seating capacity, according to findings of the regular survey conducted by the Government.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 35)

Reply:

- (a) The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs. Among these 949 19-seat PLBs registered, 799 are green minibuses (GMBs) deployed on 270 GMB routes, and 150 are red minibuses.
- (b) The Transport Department launched a regular survey on the market occupancy rate of PLBs in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed. The review will be completed by end 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)193**

**(Question Serial No. 1848)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Yuen Long and Tuen Mun Districts are situated in the vicinity of various boundary control points (BCPs). Buses operating between the BCPs and the two districts are often full. In this connection, please advise:

- (1) the headway and occupancy rate of the bus services operating to/ from Lok Ma Chau Spur Line (LMCSL) Control Point and Shenzhen Bay Port.
- (2) will the Government consider improving/ widening the LMCSL Control Point and the nearby roads?
- (3) in view that the bus service operating at LMCSL Control Point is limited to Yuen Long District only, will the Government consider introducing bus routes to/from other districts?

Asked by: Hon LEUNG Che-cheung (LegCo internal reference no.: 46)

Reply:

(1)

There are eight franchised bus routes serving the LMCSL Control Point and Shenzhen Bay Port. Their headways and occupancy rates are set out in the table below:

Route no.	Origin and Destination		Average Daily Occupancy Rate (%)	Headway (minutes)
B1	LMCSL Control Point	Tin Tsz Estate	76	5 - 15
B2	Shenzhen Bay Port	Yuen Long Station	46	10 - 20
B2P		Tin Tsz Estate Bus Terminus	40	5 - 20
B2X		Tin Yiu Estate Bus Terminus	20	10 - 20
B3		Tuen Mun Pierhead	34	15 - 30
B3A		Shan King Estate	37	20 - 35
B3M		Tuen Mun Station Public Transport Interchange	23	30
B3X		Tuen Mun Town Centre	41	15 - 25

(2)

The Transport Department (TD) has been monitoring the operation of the LMCSL Public Transport Interchange (PTI) and the traffic condition on approach roads to the BCPs. In the past few years, TD implemented a number of measures to improve the traffic condition at the PTI and the nearby roads, including the improvement works on the taxi stands and taxi queuing area to increase the number of taxi pick-up / drop-off bays for improving the taxi circulation, and the imposition of 24-hour no-stopping restriction along the busy sections of Lok Ma Chau Road to relieve the traffic. Since the current traffic conditions on the connecting roads in the vicinity of the LMCSL Control Point are generally smooth, TD has no further plan for road improvement at this stage. TD will continue to monitor the operation of the LMCSL PTI and the nearby roads to ensure the smooth and safe operation of the public transport services.

(3)

Due to geographical and size constraints, the LMCSL PTI can only accommodate limited public transport services. The existing franchised bus route, Route B1 plying between the PTI and Tin Tsz Estate/Yuen Long Station, serves as a feeder bus service for passengers using the railway network. Besides, the TD, in conjunction with the franchised bus operators, has implemented a bus-bus fare concession interchange (BBI) scheme between Route B1 and 16 other bus routes since August 2007. With the continuous expansion of the BBI scheme over the past years, the BBI scheme currently covers interchanges between Route B1 and 39 other franchised bus routes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)194**

**(Question Serial No. 1867)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government provide the following information:

- (a) the numbers of beneficiaries per month and amounts of subsidy disbursed per month since the implementation of the Scheme; and
- (b) the expenditure for system operation, manpower and other administrative costs involved in the implementation of the Scheme.

Asked by: Hon LEUNG Kenneth (LegCo internal reference no.: 113)

Reply:

The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are around \$185.7 million and around \$120.9 million respectively, involving around 2.35 million beneficiaries in the first month and around 1.94 million beneficiaries in the second month.

Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is \$11.6 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)195**

**(Question Serial No. 1581)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Matters Requiring Special Attention in 2019-20 of the 2019-20 Controlling Officers' Report include that the Transport Department (TD) will continue to assist the Transport and Housing Bureau in fostering a pedestrian-friendly environment, including a study on reviewing and improving the assessment mechanism for hillside escalator links and elevator systems (HEL) proposals. To this end, would the Government inform the Committee:

1. In the past three years, what are the projects being implemented by the Government for hillside areas in the territory? What is the associated expenditure?
2. What is the current progress of the study on reviewing the assessment mechanism for HEL? What is the timetable for the associated report?
3. Whether the Government will consider increasing resources allocation to increase the number of transport connection system projects in hillside areas of Hong Kong, and strengthening manpower to expedite the completion of these projects?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 29)

Reply:

The Government established a set of objective and transparent scoring criteria for assessing proposals for HEL in 2009 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 LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked.

In the past three years, two HEL proposals were completed and open for public use (ranked 1 and 14<sup>Note</sup>); and five proposals are under active construction (ranked 3, 5, 6, 9 and 11). The cost estimates for these proposals are as follows:

<b>Rank</b>	<b>Proposal</b>	<b>Cost Estimate (in money-of-the-day (MOD) prices) (\$ million)</b>
1	Pedestrian Link at Tsz Wan Shan	608.0
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
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
14 <sup>Note</sup>	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

The TD commenced a consultancy study in December 2017 to review and improve the assessment mechanism on HEL proposals established in 2009. Based on the revised assessment mechanism, the Department will carry out screening, shortlisting and prioritising 114 HEL proposals received in the past few years. On 14 December 2018, the Administration consulted the LegCo Panel on Transport on the proposed revised assessment mechanism and the way forward for the assessment of the 114 HEL proposals. The consultancy study is expected to be completed by 2020.

The Administration has been deploying in-house staff resources for planning and project management of the HEL proposals, and engaging consultants and contractors to undertake the design and construction of the works. We will continue to seek and deploy appropriate resources to take forward the HEL projects, taking account of the consultation results and complexity of the projects.

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

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)196****(Question Serial No. 3254)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong-Zhuhai-Macao Bridge (HZMB) connects Hong Kong, Zhuhai and Macao, fostering closer ties among the three places in terms of passenger flow, freight flow and vehicular flow. However, regarding parking spaces for eligible cross-boundary private cars in Hong Kong and Macao, there are only 300 quotas allocated by the Transport Department (TD) in Hong Kong, which is far less than the approximate 3 000-odd parking spaces provided by the Macao Special Administrative Region Government. In this connection, will the Government inform this Committee:

1. the relevant statistics on vehicular flows since the commissioning of the HZMB last year;
2. the expenditure incurred by the Government on traffic flow control; and
3. whether the Government will study the necessity and feasibility of providing the quota arrangement for parking spaces in Hong Kong; if yes, what are the details; if not, what are the reasons.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 50)

Reply:

1. According to the HZMB Authority, the monthly cross-boundary vehicular flow of the HZMB by vehicle types is as follows:

		Private Car		Coach		Goods Vehicle		Total Monthly Vehicular Flow		
Year / Month		Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
2018 /	11	15 804	16 793	34 255	34 204	1 401	1 970	51 460	52 967	104 427
	12	22 263	22 810	34 325	34 302	2 493	2 809	59 081	59 921	119 002
2019 /	01	22 172	22 691	26 911	26 873	3 240	3 780	52 323	53 344	105 667
	02	27 307	27 810	28 108	28 090	1 655	1 774	57 070	57 674	114 744

**Note:**

- (1) While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account when determining the monthly vehicular flow.
  - (2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
  - (3) Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross boundary shuttle buses plying between Hong Kong Port (HKP) and Zhuhai Port/Macao Port of the HZMB.
2. Monitoring the traffic condition on the Hong Kong side of the HZMB is part of the normal duties of the TD and will be absorbed by existing resources of the Department. There is no separate breakdown of expenditure for the task.
  3. There is no inbound car park at the HKP according to the project design of the HZMB. Different types of cross-boundary transport services are currently provided for passengers travelling among the three places. The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the HKP of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

The Government has also invited the Airport Authority of Hong Kong (AAHK) to submit a proposal for the topside development at the HZMB Hong Kong Boundary Crossing Facilities Island (including the feasibility of providing an inbound car park at the topside development). After completion of the study and submission of the proposal by the AAHK, the Government will carefully consider the relevant recommendations.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)197**

**(Question Serial No. 1991)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under paragraph 168 of the Budget Speech that the Transport Department (TD) is conducting a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme), and it expects to consult stakeholders in the first half of this year, and the Government will consider providing additional recurrent resources broadly equivalent to the net revenue to be generated from the ERP Pilot Scheme for implementing measures to improve public transport services.

Please advise on the specific work details of the estimated expenditure and staff establishment involved in the feasibility study and the stakeholder consultation concerned, as well as the measures to be taken to improve public transport services, and whether such measures will include using the revenue to be generated to subsidise public transport expenses incurred by the general public.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 24)

Reply:

The TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half of 2019.

Regarding the additional recurrent resources to be considered for implementing measures to improve public transport services, the Government will take into account views from stakeholders in mapping out the way forward.

The estimated expenditure for the feasibility study in 2019-20 is \$6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)198**

**(Question Serial No. 0233)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government launches a plan to re-commission the “Central-Hung Hom” ferry route, will the Government inform this Committee:

- (1) at present, the number of submission received for expression of interest and the current progress;
- (2) the detailed information including the estimated patronage, fare setting criteria, etc.; and
- (3) the assessment on the viability of operating the said ferry route, given the tight manpower of sailors in the market.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 11)

Reply:

During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposal (including proposed fares), estimated patronage, as well as manpower plan.

The Government has taken various measures to address the issue of manpower supply in the maritime industry. Different support measures were implemented under the Maritime and Aviation Training Fund (MATF) to attract new blood to join the maritime industry, including the local vessel sector, and to provide financial support to in-service practitioners to attend relevant training courses and obtain local seafarers professional qualifications.

To further enhance the manpower development of the sector, the Government will inject \$200 million into the MATF to continue its operation and introduce additional schemes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)199**

**(Question Serial No. 0234)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the launching of a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, will the Government inform this Committee:

1. at present, the number of submission received for expression of interest, the current progress and the expected commencement date;
2. the detailed information including the estimated patronage and fare setting criteria, etc.;
3. the assessment on the viability of operating the said ferry route, given the shortage of manpower for crew in the market; and
4. whether the Government will consider introducing point-to-point services between Kai Tak and Tsim Sha Tsui East or Central so as to enhance the attractiveness of Cruise Terminal. If yes, what are the details? If no, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 12)

Reply:

During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals (including the operation of short-working services between different berthing points along the Victoria Harbour and proposed fares), as well as manpower plan.

The Government has taken various measures to address the issue of manpower supply in the maritime industry. Different support measures were implemented under the Maritime and Aviation Training Fund (MATF) to attract new blood to join the maritime industry,

including the local vessel sector, and to provide financial support to in-service practitioners to attend relevant training courses and obtain local seafarers professional qualifications. To further enhance the manpower development of the sector, the Government will inject \$200 million into the MATF to continue its operation and introduce additional scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)200**

**(Question Serial No. 1131)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of outsourced government tunnels, will the Government inform this Committee of:

- a. the information of the contractors of the “management, operation and maintenance” (MOM) contract of government tunnels and the management fees paid to them in the past two years.
- b. further to the above question, the employment status of the above contractors in the past two years, to be presented in the table below:

Company name	Rank	Establishment	Strength	Vacancy (%)
	Total			

- c. In view of the proposed implementation of Free Flow Tolling System (FFTS) for Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) and the expansion to other government tunnels, it is expected that the outsourced frontline staff of government tunnel will be affected / reduced, especially those staff responsible for toll collection. Against this background, what measures will the Government put in place to assist the affected staff to transfer to other posts of these tunnels? If so, please provide the details.
- d. In view of recent implementation of a number of improvement measures in enhancing the protection of the employment terms and conditions of non-skilled outsourced employees, will the Government correspondingly consider enhancing the employment benefits of skilled frontline staff under the MOM contract? If so, please provide the details.

- e. What are the staff establishment and expenditure of the Government on the monitoring of the operations of outsourced government tunnel?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 5)

Reply:

- a. The names of the management, operation and maintenance (MOM) contractors of the government tunnels and tolled roads and the management fees payable to the contractors from 2017-18 to 2018-19 are as follows:

Name of MOM Contractor	Management Fee to MOM Contractor (\$ million)	
	2018-19	2017-18
Chun Wo Tunnel Management Limited (operator of Cross-Harbour Tunnel, Kai Tak Tunnel (KTT), Lion Rock Tunnel (LRT), Shing Mun Tunnels (SMTs), Tseung Kwan O Tunnel (TKOT) and Central-Wan Chai Bypass (CWB)) <sup>1</sup>	246	79
Pacific Infrastructure Limited (operator of Eastern Harbour Crossing (EHC))	103	103
Pacific Infrastructure Management Limited (operator of Tate's Cairn Tunnel (TCT)) <sup>2</sup>	64	N/A
Greater Lucky (HK) Company Limited (operator of KTT, LRT, SMTs and TKOT) <sup>3</sup>	52	138
Transport Infrastructure Management Limited (operator of Aberdeen Tunnel, Scenic Hill Tunnel and Airport Tunnel (SHT and APT)) <sup>4</sup>	119	47
Serco Lam JV (operator of Tsing Sha Control Area (TSCA))	166	163
TIML MOM Limited (operator of Tsing Ma Control Area (TMCA))	238	229

Notes

<sup>1</sup> Chun Wo Tunnel Management Limited has taken up the MOM contract of SMTs and TKOT since 1 June 2018, as well as the MOM contract of KTT & LRT since 1 August 2018. The new MOM contract of CWB commenced on 20 January 2019.

- <sup>2</sup> The MOM contract of TCT commenced on 11 July 2018 when the Government took over this tunnel upon the expiry of the “Build-Operate-Transfer” franchise.
- <sup>3</sup> Greater Lucky (HK) Company Limited was the MOM contractor of SMTs and TKOT from 1 June 2012 to 31 May 2018 and the MOM contractor of KTT and LRT from 30 June 2012 to 31 July 2018.
- <sup>4</sup> The MOM contract of SHT and APT commenced on 1 April 2018.

b. The employment status of the MOM contractors as at December 2017 and December 2018 is tabulated below. The positions classified by divisions<sup>1</sup> are as follows:

Company name	Division	Establishment		Strength		Vacancy (%)	
		Dec 18	Dec 17	Dec 18	Dec 17	Dec 18	Dec 17
Chun Wo Tunnel Management Limited <sup>2</sup>	Operations	472	146	461	139	2.3	4.8
	Maintenance	260	79	251	73	3.5	7.6
	Administration	68	21	63	21	7.4	0
Pacific Infrastructure Limited	Operations	125		130	133	0	0
	Maintenance	84		81	84	3.6	0
	Administration	16		18	17	0	0
Pacific Infrastructure Management Limited	Operations	120		121	N/A	0	N/A
	Maintenance	81		72	N/A	11.1	N/A
	Administration	11		14	N/A	0	N/A
Greater Lucky (HK) Company Limited	Operations	327		N/A	327	N/A	0
	Maintenance	220		N/A	205	N/A	6.8
	Administration	28		N/A	29	N/A	0
Transport Infrastructure Management Limited <sup>3</sup>	Operations	171	95	172	96	0	0
	Maintenance	117	46	104	46	11.1	0
	Administration	18	9	18	9	0	0
Serco Lam JV	Operations	263		272	253	0	3.8
	Maintenance	188		183	168	2.7	10.6
	Administration	31		54	54	0	0
TIML MOM Limited	Operations	339		342	341	0	0
	Maintenance	212		210	207	0.9	2.4
	Administration	46		48	49	0	0

Notes

- <sup>1</sup> Since a number of different ranks of staff are employed by the MOM contractors, positions classified by divisions are provided instead.
- <sup>2</sup> There was an increase in the staff establishment of Chun Wo Tunnel Management Limited because it has taken up additional MOM contracts of SMT and TKOT in June 2018 and KTT and LRT in August 2018.



3 There was an increase in the staff establishment of Transport Infrastructure Management Limited because it has taken up the new MOM contract of SHT and APT in April 2018.

- c. The Government will first implement free-flow tolling system (FFTS) at the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls without requiring vehicles to stop at toll booths. The Transport Department (TD) plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021.

Toll collectors will not be required at government tolled tunnels and roads after the implementation of FFTS. Based on existing practice, MOM contractors will provide training to toll collectors for possible re-deployment to other roles of tunnel operation (such as Traffic Officers). For new or renewed MOM contracts in future, the TD will impose contract requirements on the MOM contractors to require them to arrange re-deployment of the toll collectors and plan in advance for natural attrition, with a view to minimising the impact of the implementation of FFTS on the existing staff.

The TD also plans to make provisions in the tender document of the future toll service provider, which will be engaged through open tender for handling toll collection by FFTS and various tolling-related duties, to make offers to the toll collectors of existing government tunnels to take up suitable duties such as reviewing of images captured by FFTS and toll recovery services.

- d. The TD always attaches importance to the protection of the employment terms and conditions of outsourced employees. Existing MOM contracts already include terms and conditions regulating staff management, employment arrangement and payment of monthly basic salaries and fringe benefits committed in the employment contracts between the MOM contractors and its staff. In view of the Government's recent initiative to enhance protection of the employment terms and conditions of non-skilled employees engaged by government service contractors, the TD has already adopted the relevant enhancement provisions in preparing for the tender requirements for future new or renewed MOM contracts (including the upcoming MOM contract renewal of EHC, TMCA and TSCA in 2019). The TD will adopt a weighting of not less than 50% (as opposed to the previous weighting of 30% or 40%) for the quality proposal over price proposal. Besides, it is a mandatory requirement for the tenderer to make first offer to designated ranks of frontline skilled workers of incumbent MOM contractors. In addition, tenderers who commit to offer (i) average monthly basic salaries at or above an increase rate specified in the tender and / or (ii) additional fringe benefits including payment of annual bonus on a monthly basis proportionally, provision of gratuity and enhanced allowance for typhoon duty etc. will be awarded higher marks in the tender evaluation.
- e. The monitoring of the operation of outsourced MOM contracts of government tunnels is undertaken by the Tunnels and Tsing Ma Section (TTMS) of the TD which has a

staff establishment of 41, consisting of Transport Officers, Transport Controllers, Treasury Accountants and Clerical Officers. In addition to monitoring duties, TTMS is also responsible for planning for new infrastructure or system upgrade/implementation, administrative duties (e.g. tunnel ticket usage monitoring for ticket printing and issuing permits), and event facilitation and monitoring (e.g. marathons and cyclothons). The monitoring duties form part of the normal responsibilities of the existing staff and there is no separate breakdown on the expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)201**

**(Question Serial No. 2586)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and development of railway in New Territories West, will the Government inform this Committee of the following:

- a. the average monthly patronage, total patronage and the loading of major railway lines in New Territories West, namely West Rail Line, Tsuen Wan Line and Airport Express Line in each of the past three years;
- b. further to the above item, the numbers of service disruptions occurred on the above railway lines, with breakdown by type of service disruption, in each of the past three years;
- c. in view of the problems of crowded trains along the railway lines between New Territories West and the urban districts, will the Government consider the feasibility of construction of a new railway, such as the Tuen Mun-Tsuen Wan Link. If so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 20)

Reply:

- a. The average monthly patronage, total patronage and the current passenger loading of West Rail Line, Tsuen Wan Line and Airport Express Line from 2016 to 2018 are set out in Annex.
- b. The numbers of incidents caused by factors under the MTR Corporation Limited's control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the West Rail Line, Tsuen Wan Line and Airport Express Line from 2016 to 2018 are tabulated below:

Year	Cause	Number of incidents		
		West Rail Line	Tsuen Wan Line	Airport Express Line
2016	Equipment failure	7	7	6
	Human factors	0	1	0
2017	Equipment failure	8	15	5
	Human factors	1	1	3
2018	Equipment failure	7	11	5
	Human factors	0	1	3

- c. The Transport and Housing Bureau plans to take forward the Strategic Studies on Railways and Major Roads Beyond 2030 (RMR2030+ Studies) based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final recommendations of the Hong Kong 2030+ Study, we will conduct strategic studies, which include examining the layout of the proposed railway and major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's long-term developments. We will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate the corresponding strategies.

According to the Lantau Tomorrow Vision announced in the Policy Address 2018, part of the proposed railway corridor envisaged in the Lantau Tomorrow Vision is similar to the alignment of the Tuen Mun-Tsuen Wan Link (Tuen Mun to Tsing Lung Tau). In the RMR2030+ Studies, we will take into account the planning studies (including the proposed railway corridor) in relation to the Lantau Tomorrow Vision to be separately undertaken by the Development Bureau.

**Patronages of West Rail Line, Tsuen Wan Line and Airport Express Line for the Years from 2016 to 2018**

		2016			2017			2018		
		West Rail Line	Tsuen Wan Line	Airport Express Line	West Rail Line	Tsuen Wan Line	Airport Express Line	West Rail Line	Tsuen Wan Line	Airport Express Line
	Monthly Average Patronage	12.8 million	30.6 million	1.3 million	13.1 million	31.2 million	1.4 Million	13.6 million	31.8 million	1.5 million
	Total Patronage	153.9 million	367.8 million	16.1 million	156.9 million	374.3 million	16.6 million	163.5 million	381.8 million	17.7 million
<b>2016-2018 Statistics for the Heavy Rail System (per hour per direction during morning peak hours for critical links)</b>										
1	Design capacity (six ppsm)(a)	64 000	85 000	10 000 (Note 1)	64 000	85 000	10 000 (Note 1, 6)	64 000	85 000	10 000 (Note 1, 6)
2	Maximum carrying capacity when train frequency is maximised (six ppsm) (b)	52 200 (Note 2)	75 000	4 800	56 200 (Note 2)	75 000	4 800 (Note 6)	56 200 (Note 2)	75 000	4 800 (Note 6)
3	Existing carrying capacity (six ppsm)(c)	52 200	75 000	4 800	56 200	75 000	4 800 (Note 6)	56 200	75 000	4 800 (Note 6)
4	Difference between (a) and (b) (Note 3)	11 800	10 000	5 200	7 800	10 000	5 200	7 800	10 000	5 200
5	Difference between (b) and (c) (Note 4)	0	0	0	0	0	0	0	0	0

		2016			2017			2018		
6	Current patronage (d)	36 800	55 000	2 000	40 300	60 600	2 200	40 400	60 200	2 300
7	Current loading (1) (six ppsm) [(d)/(c)] { } critical link	70% {Kam Sheung Road to Tsuen Wan West}	73% {Tsim Sha Tsui to Admiralty}	42% {Tsing Yi to Airport}	72% {Kam Sheung Road to Tsuen Wan West}	81% {Yau Ma Tei to Jordan}	46% (Note 6)	72% {Kam Sheung Road to Tsuen Wan West}	80% {Yau Ma Tei to Jordan}	48% (Note 6)
8	Current loading (2) (four ppsm) [(d)/(c)]÷71.2% (Note 5) (For the critical links mentioned in item (7))	99%	103%	49%	101%	113%		101%	113%	

Note 1: As the Airport Express Line and the Tung Chung Line share tracks at some sections, the overall design capacity of the railway lines is affected by the train service pattern, throughput of terminal stations and turn-back facilities. To meet the increase in railway transport demand, the carrying capacity of the Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signaling system will also make allowance for potential capacity enhancement.

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 (six 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 seven to eight, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (six 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 ten seconds; and (b) train turnaround times for 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 six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four 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 six ppsm.
- Note 6: The design of the Airport Express Line is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)202****(Question Serial No. 2356)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)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 three 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
2016-17						
2017-18						
2018-19						

- b. How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three 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
2016-17						
2017-18						
2018-19						

- c. What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three 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
2016-17			
2017-18			
2018-19			

- 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 three 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
2016-17				
2017-18				
2018-19				

- e. Did the TD spot any unregistered LHD vehicles being driven in Hong Kong in the past five 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 2019-20?
- h. Will the second phase of the Scheme be implemented in 2019-20? Please advise on details of the plan and the estimated expenditure for 2019-20.

Asked by: Hon MO Claudia (LegCo internal reference no.: 17)

Reply:

- a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2016-17 to 2018-19 (up to end February 2019) 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 <sup>Note 1</sup>
2016-17	35 467	27	240 117
2017-18	35 318	140	275 435
2018-19 (up to end February 2019)	35 157	72	310 592

Note 1: 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 countries/places of the driving licences held by the drivers applying for direct issue of a Hong Kong full driving licence.

The direct issue of Hong Kong full driving licences is handled by existing staff of the TD. There is no separate breakdown on the manpower and expenditure involved.

- b. The information in respect of LHD vehicles from the Mainland from 2016-17 to 2018-19 (up to end February 2019) registered and licensed in Hong Kong 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
2016-17	26	0	224
2017-18	16	0	240
2018-19 (up to end February 2019)	19	0	235

The registration and licensing of the LHD vehicles from the Mainland is handled by existing staff of the TD. There is no separate breakdown on the manpower and expenditure involved.

- c. The information of the Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2016-17 to 2018-19 (up to February 2019) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2016-17	11	13	0
2017-18	14	21	0
2018-19 (up to end February 2019) <sup>Note 2</sup>	8	14	0

Note 2: Provisional figures

- d. Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force (HKPF) by way of summons instead of fixed penalty tickets. The HKPF does not maintain any records on whether fixed penalty tickets or summonses are issued to LHD or right-hand-drive vehicles. The HKPF thus does not have information on the amount of unpaid penalties by drivers of LHD vehicles.
- e. The HKPF does not maintain any records on the number of prosecution and conviction cases against unregistered LHD vehicles.
- 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, LHD vehicles should also apply for LHD permits when applying for registration. Similar to other commercial vehicles and private cars aged six 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 2019, the TD received a total of 16 338 applications for the Scheme with 15 493 applications approved. In 2016-17 and 2017-18, the annual expenditures for the Scheme were \$3.35 million and \$3.14 million respectively. The estimated expenditures in 2018-19 and 2019-20 are \$3.39 million and \$3.35 million respectively, 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 (with ad hoc quota)), the Government of the HKSAR and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable. The position remains the same.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)203**

**(Question Serial No. 1789)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The 2018 Policy Address mentioned that in order to provide real-time green minibuses (GMBs) arrival information, the Government will fund the development of a data collection system and a mobile application, and install related devices on GMBs to enable passengers to obtain real time GMB arrival information through the mobile application. Such information will also be released to the public in a machine-readable format.

On the work of encouraging public transport operators to open up their data, please advise:

1. The GMB real-time arrival information pilot scheme, research and development on the system and mobile application, the timetable for installation of the system, the consultants and contractors employed, the numbers of GMB routes and operators, the expenditure, the content of information to be disseminated and its format; whether or not the technical standards for information dissemination will be formulated and the industry be assisted in developing and adopting appropriate technical solutions.
2. In 2018-19, which public transport operators are providing real-time arrival information in the machine-readable format at "DATA.GOV.HK" website? What is the content of the information provided?
3. What measures will be used by the Government in discussing with various public transport operators on the opening up of their data in 2019-20? What are the manpower and resources involved?
4. Will a special study be carried out on the above work to facilitate setting up of mechanism for public transport operators' dissemination of real-time arrival data?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 49)

Reply:

1.

In the coming three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the Transport Department (TD)'s "HKe-Mobility" mobile application. The relevant real-time data will also be released in machine-readable format via "DATA.GOV.HK" for public use. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022. The estimated capital cost for full scale development and implementation of the system is \$31 million. Five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative which will incur an additional notional annual mid-point salary of \$3.39 million.

2., 3. & 4.

The Transport Department (TD) has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of passengers. While no real-time arrival information from the public transport operators is now available in the machine-readable format at "DATA.GOV.HK" website, the public transport operators have been offering real-time arrival information to the general public through other means. The Mass Transit Railway Corporation Limited (MTRCL), franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Franchised bus companies and the MTRCL are also working with the TD in providing real-time arrival information through TD's "HKeMobility" mobile application and "Hong Kong eTransport" web page, in order to bring convenience to the users. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications.

The Government understands that the community expects dissemination of more real-time public transport data and information. In this connection, the TD is actively liaising with the public transport operators (including franchised bus operators and MTRCL) to encourage the opening up of their data, in particular the real-time arrival information, in machine-readable format on the "DATA.GOV.HK" Portal. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at DATA.GOV.HK in the third quarter of 2019. In 2019-20, the TD will continue to encourage public transport

operators through provision of technical advice with a view to opening up the real time data to achieve wider application. The discussions with public transport operators on the above subject are undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)204**

**(Question Serial No. 1790)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the approval of hire car permits (HCPs), please provide information using the tables below:

(1) The issue of HCPs in 2018-19

Five types of HCPs issued under the Regulations	Maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 28 February 2019)	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
2018						
2019 (as at 28 February 2019)						

(3) The age of vehicles issued with Private Service (Limousine) HCPs

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2018				
2019 (as at 28 February 2019)				

- (4) How many requests for “pre-application assessment” have been received since the new measure was introduced on 1 February 2017? How many requests have been approved after conducting assessments? In “Matters Requiring Special Attention in 2019-20”, the TD will “assist the Transport and Housing Bureau in reviewing the penalty level of illegal carriage of passengers for hire or reward”. Having regard to ardent demand for point-to-point transport services, will the Government review the application requirements for hire car permits and definition of “illegal carriage of passengers for hire or reward”? If yes, what are the details?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 50)

Reply:

- (1) The information on the issue of HCPs as at 28 February 2019 is tabulated as follows:

Five types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued <sup>Note 1</sup>	Number of HCPs issued by the TD (as at 28 February 2019)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service <sup>Note 2</sup>	1 500	877	58.5%
Hotel Hire Car Service	400	162	40.5%
Tour Hire Car Service	400	135	33.8%
Airport Hire Car Service	60	0 <sup>Note 3</sup>	Not applicable
School Hire Car Service	1 500	0 <sup>Note 3</sup>	Not applicable

Note 1: The statutory limits imposed on the number of HCPs are stipulated in Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L).

Note 2: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

Note 3: According to 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 information on the issue of Private Service (Limousine) HCPs between 2018 and 2019 (as at 28 February 2019) is tabulated as follows:



Year (Calendar year)	Number of enquiries about Private Service (Limousine) HCPs <sup>Note 4</sup>	Number of requests for “pre-application assessment”	Number of applications received	Number of applications approved in the year <sup>Note 5</sup>	Number of applications rejected in the year <sup>Note 5</sup>	Number of applications approved on grounds of special considerations in the year <sup>Note 6</sup>
2018	33	12	73	36	22	13
2019 (as at 28 February)	9	2	14	1	0	1

Note 4: Figures include written enquiries or enquiries received via the Government’s 1823 call centre.

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 also been included in the “number of applications approved in the year”.

(3) The information on the age of vehicles with Private Service (Limousine) HCPs issued in 2018 (as at 31 December) and 2019 (as at 28 February) is tabulated as follows:

Year	Average taxable value (HK\$)	Average vehicle age (Year)	Number of brand new vehicles <sup>Note 7</sup>	Number of vehicles replaced
2018 (as at 31 December)	528,755	4.7	21	80
2019 (as at 28 February)	534,824	4.6	22	7

Note 7: A vehicle should be less than one year old from the date of first registration as a “brand new vehicle” in Hong Kong at the time of the application. For vehicles not first registered in Hong Kong, it should be within one year from the “Year of Manufacture” at the time of the application.

(4) The TD has introduced the “pre-application assessment” as one of the improvement measures implemented since 1 February 2017, with a view to facilitating applications for hire car permits, especially those made by new market entrants and building in more flexibility. Interested parties may make a request for “pre-application assessment” without the need to actually purchase a private car before making an application. During the period from 1 February 2017 to 28 February 2019, the TD received 42 requests for “pre-application assessment”, of which 11 have obtained positive results. There is currently no plan to change the application requirements for hire car permits. We will continue to closely monitor the dynamics of the hire car market and review the prevailing arrangements as and when necessary.

The Government encourages the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, hire car services adopting new technology or platforms must still be in compliance with existing laws and regulations, in order to protect the safety and interest of passengers, and to ensure the effective use of roads as well as the efficient, reliable and long-term healthy development of the public transport system used by over 90% of the commuters.

Under Section 52(3) of the Road Traffic Ordinance (Cap. 374) (RTO), any person or organisation intending to arrange a motor vehicle for the carriage of passengers for hire or reward must meet the prescribed conditions stipulated in the legislation, such as the requirement to hold a valid hire car permit in respect of the vehicle concerned.

The TD has conducted a review on the penalties for illegal carriage of passengers for hire or reward under the RTO and proposed to increase the related penalty levels. We have consulted the Transport Advisory Committee and Legislative Council Panel on Transport and will proceed with the legislative work to amend the RTO.

The Government agrees that the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features should be addressed. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government will introduce franchised taxis under a trial scheme to meet such demand in the community. In comparison with the existing illegal online hire car service, the service of franchised taxis will be regulated by the Government. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure service quality as well as provide transparency on fares. To the general public, the impact on the road traffic would be limited since the number of franchised taxis would be capped at 600 under the trial scheme. The franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council (LegCo) in the 2018-19 legislative year. Depending on the outcome of the scrutiny of the bill by the LegCo, and if the new franchised taxi service fails to serve its purpose, we would consider the case for exploring other new services (including the possibility of regulating online hailing services).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)205**

**(Question Serial No. 1791)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the open-up of real-time parking vacancy information for assisting the public in finding vacant parking space and for reducing traffic congestion, please advise:

1. In 2018-19 (up to 28 February 2019), the number of car parks which disseminate real-time parking vacancy information through "DATA.GOV.HK", and the expenditure for the open-up of real-time parking vacancy information of the 11 government car parks.
2. In 2019-20, the numbers of metered parking spaces and commercial car parks to disseminate real-time parking vacancy information through "DATA.GOV.HK".
3. Please advise whether the Government will set a target for increasing the data source for real-time parking vacancy information available through "DATA.GOV.HK". Is there any plan for introducing incentive scheme to encourage owners or operators of commercial car parks to disseminate real-time parking vacancy information using technology solutions in 2019-20? If yes, please give the details, expenditure and staff required.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.:51)

Reply:

As at 28 February 2019, real-time parking vacancy information of 276 government and commercial public car parks was disseminated through the Transport Department (TD)'s "HKeMobility" mobile application. The real-time parking vacancy data of 191 car parks was disseminated through the Government's public information portal "DATA.GOV.HK".

Given the access control system and vehicle recognition system for the 11 government car parks managed by the TD have been in use for years and cannot support the function of automatic feeding of real-time parking vacancy information, at present, the car park operators have to update manually the car parking information on an hourly basis for

dissemination. The TD is arranging gradual replacement of the aforesaid systems for ten government car parks (excluding Yau Ma Tei Car Park which will be demolished to make way for the construction of the Central Kowloon Route) so as to facilitate automatic updating of real-time parking vacancy information and data to “HKeMobility” and “DATA.GOV.HK” respectively. The expenditure involved in 2018-19 is about \$7.7 million.

The TD plans to replace existing parking meters with new ones that will be equipped with vehicle sensors to detect whether a parking space is occupied. The new parking meters will be installed progressively from early 2020 for completion in early 2022. Upon completion of the installation works, real-time parking vacancy information of on-street metered parking spaces will be made available.

For commercial public car parks, the TD will continue the efforts to liaise with and introduce practical technology solutions to car park operators to facilitate their adoption of suitable options to collect and disseminate parking vacancy information and data. Such work is undertaken by the TD’s existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)206**

**(Question Serial No. 1792)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding facilitating the development of autonomous vehicle (AV) technologies and enhancing transport safety and efficiency by using technologies in Hong Kong, will the Government inform this Committee:

- (1) The number of vehicles and the trial locations that were granted with temporary permission for trial of AVs in 2018-19? Will trials of AV be carried out at specified public areas or roads in 2019-20?
- (2) The Transport Department (TD) will begin the research on the application of geo-fencing technology in 2019. What are the scope of the research and the manpower and expenditure to be involved?
- (3) The Independent Review Committee on Hong Kong's Franchised Bus Service recommended the TD to establish a "Bus Safety Innovation Fund" for providing subsidy to franchised bus operators for adopting new safety technology. Will there be any plan on this in 2019-20? If yes, please provide details and expenses involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 52)

Reply:

(1)

In 2018-19, the TD approved ten trials of AV technology involving seven AVs through issuing movement permits to the applicants. Details of the trials are tabulated as follows:

Trial	Trial Period	Location	No. of autonomous vehicle involved
1	Jun 2018 – Jun 2019	West Kowloon Cultural District	One
2	Jul – Dec 2018	Zero Carbon Building	One
3	Jan – Jun 2019	Hong Kong Science Park	
4	Aug 2018 – Jun 2019	Tai Po Industrial Estate	One
5	Oct – Dec 2018	Hong Kong Science Park	One
6	Oct – Dec 2018	Zero Carbon Building	
7	Jan – Mar 2019	Hong Kong Science Park	
8	Jan – Nov 2019	Campus of Hong Kong University of Science and Technology	One
9	Jan – Dec 2019	Hong Kong Science Park	One
10	Feb – Dec 2019	Hong Kong Science Park	One

In 2019-20, the TD will continue to facilitate trials of AV technology at suitable locations in Hong Kong. Each application for trial of AV, whether the trials are proposed to be conducted in public areas or on public roads, would be assessed on a case-by-case basis having regard to a number of factors, such as vehicle design and construction, vehicle testing and operation record in the past, competency of the testing team, test route conditions and road safety considerations.

(2)

The TD will commission a consultancy study to conduct a research on the application of geo-fencing technology. The research will be carried out in two phases:

Phase 1 - To carry out a research of geo-fencing technology and to conduct trial by using private cars; and

Phase 2 - To develop a speed control system using geo-fencing technology and to test the system on buses.

The study will commence in March 2019 and is expected to be completed in July 2020. The expenditure to be incurred is about \$2.53 million.

(3)

The Government is considering options (including making use of currently available funds) for providing funding to franchised bus operators to promote the uptake of new safety technology. In fact, to further enhance bus safety, the franchised bus operators have taken initiatives to conduct trials of different safety devices (e.g. bus monitoring and control system, driving assistance devices, etc.) with a view to confirming their technical feasibility, cost and benefit, and appropriateness for full implementation on franchised buses. Furthermore, the Government has proposed to set aside \$500 million to subsidise the

franchised bus operators 80% of the relevant costs for retrofitting Electronic Stability Control and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of existing buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops, to enhance bus safety.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)207**

**(Question Serial No. 1793)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) established the Committee on Taxi Service Quality (CTSQ) in January 2018. Regarding the work on enhancing the overall taxi service quality, please advise on:

- (1) the number of complaints on service quality of taxi drivers in 2018-19 and reasons for complaints;
- (2) the district with the highest number of taxi trips at major taxi stands and roadside observation checkpoints across the territory, the district with the longest average passenger waiting time, and the district with the highest average occupancy rates of taxis in 2018-19; whether innovative technologies will be applied in 2019-20 to improve the methodology for collecting data on the overall taxi service level, so as to reflect the taxi service level more accurately; and
- (3) whether any study will be conducted on reforming the current taxi licensing regime in 2019-20, so that the regime under which a taxi licence can be held permanently can be progressively revamped, the competition in the taxi trade enhanced, and incentives for enhancing taxi service quality provided.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 53)

Reply:

- (1) According to the complaint statistics of the Transport Complaints Unit under the Transport Advisory Committee, there were a total of about 11 000 cases relating to taxi services in 2018, which mainly concerned refusal to hire, improper driving behaviour and failure to take the most direct route.
- (2) According to the surveys conducted by the TD at taxi stands and roadside observation checkpoints in 2018, Admiralty was the district with the highest number of taxi trips, Tai O was the district with the longest passenger waiting time and, and Cheung Sha in South Lantau was the district with the highest passenger occupancy rate.



The TD conducts on-site surveys for collecting information on taxi service, including average occupancy rate, passenger queue length, passenger waiting time, etc. The TD is open-minded to the application of innovative technologies in data collection, and will keep in view the technological development in this regard.

- (3) The Government completed a comprehensive review on the demand for personalised and point-to-point transport services, including taxis and hire car services, under the Public Transport Strategy Study (PTSS) Final Report in June 2017. The PTSS Final Report recommends that the Government should adopt a two-pronged approach to enhance personalised and point-to-point public transport services. On the one hand, the Government will continue to enhance the service quality of existing taxis and their operating environment. For example, the TD and the trade have, through the “Committee on Taxi Service Quality” chaired by the Commissioner for Transport, taken forward various measures to enhance the taxi service quality, such as updating the taxi service standards and guidelines, launching online training courses for enhancing in-service taxi drivers’ service quality, organizing the enhanced “Taxi Driver Commendation Scheme”, and enhancing the mechanism for handling complaints relating to taxi service. The Government has also reviewed the existing sanctions for various taxi drivers’ malpractices, etc., and plans to introduce legislative proposals into the Legislative Council (LegCo) in 2019 to raise the penalty levels for various taxi drivers’ malpractices. On the other hand, the Government will introduce franchised taxis under a trial scheme to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators’ performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure the service quality as well as provide transparency on the fares. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the LegCo in the 2018-19 legislative year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)208**

**(Question Serial No. 1794)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-Recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

As regards the feasibility study on the use of personal mobility devices (PMDs) in Hong Kong, please advise on the work plans for reviewing the regulation of PMDs in overseas regions and for conducting the trial scheme in 2019-20 as well as the resources and manpower involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 54)

Reply:

Under the “Walk in HK” initiative, the Transport Department (TD) commenced the Consultancy Study on Enhancing the Walkability in Hong Kong (the Study) in December 2017. The Study covers several key issues on encouraging walking, as well as the feasibility of the use of electric mobility devices in Hong Kong.

The Study will look into the latest development of relevant technology, the usage of electric mobility devices in Hong Kong, the suitability of their use in Hong Kong for short-distance commuting, etc. The TD will also review the regulation of electric mobility devices in overseas regions and evaluate the implications of the use of these devices in Hong Kong on road safety, accessibility and road users, as well as the relevant legal requirements, management and implementation issues, etc.

The Study is expected to be completed in mid-2020. The Government will make reference to the findings of the Study to consider any need to introduce a regulatory system and to conduct a trial scheme for electric mobility devices.

There is no separate breakdown of manpower in the TD for the task related to electric mobility devices, and the fee for the task to be performed by the consultant is subsumed under the fee for the overall Study, which is approximately \$13.9 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)209**

**(Question Serial No. 1796)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiatives of intelligent transport system and traffic management in the "Smart City Blueprint", please advise:

1. Numbers of downloads and monthly active users of the mobile application "Hong Kong eTransport" launched in 2018-19; details and expenditure for the enhancement, maintenance and promotion of the mobile application in 2019-20;
2. Details, objectives, expenditure and manpower for formulation of plan to install in-vehicle units (IVUs) for allowing motorists to receive real-time traffic information and pay tunnel fees by remote means in 2019-20;
3. Details, objectives, expenditure and manpower for installation of traffic detectors in all strategic routes to provide real-time traffic information in 2019-20;
4. Details, objectives, expenditure and manpower for implementing Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in 2019-20; and
5. Details, objectives, expenditure and manpower for introducing pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions in 2019-20; and the number of usage after the pilot system is launched.

Asked by: Hon MOK Charles Peter (LegCo internal reference no. 56)

Reply:

1. In July 2018, three existing mobile applications of the Transport Department (TD), including "Hong Kong eTransport", were integrated into one mobile application named "HK eMobility". As at end-February 2019, the number of downloads of "HK eMobility" reached 1.98 million. The average monthly hit rate of

“HKeMobility” covering the period from August 2018 to February 2019 was about 820 000. It is estimated that the maintenance of “HKeMobility” in 2019-20 will cost about \$0.3 million. On promoting “HKeMobility”, the work involved is undertaken by the TD’s existing staff as part of their normal duties. There is no breakdown of the expenditure involved.

2. The TD commenced a consultancy study on the design and application of IVUs in July 2018 with the aim of facilitating the collection of traffic data and payment of tunnel tolls by remote means. The TD targets to complete the study in late 2019 and plans to issue IVUs to registered vehicle owners upon application or renewal of their vehicle licences from the third quarter of 2020 onwards, in order to tie in with the implementation of free flow tolling system at the Tseung Kwan O - Lam Tin Tunnel in late 2021. The estimated expenditure of the consultancy study in 2019-20 is about \$3.1 million. Supervision of the study is undertaken by the TD’s existing staff as part of their normal duties. There is no breakdown of the expenditure involved.
3. The TD is installing traffic detectors in all strategic routes in two phases for collection of traffic data and dissemination of real-time traffic information to the public. The estimated expenditure of both phases in 2019-20 is about \$121.2 million. The first phase of installation of about 550 traffic detectors commenced in June 2018. The second phase of installation of about 660 traffic detectors will commence in April 2019. The TD targets to complete both phases of installation by end-2020. The work involved in the management of relevant consultancies and installation contracts is undertaken by the TD’s existing staff. There is no breakdown of the expenditure involved.
4. The TD is carrying out a consultancy study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019. The estimated expenditure for the feasibility study in 2019-20 is \$6.5 million. Management of the consultancy study is undertaken by the TD’s existing staff. There is no separate breakdown of manpower and expenditure involved.
5. The TD will carry out a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians. The study will include conducting laboratory trials and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020. The locations of suitable signalised junction for the installation of the trial system will be selected having regard to a number of factors, including the traffic and pedestrian flow, as well as the capacity of the junctions concerned.

The estimated expenditure of the study in 2019-20 is about \$2.8 million. Supervision of the study is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)210**

**(Question Serial No. 1797)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the New Parking Meter System Trial Scheme and installation of electronic payment facilities on major roads, please advise:-

- (1) the number of new generation of parking meters to be installed in 2019-20 and the numbers by districts.
- (2) the work plan, expenditure and manpower for the study on free-flow tolling system (FFTS) in 2019-20? Will the Government study any other means, for example, public-private partnership to enable the public to use automatic toll collection system as soon as possible so as to alleviate road traffic congestion?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 57)

Reply:

(1)

The Transport Department (TD) plans to install about 12 000 new generation of parking meters over the territory by phases from early 2020 for completion in early 2022. The TD is conducting a tender exercise for the Procurement cum Management, Operation and Maintenance (PMOM) contracts of the new generation of parking meter system. The detailed installation schedule will be finalised with the selected PMOM contractor(s) before end 2019. At this stage, the installation timetable and distribution of the new parking meters to be installed in 18 districts are not available.

(2)

The Government will first implement FFTS at the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls without requiring vehicles to stop at toll booths. The TD plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021. The TD will engage a toll service provider through open tender for handling the toll collection by FFTS, toll

recovery and providing account management and customer services.

In 2019-20, the TD, in collaboration with relevant departments, will continue to develop the design of in-vehicle units and associated systems for allowing motorists to pay fees by remote means, conduct a legislative amendment exercise for the implementation of FFTS, prepare for a tendering exercise for provision of toll collection services at the government tolled tunnels and roads installed with FFTS, and start the preparatory work for the implementation of FFTS at other government tolled tunnels and roads. The TD will work with relevant government departments to expedite the implementation of FFTS.

The estimated total capital expenditure for implementing FFTS at government tolled tunnels and roads is \$945.98 million. A total of eight time-limited posts, including one Senior Treasury Accountant, one Chief Executive Officer, one Senior Transport Officer, one Engineer/ Assistant Engineer, one System Manager, one Transport Officer II, one Technical Officer (Traffic)/Technical Officer Trainee (Traffic) and one Clerical Officer will be created from 2019-20 for seven years to take forward the project.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)211****(Question Serial No. 0878)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the numbers of first registered private cars over the past five years with breakdown by electric, petrol and diesel vehicles. Has the Government evaluated the effects of a significant reduction of first registration tax (FRT) concessions for electric private cars on curbing the growth in private car fleet? If yes, what are the results of evaluation? If no, what are the reasons?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 17)

Reply:

The numbers of first registered private cars in Hong Kong over the past five years by types are tabulated as follows -

Year	Number of first registered private cars		
	Petrol	Diesel	Electric
2014	44 245	1 546	845
2015	46 122	1 593	2 607
2016	36 266	1 896	3 020
2017	35 536	4 246	3 860
2018	41 551	265	471

The Government has been promoting the use of electric vehicles (EVs) to improve roadside air quality through various measures, including providing FRT concessions for EVs. On 28 February 2018, the Government announced the “One-for-One Replacement Scheme” (the Scheme) for FRT concession for EVs, allowing private car (PC) owners who arrange to scrap and de-register their own eligible old PCs and then first register a new electric PC to enjoy a higher FRT concession of up to \$250,000. To further promote the Scheme, the Government, with effect from 28 January 2019, relaxed the eligibility criteria of ownership period and licensed period of an old PC, thereby increasing the number of eligible PCs.

There are a host of factors affecting decisions in the purchase of new cars, such as household incomes, vehicle prices and the promotion strategy of car suppliers. Given the relatively small market share of EVs, it is difficult to carry out a meaningful assessment on the impact of FRT concession for EVs on overall private car growth.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)212****(Question Serial No. 2204)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “to explore and introduce measures to increase provision of parking spaces in the short and medium to long term”, 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 three 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 three years for increasing the number of parking spaces?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 26)

Reply:

As at end-February 2019, the number of licensed vehicles (excluding trailers and government vehicles) in Hong Kong was 780 978 and the number of parking spaces was 758 643.

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 three years are:

Year	2016	2017	2018
Number of fixed penalty tickets issued against illegal parking	1 609 628	1 840 063	2 026 513

The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new

- developments;
- (c) following the principle of “Single Site, Multiple Use” to provide public car parking spaces in suitable “Government, Institution or Community” facilities and public open space projects;
  - (d) encouraging parking of school buses inside school premises after school hours;
  - (e) providing parking spaces and picking up/setting down facilities for coaches;
  - (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles;
  - (g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
  - (h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

Increasing the provision for parking is an on-going task of the Transport Department and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved. As regards the study on parking for CVs, the estimated expenditure in 2019-20 is \$3.5 million. As for the pilot study on APS, the estimated expenditure in 2019-20 is \$1.5 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)213**

**(Question Serial No. 0409)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for processing applications for Passenger Service Licenses (PSLs) for public service vehicles, including non-franchised bus services. In respect of such services, please advise:

- (a) what is the number of the approved routes of employees' service operated by non-franchised buses to serve the Airport Island at present? Please provide information about the pick-up / drop-off points, operating schedules, passenger capacities, fares and employers involved for these routes; and
- (b) what is the number of applications for operating employees' service with non-franchised buses to serve the Airport Island in the past five years? How many applications have been approved and rejected? What are the reasons for rejection?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 12)

Reply:

- (a) According to the Road Traffic Ordinance (Cap. 374), operators of non-franchised bus service (including employees' service) must be issued with a PSL by the TD in respect of the vehicle(s) concerned. Apart from the PSL approved for operating an employees' service, the TD will also approve the operation details of an employees' service in the form of a Schedule of Service, which will cover one or more routes operated by the PSL holder for a specific employer or a group of employers. A summary of the approved employees' services serving various employers in the Hong Kong International Airport, together with information of the employer, service area, fare, maximum number of daily trips and maximum passenger carrying capacities for each schedule of service approved is set out at Annex.
- (b) As the TD does not keep record on the number of applications for operating employees' services applications by service locations or districts, the TD does not have the

information on the number of applications for operating employees' services specifically serving the Airport Island.

**Summary of the Approved Employees' Services  
serving the Hong Kong International Airport**

**(as at 28 February 2019)**

No.	Employer(s)	Service area(s)	Maximum number of daily trips	Total passenger carrying capacity	Fare (HK\$)		
1	Cathay Pacific Airways Limited	Hong Kong Island, Kowloon and New Territories	67	4 355	\$18 - 35		
2			26	1 690	\$18 - 30		
3			8	520	\$21 - 35		
4	Hong Kong Aircraft Engineering Company Limited		140	2 600	No fare charged		
5	Multiple employers represented by Hong Kong Airport Services Limited		According to the flight schedule	1 173			
6	Cathay Pacific Airways Limited		1	65			
7	DHL Aviation (Hong Kong) Limited		77	155			
8	Hong Kong Air Cargo Terminals Limited		5	210			
9			4	260			
10			2	130			
11	Jardine Air Terminal Services Limited	2	130				
12		2	130				
13		1	65				
14	Air New Zealand Limited	Kowloon, New Territories	2	86	No fare charged		
15	Austrian Airlines AG		2	82			
16	British Airways		5	123			
17	Cathay Pacific Airways Limited		1	65		\$29 - 30	
18	China National Aviation Corporation (Group) Limited		Hong Kong Island	2		28	No fare charged
19	Emirates Airline			6		164	
20	John Swire & Sons (Hong Kong) Limited			2		66	
21	Scandinavian Airlines System			2		82	
22	Singapore Airlines Limited			6		145	
23	Virgin Atlantic Airways Limited			2		82	

No.	Employer(s)	Service area(s)	Maximum number of daily trips	Total passenger carrying capacity	Fare (HK\$)
24	Air France	Kowloon	2	82	No fare charged
25	Air Mauritius Limited		2	82	
26	Delta Air Lines, Inc		2	82	
27	Lufthansa German Airlines		6	205	
28	United Parcel Service Company		According to the flight schedule	90	
29	Cathay Pacific Airways Limited	New Territories	3	381	\$18 - 21
30			4	65	No fare charged
31	Cathay Pacific Catering Services (Hong Kong) Limited		4	65	
32	Cathay Pacific Services Limited		87	130	\$0 - 2
33	China Aircraft Services Limited		2	82	No fare charged
34	China State Const. Eng. (Hong Kong) Limited		27	122	
35			20	28	
36			2	60	
37			G4S Secure Solutions (Hong Kong) Limited	4	
38	Hong Kong Air Cargo Terminals Limited		14	28	
39			12	28	
40	Hong Kong Aircraft Engineering Company Limited	12	260	No fare charged	
41	Kai Shing Management Services Limited	44	29		\$3 - 14
42	Kai Shing Management Services Limited - AFFC	54	29		\$3
43	Multiple employers represented by Airport Authority Hong Kong	42	130		No fare charged
44	Waihong Environmental Services Limited	1	61		
45	ZHEC-CCCC-CDC Joint Venture	26	29		
46	Airport Authority Hong Kong	Within the Airport Island	4	120	No fare charged
47	Multiple employers represented by Airport Authority Hong Kong		79	910	
48			7	53	

No.	Employer(s)	Service area(s)	Maximum number of daily trips	Total passenger carrying capacity	Fare (HK\$)
49	Multiple employers represented by Hong Kong Airport Services Limited	Within the Airport Island	17	130	No fare charged

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)214****(Question Serial No. 0410)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Transport Department's work on promoting road safety, please advise on the following:

- (a) What were the numbers of traffic accidents causing slight injuries, serious injuries and deaths respectively as well as the road traffic casualty rates per 1 000 vehicles in the past five years, with breakdown by vehicle type and age of driver involved?
- (b) Of the traffic accidents causing slight injuries, serious injuries and deaths respectively in the past five years, what were the numbers of cases involving excessive fatigue driving, with breakdown by severity of accident and vehicle type?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 13)

Reply:

- (a) The numbers of traffic accidents by class of vehicle and severity in the past five years are at Annex 1. The numbers of motor vehicle driver casualties by age and degree of injury in the past five years are at Annex 2.

The casualty rate per 1 000 licensed vehicles in the past five years are:

	2014	2015	2016	2017	2018
Casualty rate per 1 000 licensed vehicles	28.8	28.5	27.3	26.2	25.3

Since traffic accidents may involve not only driver and passenger casualties but also pedestrian casualties which could not be linked to a specific vehicle class, there is no analysis of the overall casualty rates by vehicle class and age of driver involved.



- (b) The numbers of traffic accidents involving driver of various classes of vehicle with driver contributory factor “Sleep or fatigue” by vehicle class and severity in the past five years are at Annex 3.

**Numbers of traffic accidents by class of vehicle and severity in years between 2014 and 2018**

Class of vehicle	2014			2015			2016			2017			2018		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
Motor vehicles															
Motor cycle	11	457	1 772	8	506	1 772	13	431	1 854	11	404	1 833	17	345	1 998
Private car	22	691	4 987	26	728	5 313	28	731	5 741	25	704	5 931	26	555	6 185
Taxi	13	506	3 207	15	454	3 314	20	483	3 425	15	430	3 392	19	368	3 529
Public light bus	12	143	879	19	173	866	17	142	882	15	127	837	11	100	812
Private light bus	0	19	94	2	11	90	2	15	84	2	17	73	3	11	72
Public bus	6	329	2 417	19	345	2 296	15	313	2 303	13	280	2 309	15	247	2 440
Private bus	0	4	23	0	3	26	0	6	21	1	2	22	0	5	27
Light goods vehicle	30	328	2 013	23	311	2 083	33	319	2 301	21	290	2 210	21	268	2 309
Medium goods vehicle	19	123	672	13	140	654	15	128	717	22	104	738	14	98	696
Heavy goods vehicle	4	31	164	6	34	123	2	23	180	4	23	160	5	24	167
Tram	0	7	35	1	8	27	0	10	33	0	4	50	0	10	35
Light rail vehicle	0	4	12	1	4	6	1	4	8	0	6	4	0	2	8
Trailer	1	3	2	2	1	3	1	5	3	1	1	2	2	3	4
Village vehicle	0	1	3	0	0	2	0	1	0	0	2	0	1	0	2
Special purpose vehicle	0	1	1	0	1	2	3	25	67	1	4	40	0	11	66
Golf-cart	0	2	6	0	3	3	0	4	5	0	0	5	0	0	1
Non-motor vehicles															
Bicycle	7	536	1 890	10	480	2 021	14	438	1 635	10	316	1 591	11	186	1 607
Handcart	2	1	19	0	2	12	3	2	15	2	2	11	1	1	6

**Numbers of motor vehicle driver casualties by age and degree of injury in years between 2014 and 2018**

Age of driver	2014			2015			2016			2017			2018		
	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured
Under 20	0	2	18	0	4	31	0	4	22	0	1	18	0	1	17
20 - 24	4	40	402	4	61	391	1	57	436	1	52	474	0	30	456
25 - 29	5	88	767	1	103	824	2	89	785	4	81	823	0	74	869
30 - 34	1	112	922	2	120	955	1	98	1 050	4	106	1 032	2	66	1 033
35 - 39	3	116	873	0	110	982	4	109	1 033	2	95	995	3	91	1 127
40 - 44	1	83	756	0	90	814	5	92	860	3	96	949	4	67	989
45 - 49	1	109	708	1	90	713	1	82	770	1	84	766	2	81	873
50 - 54	3	106	725	3	104	829	5	105	786	2	88	845	7	100	837
55 - 59	4	86	626	3	98	676	3	107	783	3	105	773	6	69	843
60 - 64	0	59	390	3	67	407	2	46	523	4	60	512	5	48	595
65 - 69	4	21	143	2	21	137	1	41	210	1	38	239	0	22	272
70 and over	0	16	52	1	10	56	0	9	83	1	15	84	1	14	80

**Numbers of traffic accidents involving driver of the corresponding class of vehicle with driver contributory factor "Sleep or fatigue" by vehicle class and severity in years between 2014 and 2018**

Class of vehicle	2014			2015			2016			2017			2018		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
Motor vehicles															
Motor cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Private car	1	0	8	1	3	7	0	3	10	0	1	10	0	3	6
Taxi	0	0	2	0	0	2	0	0	2	0	1	3	0	1	3
Public light bus	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Private light bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Public bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Private bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light goods vehicle	0	1	0	0	1	3	0	0	4	0	0	1	0	1	2
Medium goods vehicle	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Heavy goods vehicle	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Tram	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light rail vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special purpose vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Golf-cart	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-motor vehicles															
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Handcart	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)215**

**(Question Serial No. 0412)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, to address the problem of shortage of parking spaces, the Government has proposed a series of short, medium to long-term measures to increase the supply of parking spaces in different districts. It is mentioned under this Programme that this initiative will continue to be pursued in 2019-20. Regarding this initiative, please advise on the following:

- What were the numbers of public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces for private use, as well as their utilisation rates, in the 18 districts of Hong Kong in the past three years, with breakdown by district and vehicle type?
- What is the latest progress of the Transport Department (TD)'s work in identifying on-street night-time parking spaces for commercial vehicles (CVs)? Please provide the information with breakdown by vehicle type, location and number of parking spaces.
- What is the progress of the work in providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects under the principle of "Single Site, Multiple Uses"? Please provide the information with breakdown by vehicle type, location and number of parking spaces.
- What is the progress of the work in providing additional parking spaces and picking up/setting down facilities for coaches? Please provide the information with breakdown by district and number of parking spaces.
- What is the progress of the work in studying the opening up of parking spaces and loading/unloading bays currently designated for own use of the development projects concerned and putting them up for night-time public parking of CVs?
- What is the progress of the work in examining the feasibility of providing government multi-storey car parks?
- What is the progress of the consultancy study on parking for CVs? What is the Government's schedule for reporting the study results to the Legislative Council Panel on Transport?

Asked by: Hon POON Siu-ping (LegCo internal reference no.:9)

Reply:

The numbers of public parking spaces and parking spaces for private use in various districts in the past three years are tabulated at Annex 1.

The TD does not have records on the utilisation of privately owned car parks. For government multi-storey public car parks under the TD's management, their average utilisation rates as at December 2018 were as follows:

Car Park	No. of Parking Spaces <sup>@</sup>	Average utilisation rate <sup>^</sup>		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	43%	58%	15%
Rumsey Street Car Park	983	60%	68%	45%
Tin Hau Car Park	504	75%	81%	64%
Shau Kei Wan Car Park	458	83%	84%	81%
Aberdeen Car Park	344	81%	76%	89%
Yau Ma Tei Car Park	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	87%	86%	87%
Kwai Fong Car Park*	645	73%	74%	72%
Tsuen Wan Car Park	579	90%	91%	88%
Kennedy Town Car Park	232	81%	83%	75%
<b>Total</b>	<b>5 547</b>	<b>71%</b>	<b>76%</b>	<b>60%</b>

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

\* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

Regarding on-street night-time parking spaces, the TD has since 2015-16 identified and proposed a total of 495 on-street overnight parking spaces for CVs. As at February 2019, the status of these parking spaces was:

<b>Status</b>	<b>Number of spaces</b>
Completed	180 <sup>1</sup>
Shelved due to local objections	141
Local consultation/resolution of objection in progress	141
Under construction	33
<b>Total</b>	<b>495</b>

<sup>1</sup> The details of the 180 on-street overnight parking spaces for CVs are provided at [Annex 2](#).

Regarding parking spaces and picking-up/setting down facilities for coaches, the TD provided 41 on-street parking, 85 pick-up/set-down spaces for coaches in 2018-19 as follows:

- (a) Central and Western District (three pick-up/set-down spaces);
- (b) Southern District (three parking spaces and two pick-up/set-down spaces);
- (c) Eastern District (three pick-up/set-down spaces);
- (d) Wan Chai (two parking spaces);
- (e) Yau Tsim Mong (30 parking spaces and 16 pick-up/set-down spaces);
- (f) Kwai Tsing (four pick-up/set-down spaces);
- (g) Sha Tin (one parking space);
- (h) Sai Kung (five parking spaces); and
- (i) Islands (57 pick-up/set-down spaces).

Regarding the consultancy study on parking for CVs to assess the parking demand and formulate short to long term measures to address the demand, the TD commenced the study in December 2017 for completion in end 2019. The findings and recommendations of the study will be announced after completion of the study.

Regarding other measures, the Government is still exploring the feasibility of opening up of parking spaces and loading/unloading bays ancillary to existing private developments for night-time public parking of CVs. As regards multi-storey car parks, in view of limited land resources in Hong Kong, generally speaking, sites suitable for stand-alone multi-storey car park uses also have potential for other development purposes. It would make the most optimal use of land and bring more benefits to the community as a whole if public parking spaces could be planned and integrated into development projects, following the principle of "Single Site, Multiple Uses". Subject to detailed technical assessment, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

## I. Number of public parking spaces provided by the Government in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total $\mu$
Central & Western	Feb 2019	2 273	589	15	871	3 748
	Feb 2018	2 261	583	15	820	3 679
	Feb 2017	2 821	604	14	847	4 286
Wan Chai	Feb 2019	1 761	6	24	772	2 563
	Feb 2018	1 759	6	26	783	2 574
	Feb 2017	1 736	6	26	760	2 528
Eastern	Feb 2019	1 226	60	99	721	2 106
	Feb 2018	1 222	65	93	665	2 045
	Feb 2017	1 220	66	93	660	2 039
Southern	Feb 2019	1 382	64	140	491	2 077
	Feb 2018	1 372	63	144	487	2 066
	Feb 2017	1 372	64	144	477	2 057
Yau Tsim Mong	Feb 2019	2 337	369	177	1 372	4 255
	Feb 2018	2 339	371	147	1 354	4 211
	Feb 2017	2 340	380	147	1 343	4 210
Sham Shui Po	Feb 2019	2 337	1 063	34	796	4 230
	Feb 2018	2 301	1 063	34	791	4 189
	Feb 2017	2 232	1 061	34	773	4 100
Kowloon City	Feb 2019	2 467	136	96	893	3 592
	Feb 2018	2 445	136	96	906	3 583
	Feb 2017	2 433	137	96	896	3 562
Wong Tai Sin	Feb 2019	1 076	142	19	499	1 736
	Feb 2018	1 074	143	19	498	1 734
	Feb 2017	1 074	150	19	456	1 699
Kwun Tong	Feb 2019	1 723	132	42	778	2 675
	Feb 2018	1 791	139	42	755	2 727
	Feb 2017	1 705	141	42	728	2 616
Tsuen Wan	Feb 2019	1 466	51	36	565	2 118
	Feb 2018	1 457	51	36	553	2 097
	Feb 2017	1 458	54	36	501	2 049
Tuen Mun	Feb 2019	1 537	348	41	803	2 729
	Feb 2018	1 534	338	41	779	2 692
	Feb 2017	1 489	309	41	780	2 619
Yuen Long	Feb 2019	1 608	442	111	555	2 716
	Feb 2018	1 655	470	107	506	2 738
	Feb 2017	1 483	452	89	458	2 482
North	Feb 2019	1 771	427	29	400	2 627
	Feb 2018	1 663	454	32	379	2 528
	Feb 2017	1 662	449	32	379	2 522



District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total $\mu$
Tai Po	Feb 2019	1 840	333	82	235	2 490
	Feb 2018	1 766	333	82	240	2 421
	Feb 2017	1 533	348	75	240	2 196
Sai Kung	Feb 2019	2 159	331	174	423	3 087
	Feb 2018	2 174	331	169	413	3 087
	Feb 2017	2 151	350	165	423	3 089
Sha Tin	Feb 2019	2 208	280	58	495	3 041
	Feb 2018	2 493	298	57	494	3 342
	Feb 2017	2 177	294	53	485	3 009
Kwai Tsing	Feb 2019	1 449	360	30	699	2 538
	Feb 2018	1 433	333	32	671	2 469
	Feb 2017	1 460	317	30	667	2 474
Islands	Feb 2019	1 301	72	74	173	1 620
	Feb 2018	492	58	74	148	772
	Feb 2017	490	56	74	148	768
Total	Feb 2019	31 921	5 205	1 281	11 541	49 948
	Feb 2018	31 231	5 235	1 246	11 242	48 954
	Feb 2017	30 836	5 238	1 210	11 021	48 305

II. Number of public parking spaces provided at privately-operated car parks in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2019	7 990	302	29	112	8 433
	Feb 2018	8 210	353	29	112	8 704
	Feb 2017	8 226	337	35	101	8 699
Wan Chai	Feb 2019	9 617	70	2	49	9 738
	Feb 2018	9 659	61	2	43	9 765
	Feb 2017	9 458	61	2	43	9 564
Eastern	Feb 2019	11 446	550	150	443	12 589
	Feb 2018	11 318	552	85	439	12 394
	Feb 2017	11 005	613	170	415	12 203
Southern	Feb 2019	6 794	563	168	145	7 670
	Feb 2018	6 762	565	72	145	7 544
	Feb 2017	6 752	569	93	152	7 566
Yau Tsim Mong	Feb 2019	13 405	1 728	39	249	15 421
	Feb 2018	13 135	1 769	45	197	15 146
	Feb 2017	13 108	1 775	49	196	15 128
Sham Shui Po	Feb 2019	8 175	1 428	66	105	9 774
	Feb 2018	8 028	1 407	52	101	9 588
	Feb 2017	8 224	1 429	100	99	9 852
Kowloon City	Feb 2019	7 742	859	497	25	9 123
	Feb 2018	7 984	960	575	26	9 545
	Feb 2017	7 722	981	696	25	9 424
Wong Tai Sin	Feb 2019	5 278	161	79	115	5 633
	Feb 2018	5 227	153	79	126	5 585
	Feb 2017	5 577	204	79	157	6 017
Kwun Tong	Feb 2019	13 049	972	45	360	14 426
	Feb 2018	12 828	1 048	49	321	14 246
	Feb 2017	12 713	1 050	15	321	14 099
Tsuen Wan	Feb 2019	9 789	772	375	145	11 081
	Feb 2018	9 434	782	376	85	10 677
	Feb 2017	9 422	781	351	82	10 636
Tuen Mun	Feb 2019	8 781	1 151	70	36	10 038
	Feb 2018	8 619	1 169	70	36	9 894
	Feb 2017	8 521	1 204	70	43	9 838
Yuen Long	Feb 2019	8 849	460	7	49	9 365
	Feb 2018	8 482	430	7	51	8 970
	Feb 2017	8 368	440	7	51	8 866
North	Feb 2019	5 199	677	0	48	5 924
	Feb 2018	5 068	621	0	46	5 735
	Feb 2017	5 075	636	0	49	5 760

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	Feb 2019	5 509	308	21	29	5 867
	Feb 2018	5 496	311	21	35	5 863
	Feb 2017	5 732	383	29	22	6 166
Sai Kung	Feb 2019	10 424	341	43	421	11 229
	Feb 2018	10 631	399	33	458	11 521
	Feb 2017	10 549	366	69	366	11 350
Sha Tin	Feb 2019	16 336	1 097	39	254	17 726
	Feb 2018	16 144	1 117	36	252	17 549
	Feb 2017	15 493	1 101	43	268	16 905
Kwai Tsing	Feb 2019	10 062	7 187	236	153	17 638
	Feb 2018	9 854	7 307	192	161	17 514
	Feb 2017	9 697	6 973	261	161	17 092
Islands	Feb 2019	6 346	204	143	135	6 828
	Feb 2018	6 199	204	143	102	6 648
	Feb 2017	7 119	256	143	98	7 616
Total	Feb 2019	164 791	18 830	2 009	2 873	188 503
	Feb 2018	163 078	19 208	1 866	2 736	186 888
	Feb 2017	162 761	19 159	2 212	2 649	186 781

### III. Number of parking spaces for private use in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2019	28 173	280	40	429	28 922
	Feb 2018	27 517	280	40	416	28 253
	Feb 2017	27 790	280	40	414	28 524
Wan Chai	Feb 2019	28 047	320	104	468	28 939
	Feb 2018	27 901	322	103	467	28 793
	Feb 2017	27 827	322	103	466	28 718
Eastern	Feb 2019	33 242	1 275	119	1 217	35 853
	Feb 2018	32 676	1 272	113	1 163	35 224
	Feb 2017	32 656	1 274	112	1 178	35 220
Southern	Feb 2019	31 098	570	46	1 194	32 908
	Feb 2018	30 658	577	46	1 177	32 458
	Feb 2017	30 530	570	42	1 158	32 300
Yau Tsim Mong	Feb 2019	17 745	289	69	480	18 583
	Feb 2018	17 661	288	69	474	18 492
	Feb 2017	17 544	275	70	468	18 357
Sham Shui Po	Feb 2019	18 645	757	335	1 077	20 814
	Feb 2018	18 312	731	336	994	20 373
	Feb 2017	18 063	727	338	928	20 056
Kowloon City	Feb 2019	39 408	544	44	1 018	41 014
	Feb 2018	38 742	545	44	943	40 274
	Feb 2017	37 960	550	42	829	39 381
Wong Tai Sin	Feb 2019	14 480	987	38	1 625	17 130
	Feb 2018	14 558	958	38	1 633	17 187
	Feb 2017	14 451	937	38	1 598	17 024
Kwun Tong	Feb 2019	30 599	2 164	115	2 922	35 800
	Feb 2018	30 307	2 546	109	2 742	35 704
	Feb 2017	30 021	2 528	296	2 656	35 501
Tsuen Wan	Feb 2019	25 608	1 153	14	716	27 491
	Feb 2018	24 896	1 114	14	643	26 667
	Feb 2017	24 101	1 084	9	647	25 841
Tuen Mun	Feb 2019	30 656	1 025	60	842	32 583
	Feb 2018	30 508	1 016	64	829	32 417
	Feb 2017	29 833	1 016	64	791	31 704
Yuen Long	Feb 2019	30 798	1 210	242	1 119	33 369
	Feb 2018	30 720	1 208	232	1 120	33 280
	Feb 2017	29 739	1 106	232	1 045	32 122
North	Feb 2019	14 685	730	48	364	15 827
	Feb 2018	14 559	743	47	356	15 705
	Feb 2017	14 731	750	47	350	15 878

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	Feb 2019	21 167	550	37	692	22 446
	Feb 2018	21 134	550	37	691	22 412
	Feb 2017	20 911	588	37	693	22 229
Sai Kung	Feb 2019	28 380	870	122	2 078	31 450
	Feb 2018	27 014	855	137	1 912	29 918
	Feb 2017	26 020	851	139	1 957	28 967
Sha Tin	Feb 2019	54 341	1 345	122	2 117	57 925
	Feb 2018	53 552	1 325	122	2 057	57 056
	Feb 2017	52 676	1 331	118	2 015	56 140
Kwai Tsing	Feb 2019	24 206	3 506	30	1 830	29 572
	Feb 2018	24 186	3 314	28	1 797	29 325
	Feb 2017	24 295	3 295	30	1 786	29 406
Islands	Feb 2019	8 460	517	9	266	9 252
	Feb 2018	8 874	517	9	270	9 670
	Feb 2017	8 870	517	9	270	9 666
Total	Feb 2019	479 738	18 092	1 594	20 454	519 878
	Feb 2018	473 775	18 161	1 588	19 684	513 208
	Feb 2017	468 018	18 001	1 766	19 249	507 034

- # 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.
- μ The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

**On-street overnight parking spaces for CVs completed since 2015-16 by district**

District	Location	Vehicle type	Number of parking spaces
Eastern	Tung Hei Road	Goods Vehicle / Bus	16
Southern	Lee Lok Street Heung Yip Road	Goods Vehicle / Bus	7
Wan Chai	Lockhart Road	Goods Vehicle	3
Sham Shui Po	Woh Chai Street Tonkin Street	Goods Vehicle	4
Kwun Tong	Hung To Road Wang Hoi Road Lam Fook Street	Goods Vehicle	11
Kwai Tsing	Tam Kon Shan Road Tsing Sheung Road Tsing Yi Hong Wan Road Wing Lap Street Ta Chuen Ping Street Ka Hing Road	Goods Vehicle	35
Tuen Mun	Kin Fat Street Kin Kwan Street Hung Cheung Road San Ping Circuit Hoi Wah Road	Goods Vehicle / Bus	57
Yuen Long	Ping Tong Street East Ping Tong Street South	Goods Vehicle	4
North	Choi Fat Street On Fuk Street Yip Wo Street Choi Yuen Road	Goods Vehicle	22
Sai Kung	Tong Chun Street	Goods Vehicle	6
Sha Tin	Man Lai Road Man Lam Road On Kwan Street Yuen Wo Road	Goods Vehicle / Bus	11
Islands	Yu Tung Road	Goods Vehicle	4
Total			180

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**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 1661)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the issue and renewal of driving licences, please provide:

- (a) the numbers of full driving licence holders, breakdown by different classes of vehicles and age groups, in the past five years;
- (b) relating to the commercial driving licence holders in (a), does the Government know how many of those are engaged in relevant work?
- (c) relating to the Transport Department (TD)'s proposal to extend the pre-service course requirement to cover taxi and public bus drivers in 2019-20, whether the duration, fee and contents of the courses concerned would be the same as the existing pre-service course for public light bus drivers? If not, what are the details? Does the Government plan to extend the above requirements to cover other commercial vehicles or existing driving licence holders in future?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 16)

Reply:

- (a) The numbers of full driving licence holders by different classes of vehicles and age groups in the past five years (2014-2018) are provided in Annex.
- (b) There is no definition of "commercial vehicles" in existing legislation. For the purpose of classifying driving licences, taxis, medium goods vehicles, heavy goods vehicles, private and public light buses, private and public buses, franchised buses, articulated vehicles and special purpose vehicles are generally regarded as "commercial vehicles". The TD does not have precise information on whether the commercial driving licence holders are actively engaged in relevant driving work. However, the TD gathered from the transport trades that the current active workforce

for franchised bus, public light bus and taxi are about 14 000, 8 000 and 59 000 respectively.

- (c) The Government is working on a legislative amendment exercise to relax the requirement of the driving licence holding period for private car or light goods vehicle from three years to one year before a person may apply for a commercial vehicle driving licence, and to extend the mandatory pre-service course requirement to new applicants for a full driving licence to drive a taxi or a public bus. The TD will make reference to the existing pre-service course for public light bus drivers in drawing up the course content, duration and fees.

The Government has no plan at this stage to further extend the pre-service course requirement to cover other commercial vehicles.



Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at end 2014 <sup>Note</sup>

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	422	190 623	484 570	573 976	542 874	246 830	28 414
Light Goods Vehicle	289	115 655	302 588	315 674	412 706	220 306	26 815
Motor Cycle	19	11 197	63 005	88 624	62 466	33 607	4 331
Private Light Bus	-	2 573	19 114	38 793	70 093	49 636	8 414
Public Light Bus	-	2 573	19 114	38 247	68 072	47 524	8 111
Taxi	-	1 129	9 483	32 135	96 143	70 734	8 249
Private Bus	-	2 552	18 608	33 519	48 688	29 145	3 229
Public Bus	-	2 552	18 609	33 483	48 535	29 045	3 602
Government Vehicle	-	1 318	6 971	10 381	10 604	2 131	6
Franchised Bus	-	537	2 188	4 443	9 168	6 232	280
Medium Goods Vehicle	-	3 792	23 364	43 309	68 638	45 538	6 619
Heavy Goods Vehicle	-	1 292	8 827	17 022	33 441	35 794	6 254
Articulated Vehicle	-	531	4 315	10 458	19 211	9 194	547
Special Purpose Vehicle	-	296	2 194	3 337	4 291	2 024	127
Motor Tricycle	19	11 197	63 005	88 625	62 469	33 599	4 330

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at end 2015 <sup>Note</sup>

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	512	192 343	494 951	582 828	565 283	279 006	31 670
Light Goods Vehicle	330	112 823	302 944	315 132	416 671	246 391	29 813
Motor Cycle	33	10 830	61 611	92 760	67 298	37 212	4 768
Private Light Bus	-	2 294	18 264	36 893	69 385	53 945	9 288
Public Light Bus	-	2 132	17 974	36 173	67 336	51 693	8 948
Taxi	-	1 090	9 405	28 801	93 076	77 691	9 377
Private Bus	-	2 277	17 844	32 720	49 008	32 328	3 782
Public Bus	-	2 277	17 844	32 694	48 863	32 202	4 118
Government Vehicle	-	1 279	6 873	10 354	10 757	2 591	5
Franchised Bus	-	593	2 279	4 500	8 847	7 064	369
Medium Goods Vehicle	-	3 362	22 626	41 485	68 229	49 765	7 438
Heavy Goods Vehicle	-	1 198	8 612	16 186	32 131	37 818	6 958
Articulated Vehicle	-	458	4 159	9 528	19 381	10 475	720
Special Purpose Vehicle	-	263	2 170	3 422	4 504	2 412	166
Motor Tricycle	33	10 830	61 611	92 758	67 306	37 203	4 766

Numbers of full Driving Licence Holders by Vehicle Class and Age Groups

as at end 2016 <sup>Note</sup>

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	423	193 657	500 918	592 117	580 132	310 016	37 260
Light Goods Vehicle	252	110 751	299 652	317 362	414 018	270 401	35 036
Motor Cycle	44	10 820	59 553	96 058	71 281	40 266	5 713
Private Light Bus	-	2 053	17 012	35 383	67 620	57 700	10 868
Public Light Bus	-	1 660	16 241	34 283	65 443	55 373	10 456
Taxi	-	1 044	9 316	26 228	88 699	83 730	11 336
Private Bus	-	2 040	16 667	32 111	48 604	35 373	4 742
Public Bus	-	2 040	16 667	32 089	48 472	35 238	5 040
Government Vehicle	-	1 479	7 037	10 483	10 858	3 114	9
Franchised Bus	-	625	2 370	4 457	8 499	7 874	515
Medium Goods Vehicle	-	3 070	21 728	40 035	66 833	53 520	8 837
Heavy Goods Vehicle	-	1 149	8 334	15 592	30 345	39 119	8 184
Articulated Vehicle	-	408	3 925	8 836	19 062	11 815	984
Special Purpose Vehicle	-	236	2 167	3 546	4 687	2 806	216
Motor Tricycle	44	10 820	59 554	96 054	71 289	40 258	5 712

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at end 2017 <sup>Note</sup>

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	348	197 118	506 644	595 444	577 993	327 573	44 623
Light Goods Vehicle	189	110 809	296 080	317 714	398 190	281 417	41 847
Motor Cycle	28	11 089	57 427	97 577	74 050	41 871	6 927
Private Light Bus	-	1 866	15 919	33 668	64 145	58 921	12 824
Public Light Bus	-	1 282	14 721	32 157	61 851	56 705	12 323
Taxi	-	1 069	9 223	23 960	81 738	85 801	13 991
Private Bus	-	1 850	15 635	31 178	47 113	37 030	6 024
Public Bus	-	1 850	15 635	31 165	46 989	36 899	6 271
Government Vehicle	-	1 591	7 263	10 329	9 617	2 625	15
Franchised Bus	-	656	2 513	4 418	7 998	8 225	742
Medium Goods Vehicle	-	2 787	20 696	38 190	63 688	55 153	10 644
Heavy Goods Vehicle	-	1 071	7 970	14 915	27 963	38 615	9 732
Articulated Vehicle	-	370	3 698	8 126	18 146	12 854	1 370
Special Purpose Vehicle	-	232	2 205	3 625	4 747	3 129	302
Motor Tricycle	28	11 089	57 428	97 576	74 057	41 868	6 924

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at end 2018 <sup>Note</sup>

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	317	195 425	514 308	598 814	572 351	340 584	54 234
Light Goods Vehicle	164	107 866	292 982	320 394	377 810	288 023	50 780
Motor Cycle	51	11 323	55 419	98 520	77 754	42 898	8 523
Private Light Bus	-	1 711	14 504	32 431	60 234	59 472	15 369
Public Light Bus	-	1 027	13 021	30 596	57 846	57 369	14 757
Taxi	-	1 070	9 101	22 286	73 866	86 725	17 476
Private Bus	-	1 696	14 274	30 500	45 348	38 361	7 593
Public Bus	-	1 696	14 275	30 488	45 253	38 216	7 799
Government Vehicle	-	1 679	7 637	10 253	8 746	2 142	26
Franchised Bus	-	621	2 566	4 437	7 447	8 444	1 004
Medium Goods Vehicle	-	2 497	19 415	36 694	60 327	55 929	13 057
Heavy Goods Vehicle	-	940	7 562	14 359	25 801	37 260	11 788
Articulated Vehicle	-	298	3 445	7 542	17 109	13 691	1 859
Special Purpose Vehicle	-	218	2 099	3 724	4 805	3 399	417
Motor Tricycle	51	11 323	55 421	98 517	77 761	42 901	8 520

Note:

Since a person may hold driving licence with endorsement of more than one class of vehicles, the sum of individual classes of licence holders in the above statistics may be more than the total number of driving licence holders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)217**

**(Question Serial No. 2774)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

According to Programme (1), the Transport Department (TD) “formulates regulatory measures for franchised bus services”. According to Programme (3), the TD also undertakes to “improve franchised bus services to enhance service quality”. Given that the existing standard of “standing capacity” on buses is unrealistic, thus affecting the quality of service, would the Government provide responses to the following:

- (1) It is stipulated under the existing legislation, i.e. the Road Traffic (Construction and Maintenance of Vehicles) Regulations (the Regulations), that the standard standing capacity of a bus is calculated based on an accommodation of six persons per square metre (ppsm). However, as this standard was stipulated in 1984 which has not been updated for over 30 years, it has become outdated. In fact, it is almost impossible for a bus in motion to accommodate six standing passengers per square metre. Would the Government consider amending the Regulations by making reference to the standard adopted by the MTR Corporation Limited for new railway lines for setting the standing capacity of a compartment based on an accommodation of four ppsm, with a view to updating the standard of standing capacity of a bus based on an accommodation of four ppsm?
- (2) Meanwhile, too stringent criterion has been set for frequency increase in bus service under the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes (the Guidelines), which states that there should be “an occupancy rate of 100% during the busiest half-hour of the peak period” in order for the service to be granted approval for frequency increase. The question is that the existing unrealistic standard of standing capacity on buses has rendered the “optimal carrying capacity” of each bus too high to be achieved, and that even when a bus is “fully loaded”, the “actual occupancy rate” is still unable to meet the criterion for frequency increase. Would the Government, apart from reviewing the Regulations, review the Guidelines at the same time, so as to relax the criterion for frequency increase to a more reasonable level?

- (3) Has the Government estimated the impact of raising the standard of standing capacity on a bus to a density of four ppsm on (i) the overall service frequencies of buses, and (ii) the demand for bus captain manpower?
- (4) Has the Government estimated the impact of raising the standard of standing capacity on a bus to a density of five ppsm on (i) the overall service frequencies of buses, and (ii) the demand for bus captain manpower?
- (5) For some special bus routes, such as long-haul or airport routes, it will be extremely undesirable for passengers to stand for the entire journey. Will the Government consider relaxing the criterion for frequency increase in such bus routes when reviewing the Guidelines?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 3)

Reply:

Regulation 74 of the Regulations provides for the total number of standing passengers that may be carried on a bus. When conducting vehicle type approval examinations on various models of franchised buses, the TD should ensure that their design and construction (including the calculation of the maximum number of passengers to avoid gross vehicle weight being exceeded) comply with the requirements of the Regulations. The calculation was developed from the safety point of view, and at present, the standard adopted under the legislation relating to the number of standing passengers that could be carried is comparable to that of overseas jurisdictions, including the United Kingdom, European Union, Australia, Singapore, Japan and South Korea.

On the other hand, when the TD reviews the service frequency of bus routes with bus companies, apart from making reference to the conditions for increasing vehicle allocation and/or frequency laid down in the Guidelines (i.e. the occupancy rate reaches 100% during any half-hour of the peak period and 85% during that one hour), other factors (such as providing a more comfortable environment for passengers travelling on long-haul routes and the views of the District Councils, etc.) would also be considered flexibly for increasing the vehicle allocation to enhance the service level as appropriate. If the passenger queues and waiting time for individual bus routes are persistently long, the TD will request the bus companies to suitably enhance the service frequency having regard to the actual circumstances.

The TD is reviewing the requirements on the number of standing passengers on buses under the existing legislation/Guidelines and examining the actual situation, including the travelling environment of different routes, passenger demand, and impact on the operation of franchised bus services, including the vehicle and bus captain requirements, with a view to exploring whether there is room for revising the requirements.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)218****(Question Serial No. 2783)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

It is said that after the vehicles are put on sale or scrapped, vehicle owners will make use of the 'grey area' of the Transport Department (TD) in regulating motorcycles to extend the retention period for their vehicle registration marks (VRMs) attributing to the waste of considerable government manpower resources. In this regard, the Government is requested to provide the following information:

1. The numbers of transactions for renewal of licence and refund of vehicle licence fees of the same vehicle on the same day in the past five years (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle).

	Private Car	Motorcycle and motor tricycle
2014		
2015		
2016		
2017		
2018		

2. The numbers of transactions for transfer of vehicle ownership twice or more on the same day for the same vehicle in the past five years (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle).

	Private Car (Fee: \$1,000)	Motorcycle and motor tricycle (Fee: \$250)
2014		
2015		
2016		
2017		
2018		



3. Currently, the registration mark retention period is 12 months. Will the Government consider extending the retention period so as to reduce the waste of manpower resources? If yes, what is the plan? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 12)

Reply:

1. The TD handles applications for the renewal of vehicle licence and the refund of fee on surrender of vehicle licence (i.e. refund of a portion relating to the unexpired period) in accordance with Regulations 21 and 24 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E).

The numbers of transactions involving the renewal and refund of vehicle licence on the same day for the same vehicle in respect of (i) private car; and (ii) motorcycle and motor tricycle in the past five years are tabulated as follows:

	Number of Private Cars	Number of Motorcycles and motor tricycles
2014	1 445	5 649
2015	1 386	5 939
2016	1 131	6 330
2017	960	6 622
2018	704	6 748

2. The TD handles transfer of vehicle ownership in accordance with Regulation 17 of Cap. 374E. Under current legislation, VRMs cannot be transferred from one person to another directly. However, VRMs can be transferred together with a vehicle.

The numbers of transactions involving the transfer of ownership twice or more on the same day for the same vehicle in respect of (i) private car and (ii) motorcycle and motor tricycle in the past five years are tabulated as follows:

	Number of Private Cars	Number of Motorcycles and motor tricycles
2014	138	13 537
2015	143	15 010
2016	149	13 837
2017	144	15 257
2018	155	15 359

3. Under Regulation 16 of Cap. 374E, registered owner of a vehicle can hold a registration mark for a period of not exceeding 12 months. The specified retention period is to allow sufficient time for registered owners to allocate the retained registration marks to their vehicles. The length of the retention period is considered reasonable and the Government has no plan to extend it for the time being.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)219**

**(Question Serial No. 2784)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for the planning of parking spaces in Hong Kong. In this connection, will the TD inform this Committee of the following:

- (1) Please tabulate the short-term tenancy (STT) car parks and numbers of parking spaces therein in the 18 districts in Hong Kong, if possible with a breakdown by vehicle type (such as private car, van-type light goods vehicle and motorcycle, etc.).
- (2) Please tabulate the overall number of parking spaces in the 18 districts in Hong Kong, if possible with breakdown by vehicle type (such as private car, van-type light goods vehicle and motorcycle, etc.).
- (3) According to the estimate based on the current growth in the number of parking spaces and the current vehicle fleet growth, in which year will the total number of private cars in Hong Kong exceed the total number of parking spaces?
- (4) The shortage of parking spaces in Hong Kong stems from the Government's earlier successive moves to adjust downward the standards of provision of parking spaces as laid down in the Hong Kong Planning Standards and Guidelines (HKPSG), including, among others, lowering the parking requirements for public housing, small-sized flats in private residential developments, residential developments with higher development intensity, and residential developments located near railway stations. In this connection, will the Government consider re-examining the standards of provision of parking spaces as laid down in the HKPSG, so as to ensure that the supply of parking spaces can catch up with the actual demand?
- (5) The Government earlier mentioned that the consultancy study on parking for commercial vehicles (CVs) would be completed in 2019. Has the study been completed? What are the study results? Will the relevant report be published?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 13)

Reply:

- (1) The number of STT public fee-paying car parks and the numbers of parking spaces by vehicle types in each of the 18 districts as at February 2019 are in Annex 1.
- (2) The numbers of parking spaces by vehicle types in each of the 18 districts as at February 2019 are at Annex 2.
- (3) The Government will continue to monitor changes in the overall number of vehicles. TD does not have the projection on which year the number of private cars will exceed the number of parking spaces.
- (4) The Government reviews and updates from time to time the parking provision set out in the HKPSG. TD will work closely with relevant bureaux and departments to consider the feasibility of revising the standards for parking spaces in the HKPSG.
- (5) The TD is conducting the consultancy study on parking for CVs to assess the parking demand and formulate short to long term measures to address the demand. The study commenced in December 2017 and is targeted for completion in end 2019. The findings and recommendations will be announced upon completion of the study.

**Number of parking spaces in STT car parks**  
**(as at February 2019)**

District	Number of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central and Western	4	34	232	4	11
Wan Chai	0	0	0	0	0
Eastern	12	1 319	192	110	35
Southern	6	196	71	27	0
Yau Tsim Mong	6	454	78	0	2
Sham Shui Po	6	649	408	66	17
Kowloon City	8	1 267	299	497	4
Wong Tai Sin	4	330	18	78	28
Kwun Tong	9	1 067	120	40	3
Tsuen Wan	11	2 006	142	28	24
Tuen Mun	15	1 801	470	0	6
Yuen Long	12	1 056	87	0	22
North	19	2 325	410	0	22
Tai Po	8	1 129	148	0	16
Sai Kung	15	2 669	139	17	7
Sha Tin	16	2 572	254	36	14
Kwai Tsing	41	2 364	5 299	221	14
Islands	1	67	0	0	0
<b>Total</b>	193	21 305	8 367	1 124	225

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

**Number of parking spaces in 18 districts**  
**(as at February 2019)**

<b>District</b>	<b>Private Cars #</b>	<b>Goods Vehicles</b>	<b>Buses</b>	<b>Motorcycles</b>	<b>Total*</b>
Central & Western	38 436	1 171	84	1 412	41 103
Wan Chai	39 425	396	130	1 289	41 240
Eastern	45 914	1 885	368	2 381	50 548
Southern	39 274	1 197	354	1 830	42 655
Yau Tsim Mong	33 487	2 386	285	2 101	38 259
Sham Shui Po	29 157	3 248	435	1 978	34 818
Kowloon City	49 617	1 539	637	1 936	53 729
Wong Tai Sin	20 834	1 290	136	2 239	24 499
Kwun Tong	45 371	3 268	202	4 060	52 901
Tsuen Wan	36 863	1 976	425	1 426	40 690
Tuen Mun	40 974	2 524	171	1 681	45 350
Yuen Long	41 255	2 112	360	1 723	45 450
North	21 655	1 834	77	812	24 378
Tai Po	28 516	1 191	140	956	30 803
Sai Kung	40 963	1 542	339	2 922	45 766
Sha Tin	72 885	2 722	219	2 866	78 692
Kwai Tsing	35 717	11 053	296	2 682	49 748
Islands	16 107	793	226	574	17 700
<b>Total</b>	<b>676 450</b>	<b>42 127</b>	<b>4 884</b>	<b>34 868</b>	<b>758 329</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)220**

**(Question Serial No. 2785)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Please provide average vehicular speeds of major roads in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons as remarks:

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2018		2017		2016		2015		2014	
	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										

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
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 morning and evening peak hours [km/hr]									
	2018		2017		2016		2015		2014	
	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) Please provide vehicular flows of major roads in the following table. If there are any periods that the CJTS does not cover, please provide the reasons as remarks:

Road	Vehicular flow at morning and evening peak hours [vehicles (veh) /hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										

Road	Vehicular flow at morning and evening peak hours [vehicles (veh) /hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
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	Vehicular flow at morning and evening peak hours [veh/hr]									
	2018		2017		2016		2015		2014	
	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)										

(3) If possible, please also provide vehicular flows, average vehicular speeds, roadside air pollution (percentage & concentration of air pollutants) and pedestrian flows of the following roads in the past years:

- Connaught Road Central;
- Dex Voeux Road Central;
- Queen's Road Central;
- Tuen Mun Road;
- Tuen Mun Heung Sze Wui Road; and
- Shek Pai Tau Road.

(4) Has the Government conducted any study on the reasons for individual roads to have slow vehicular speeds/ congestion? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

(5) As regards the traffic congestion in Central, the Government will commence an "in-depth feasibility study for the proposed Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) to formulate detailed options for further public engagement". In this connection, please advise this Committee on the latest progress and timetable as well as the manpower, resources and expenditure involved.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 14)

Reply:

(1)

The Transport Department (TD) conducts the CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The average vehicular speeds during the morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the concerned roads and tunnels from 2014 to 2018 are at Annex 1 and Annex 2 respectively.

It must be emphasised that average driving speeds on short 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.

(2)

The vehicular flows of the concerned roads during morning and evening peak hours on weekdays in Annual Traffic Census from 2014 to 2018 are at Annex 3. The vehicular flows of the concerned tunnels during peak hours (i.e. 7:00am to 10:00am and 5:00pm to 8:00pm) on weekdays from 2014 to 2018 are at Annex 4.

(3)

The average daily vehicular flows and vehicular speeds during morning and evening peak hours in the past 5 years are at Annex 5. Since pedestrian flow is not covered by our routine surveys, the TD does not have information on the pedestrian flows of the roads concerned.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to better understand the emissions of air pollutants from various pollution sources in Hong Kong. Such information is used for the formulation of policies to reduce emissions and monitor the effectiveness of the control policies. Hong Kong is small in size with different air pollution sources. In addition, vehicles are travelling in different districts where various air quality improvement measures are implemented in parallel. Therefore, assessing air pollutant emissions from vehicles within specific road sections cannot adequately reflect the overall effectiveness of the air quality improvement measures. It is also very difficult and not cost-effective to conduct such assessment.

Nevertheless, the EPD has set up roadside air quality monitoring stations in major areas with heavy vehicular and pedestrian traffic as well as canyon effect to effectively monitor roadside air quality in busy urban area. The concerned road sections in Central district as mentioned in the question are close to the Central Roadside Air Quality Monitoring Station (AQMS). Hence, data from Central Roadside AQMS can generally reflect the effects of vehicle emissions from the nearby areas including Connaught Road Central, Des Voeux Road Central and Queen's Road Central on the roadside air quality.

Although there is no roadside air quality monitoring station in the Tuen Mun District, owing to the lower development density of the Tuen Mun District with less canyon effect, the effect of vehicle emissions from the concerned road sections, viz, Tuen Mun Road, Tuen Mun Heung Sze Wui Road and Shek Pai Tau Road on the air quality of the nearby areas can be generally reflected by the data from the Tuen Mun General AQMS, which is located near Tuen Mun Road.

According to the EPD, with the implementation of various vehicle emission control measures by the Government in recent years, the concentrations of major air pollutants in the ambient air and at roadside have decreased by about 30% to 50% between 2013 and 2018. The major

air pollutant concentrations of the Central Roadside and Tuen Mun General AQMS from 2013 to 2018 are given in the tables at Annex 6.

(4) and (5)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively a host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019.

In addition, the TD is actively preparing for the commencement of the Study on “Congestion Charging” (the Study) in mid-2019. The Study will adopt the principle of “Efficiency First” to examine the hierarchy and level of tolls of government tolled tunnels (including the Western Harbour Crossing and Tai Lam Tunnel which will be taken over by the Government upon franchise expiry in August 2023 and May 2025 respectively) and the Tsing Ma and Tsing Sha Control Areas with a view to enabling efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The Study will also examine the scope for charging different tolls for different time periods. The TD plans to consult relevant stakeholders on the proposed toll plans and the toll adjustment mechanism recommended by the Study in 2021.

In 2019-20, the estimated expenditures for the feasibility study on the ERP Pilot Scheme and the Study on “Congestion Charging” are \$6.5 million and \$3.5 million respectively. Management of the studies and consultation with stakeholders are undertaken by existing staff of the TD. There is no breakdown of expenditure involved.

Road	Average speed at morning and evening peak hours <sup>@</sup>									
	[km/hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound) <sup>#</sup>	47	-	50	-	38	-	34	-	31	-
Canal Road Flyover (north bound) <sup>#</sup>	12	-	10	-	7	-	10	-	10	-
Gloucester Road (east bound)	22	18	15	26	19	25	19	17	15	14
Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	65	-	55	-	46	-	60	-	53	-
Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	20	-	25	-	22	-	20	-	28	-
Connaught Road West (east bound)	38	40	28	42	37	47	40	39	38	42
Connaught Road West (west bound)	61	58	56	56	61	52	56	50	61	53
Connaught Road Central (east bound)	17	12	21	16	19	23	22	19	21	14
Connaught Road Central (west bound)	20	18	22	15	26	25	25	24	28	20
Pedder Street <sup>ψ</sup>	7	8	6	7	7	9	-	-	-	-
Harcourt Road (Central bound)	50	21	43	22	46	33	45	40	48	39
Hennessy Road (Central bound)	14	13	12	12	15	11	14	12	15	10
Queen's Road Central (Central bound)	19	9	18	10	18	12	19	9	19	10
Kowloon										
Chatham Road North (south bound) <sup>+</sup>	4	28	4	-	5	-	4	-	6	-
Chatham Road North (north bound) <sup>+</sup>	42	37	45	-	39	-	32	-	34	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	11	58	7	49	8	59	16	49	9	43
Gascoigne Road (east bound) <sup>+</sup>	4	17	8	-	20	-	12	-	10	-
Gascoigne Road (west bound) <sup>+</sup>	13	16	18	-	24	-	18	-	25	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>+</sup>	28	68	52	-	55	-	64	-	59	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>+</sup>	67	67	68	-	64	-	68	-	61	-

<sup>@</sup> They refer to morning peak hours at 8:00am – 9:30am and evening hours at 5:00pm – 7:00pm on weekdays.

<sup>#</sup> The CJTS did not cover the evening peak hours.

<sup>ψ</sup> The CJTS only covered Pedder Street in 2016-2018 and before 2014.

<sup>+</sup> The CJTS did not cover the evening peak hours before 2018.

Tunnel	Average speed at morning and evening peak hours <sup>@</sup> [km/hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	27	27	32	29	34	32	31	37	34	32
Eastern Harbour Crossing	30	43	31	43	32	48	33	46	28	43
Western Harbour Crossing	52	57	49	59	56	60	56	56	55	51
Lion Rock Tunnel	34	39	36	40	35	39	35	39	32	37
Tate's Cairn Tunnel	36	52	33	51	34	51	34	49	32	54
Route 8 (section between Cheung Sha Wan and Sha Tin) <sup>#</sup>	69	-	56	-	61	-	55	-	54	-

@ They refer to morning peak hours at 8:00am – 9:30am and evening hours at 5:00pm – 7:00pm on weekdays

# The CJTS did not cover the evening peak hours.

Road	Vehicular flow at morning and evening peak hours <sup>@</sup>									
	[veh /hr]									
	2018*		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>										
Canal Road Flyover (south bound) <sup>^</sup>	-	-	-	-	-	-	-	-	-	-
Canal Road Flyover (north bound) <sup>^</sup>	-	-	-	-	-	-	-	-	-	-
Gloucester Road (east bound)	-	-	4 320	3 730	4 490	3 870	4 530	3 930	4 000	3 650
Island Eastern Corridor (section near Victoria Park) (east bound)	-	-	4 650	4 640	4 770	4 540	4 750	4 580	4 190	4 040
Island Eastern Corridor (section near Victoria Park) (west bound)	-	-	5 410	4 580	5 700	4 610	5 650	4 620	5 280	4 370
Connaught Road West (east bound)	-	-	2 170	1 310	2 170	1 390	2 150	1 360	2 270	1 520
Connaught Road West (west bound)	-	-	1 570	1 350	1 860	1 420	1 570	1 410	1 580	1 420
Connaught Road Central (east bound)	-	-	1 640	1 450	1 720	1 540	1 680	1 470	1 760	1 530
Connaught Road Central (west bound)	-	-	1 070	1 010	1 090	1 090	1 190	1 100	1 190	1 080
Pedder Street <sup>^</sup>	-	-	-	-	-	-	-	-	-	-
Harcourt Road (Central bound)	-	-	6 050	5 600	6 390	6 470	6 120	5 750	5 090	4 830
Hennessy Road (Central bound)	-	-	790	790	790	790	790	790	850	840
Queen's Road Central (Central bound)	-	-	810	800	710	730	730	740	830	740
<b>Kowloon</b>										
Chatham Road North (south bound)	-	-	2 540	1 860	2 700	1 850	2 750	1 940	2 630	1 970
Chatham Road North (north bound)	-	-	3 440	4 200	3 850	4 180	3 860	4 070	3 680	4 070
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	-	-	1 980	2 330	2 020	2 380	2 030	2 340	2 040	2 420
Gascoigne Road (east bound) <sup>^</sup>	-	-	-	-	-	-	-	-	-	-
Gascoigne Road (west bound) <sup>^</sup>	-	-	-	-	-	-	-	-	-	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)	-	-	4 140	4 100	4 220	4 140	4 140	4 180	4 270	4 300
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)	-	-	4 370	3 240	4 100	3 170	4 280	3 170	4 320	3 190

<sup>@</sup> They refer to morning peak hours at 7:00am – 10:00am and evening peak hours at 4:00pm – 7:00pm on weekdays.

<sup>\*</sup> Since the traffic statistics in the Annual Traffic Census 2018 are still being processed, the vehicular flows for 2018 are not yet available.

<sup>^</sup> Vehicular flows at morning and evening peak hours are not available for the roads concerned.

	<b>Vehicular flow at peak hours<sup>@</sup> [veh/hr]</b>				
	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
Cross Harbour Tunnel (south bound)	2 800	2 800	2 800	2 900	2 900
Cross Harbour Tunnel (north bound)	2 700	2 700	2 700	2 700	2 800
Eastern Harbour Crossing (south bound)	2 700	2 700	2 700	2 800	2 700
Eastern Harbour Crossing (north bound)	2 700	2 700	2 600	2 700	2 600
Western Harbour Crossing (south bound)	2 700	2 600	2 500	2 500	2 400
Western Harbour Crossing (north bound)	2 500	2 500	2 500	2 400	2 300
Lion Rock Tunnel (south bound)	2 700	2 700	2 600	2 700	2 600
Lion Rock Tunnel (north bound)	2 500	2 500	2 500	2 500	2 500
Tate's Cairn Tunnel (south bound)	2 300	2 300	2 200	2 300	2 200
Tate's Cairn Tunnel (north bound)	2 300	2 200	2 200	2 200	2 100
Route 8 (section between Cheung Sha Wan and Sha Tin) (south bound)	2 400	2 300	2 200	2 000	1 900
Route 8 (section between Cheung Sha Wan and Sha Tin) (north bound)	2 200	2 100	2 000	1 800	1 700

<sup>@</sup> The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays). Peak hours refer to 7:00am to 10:00am and 5:00pm to 8:00pm on weekdays.

		Year				
		2018	2017	2016	2015	2014
<b>Connaught Road Central</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	40 710	41 860	42 680	43 670
Vehicular speed at peak hours <sup>@</sup> (eastbound) (km/hr)	AM	17	21	19	22	21
	PM	12	16	23	19	14
Vehicular speed at peak hours <sup>@</sup> (westbound) (km/hr)	AM	20	22	26	25	28
	PM	18	15	25	24	20
<b>Dex Voeux Road Central (between Pedder Street &amp; Queen Victoria Street)</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	15 980	15 360	15 890	15 590
Vehicular speed at peak hours <sup>@</sup> (eastbound) (km/hr)	AM	9	11	11	12	9
	PM	12	6	12	10	9
Vehicular speed at peak hours <sup>@</sup> (westbound) (km/hr)	AM	17	17	16	16	17
	PM	15	13	10	9	12
<b>Queen's Road Central</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	13 220	11 290	11 920	12 870
Vehicular speed at peak hours <sup>@</sup> (km/hr)	AM	19	18	18	19	19
	PM	9	10	12	9	10
<b>Tuen Mun Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	129 590	123 250	102 660	94 530
Vehicular speed at peak hours <sup>@ Ψ</sup> (eastbound) (km/hr)	AM	52	46	46	48	55
	PM	68	63	66	-	-
Vehicular speed at peak hours <sup>@ Ψ</sup> (westbound) (km/hr)	AM	66	68	63	68	62
	PM	62	60	64	-	-
<b>Tuen Mun Heung Sze Wui Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	21 080	21 420	21 780	21 670
Vehicular speed at peak hours <sup>@#</sup> (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-
<b>Shek Pai Tau Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	9 130	9 280	8 900	9 000
Vehicular speed at peak hours <sup>@#</sup> (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-

+ Since the traffic statistics in the Annual Traffic Census 2018 are still being processed, the vehicular flows for 2018 are not yet available.

@ Peak hours refer to morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

Ψ CJTS did not cover evening peak hours before 2016.

# CJTS did not cover the roads concerned.



Table 1 : 2013 to 2018 Annual Average Pollutant Concentrations recorded at the Central Roadside Air Quality Monitoring Station

Air Pollutants	Year					
	2013	2014	2015	2016	2017	2018*
	Concentration ( $\mu\text{g}/\text{m}^3$ )					
Respirable Suspended Particulates	56	46	37	31	33	34
Fine Suspended Particulates	34	28	24	20	21	21
Nitrogen Dioxide	122	104	93	78	80	80
Sulphur Dioxide	12	9	9	8	8	8

\* 2018 data has not yet been validated.

Table 2: 2013 to 2018 Annual Average Pollutant Concentrations recorded at the Tuen Mun General Air Quality Monitoring Station

Air Pollutants	Year					
	2013 <sup>#</sup>	2014 <sup>^</sup>	2015	2016	2017	2018*
	Concentration ( $\mu\text{g}/\text{m}^3$ )					
Respirable Suspended Particulates	-	47	45	44	43	42
Fine Suspended Particulates	-	30	30	27	27	26
Nitrogen Dioxide	-	53	48	51	46	47
Sulphur Dioxide	-	15	10	10	8	9

# Tuen Mun General Air Quality Monitoring Station was commissioned on 30 December 2013.

<sup>^</sup> Owing to building renovation work, the operation of Tuen Mun General Air Quality Monitoring Station was temporarily suspended in November and December of 2014.

\* 2018 data has not yet been validated.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)221**

**(Question Serial No. 2787)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the "Control of Air Pollution in Semi-Confined Public Transport Interchanges", the Transport Department (TD) measures the air quality of semi-confined public transport interchanges (PTIs) in the territory regularly. In this regard, would the Government please inform this Committee of:

1. the readings of air quality measurement (AQM) at each semi-confined PTI in Hong Kong in the recent three years (nitrogen dioxide (NO<sub>2</sub>), fine suspended particulates, respirable suspended particulates, sulphur dioxide (SO<sub>2</sub>) and ozone);
2. the number of AQM conducted in semi-confined PTIs and the corresponding manpower expenses in the recent three years;
3. the list of semi-confined PTIs with air quality indicators (NO<sub>2</sub>, fine suspended particulates, respirable suspended particulates, SO<sub>2</sub> and ozone) exceeding respective standards in the latest AQM; and
4. the measures to be taken at the above mentioned semi-confined PTIs with persistent or serious exceedances of indicators found, with a view to protecting public health.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 16)

Reply:

The TD engages the Electrical and Mechanical Services Department (EMSD) to conduct AQMs at semi-confined PTIs managed by the TD at an interval of about two years. The AQMs are conducted in accordance with the Practice Note on "Control of Air Pollution in Semi-Confined PTIs" (the Practice Note) formulated by the Environmental Protection Department to collect concentration data of carbon monoxide (CO), SO<sub>2</sub> and NO<sub>2</sub><sup>Note</sup>.

In the past three years, a total of about 120 AQMs were undertaken at 64 PTIs. The total expenditure (including both manpower and operating equipment) for conducting AQMs was about \$5 million.

The readings of the latest AQM of each PTI are shown in the Annex. Most of the PTIs

could meet the air quality standards in the Practice Note, except for 10 measuring locations where their one-hour average concentration of NO<sub>2</sub> exceeded the level set out in the Practice Note during the last AQM.

The TD has been working with EMSD and public transport operators to take appropriate improvement measures to improve the air quality of the concerned PTIs. These measures include extending the operating hours and increasing air volume of the ventilation systems, replacing/cleansing the ventilation system components, strengthening the management of drivers for switching off idling engines, and requiring the franchised bus companies to deploy buses with higher emission standards, etc. The Government will continue to closely monitor the air quality at PTIs and work with the stakeholders to further improve the air quality at PTIs. .

Note:

The Practice Note provides the air quality guidelines for CO, NO<sub>2</sub> and SO<sub>2</sub> and there are no guidelines set for fine suspended particulates, suspended particulates and ozone.

**Results of the Latest AQMs in PTIs managed by the TD**

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ): Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ): Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ): Not exceeding 30 000 µg/m <sup>3</sup>
<b>Hong Kong Island</b>				
Admiralty Station (East) Bus Terminus	1/2017	246	19	1 072
Central (Exchange Square) Bus Terminus - Bus	10/2016	241	21	350
Central (Exchange Square) Bus Terminus - GMB	10/2016	111	79	2 202
Central (Hong Kong Station) PTI - GMB	9/2017	96	31	14 804
Central (Hong Kong Station) PTI - Bus	9/2017	184	39	813
Cyberport PTI	5/2018	234	68	1 580
Sai Wan Ho (Grand Promenade) PTI	7/2018	245	13	1 140
Shau Kei Wan Station PTI	3/2018	69	9	2 403
Shum Wan Road PTT	7/2017	168	18	718
Siu Sai Wan (Island Resort) PTI - Bus	11/2018	286	59	1 282
Siu Sai Wan (Island Resort) PTI - Taxi	11/2018	99	19	5 209
South Horizons PTI <sup>#</sup>	2/2018	197	- <sup>#</sup>	1 792
The Peak Public Transport Terminus	10/2018	182	39	1 031
Tin Hau Station PTI	1/2017	287	33	2 854
Tin Wan PTI	8/2018	122	42	2 000
<b>Kowloon</b>				
Cheung Sha Wan Plaza PTI	2/2017	288	18	2 642
Diamond Hill Station PTI - Bus	3/2018	383	46	2 528
Diamond Hill Station PTI - Taxi	3/2018	190	45	3 028
Island Harbourview PTI – Point A	8/2017	109	22	1 990
Island Harbourview PTI – Point B	8/2017	106	28	4 828
Kau Wa Keng PTI (Lai Chi Kok Bus Terminus)	7/2018	163	42	1 868
Kowloon Bay PTI	11/2018	156	21	3 873
Kowloon Station PTI – Bus*	2/2016	235	40	1 047
Kowloon Station PTI – GMB*	2/2016	86	13	8 351
Kowloon Tong (Festival Walk) PTI	5/2017	197	28	6 097
Kowloon Tong (Suffolk Road) PTI	8/2016	169	93	562
Lam Tin Station PTI	3/2018	482	52	1 262
Laguna City PTI	5/2017	127	17	456
Laguna Verde PTT	12/2018	166	16	1 325
Langham Place Public Light Bus Terminus	4/2017	146	41	29 741

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ): Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ): Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ): Not exceeding 30 000 µg/m <sup>3</sup>
Lok Fu Bus Terminus	8/2016	288	37	1 186
Olympic Station PTI	1/2018	173	32	747
Park Avenue PTI*	5/2016	235	20	1 295
Ping Shek PTI - Bus	8/2018	559	30	1 806
Ping Shek PTI - GMB	6/2017	198	29	7 256
Tsim Sha Tsui East Bus Terminus (Concordia Plaza)	1/2017	257	14	950
Tsim Sha Tsui East (Mody Road) Bus Terminus	11/2018	236	20	1 320
Whampoa Garden PTI - Bus	6/2018	327	40	1 389
Whampoa Garden PTI - GMB	6/2018	327	40	1 389
Yen Chow Street PTI	8/2018	201	45	547
<b>New Territories</b>				
Bayshore Towers PTI	9/2017	127	15	2 760
Bayview Garden Bus Terminus	5/2018	335	44	853
Discovery Park PTI	7/2018	240	19	976
Hang Hau Station PTI	3/2017	230	13	7 401
Kwai Fong Station Bus Terminus	2/2019	687	56	1 395
Kwai Hing Station Bus Terminus	8/2017	180	39	4 171
Kwai Shing (East) Bus Terminus	9/2018	228	35	1 188
Luen Wo Hui Public Transport Terminus	5/2018	182	28	1 198
Lung Mun Oasis Bus Terminus	6/2017	280	23	1 057
Ma On Shan Town Centre Public Transport Terminus	9/2018	290	24	1 760
Nina Tower Bus Terminus	5/2017	268	32	982
Po Lam PTI	12/2016	130	13	2 698
Sai Lau Kok PTI	4/2017	110	41	8 317
Sam Shing Bus Terminus	8/2018	184	17	2 559
Sha Tin Central Bus Terminus	1/2019	412	31	1 936
Sheung Shui Bus Terminus	10/2018	528	55	2 930
Sheung Tak Public Transport Terminus	3/2018	266	41	602
Tai Po Market Station Bus Terminus	5/2017	246	16	390
Tai Wai Station PTI- Bus	2/2017	260	13	1 765
Tai Wai Station PTI - GMB	2/2017	211	7	1 798
Tin Shui Wai Town Centre PTI	9/2018	134	20	732
Tiu Keng Leng Station PTI – Bus	4/2018	231	194	3 610
Tiu Keng Leng Station PTI - Shuttle Bus	5/2018	410	135	2 768
Tsuen Wan Station PTI	11/2018	198	51	668
Tsuen Wan West Station PTI	3/2017	269	23	844

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ): Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ): Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ): Not exceeding 30 000 µg/m <sup>3</sup>
Tseung Kwan O Station PTI	6/2018	231	69	1 164
Tsui Lam Bus Terminus	12/2018	95	14	1 574
Tuen Mun Central Bus Terminus	7/2017	122	54	1 142
Tuen Mun Pierhead Bus Terminus	9/2018	208	29	2 363
Tuen Mun Station PTI - Taxi	7/2017	234	25	4 758
Tuen Mun Station PTI - Bus	7/2017	84	27	833
Tung Chung Station Bus Terminus	11/2018	261	59	1 153
Yuen Long Station (North) PTI	9/2018	117	12	1 003
Vision City Public Light Bus Terminus	12/2018	147	8	9 648
Wu Kai Sha Station PTI - Bus	1/2018	245	32	508
Wu Kai Sha Station PTI - GMB	2/2018	239	40	1 068

Remarks:

# No measurement for the concentration of SO<sub>2</sub>.

\* Due to the need to repair the ventilation system, AQMs for Kowloon Station PTI and Park Avenue PTI were suspended in 2018. The AQMs for the two PTIs will resume in 2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)222****(Question Serial No. 2789)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the health conditions of drivers and employees of public transport services and their remuneration packages, please advise on the following:

- (1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed ten hours. Will the Government review the Guidelines shortly and cancel the "special shift" arrangement? The Government once quoted statistics and stated that if the special shift arrangements were completely cancelled, it would be necessary to hire an additional 1 600 bus captains. Please advise how the Government calculated and arrived at the number of 1 600 bus captains in detail.
- (2) Please provide the numbers of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted in the past three years.
- (3) It was alleged that a breakdown in the duty despatch system of the Kowloon Motor Bus Company (KMB) earlier on was due to the failure to fix the problem in time as a result of previous massive layoff of IT staff. Is this allegation substantiated? Will the Government provide the numbers of IT staff of KMB over the past five years?
- (4) Regarding the ageing problem among professional drivers, will the Government provide information on their current ages with a breakdown by vehicle type.

	Age group					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Bus drivers						
Public Light Bus drivers						

Taxi drivers						
Drivers of other commercial vehicles						

- (5) Please provide the numbers of traffic accidents involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above, the numbers of casualties caused and causes of the accidents in the past three years.
- (6) Does the Government have any plan to subsidise drivers of public transport services aged 55 or above to receive free health checks? It is learnt that free health check vouchers have been given out to commercial vehicle drivers under the “Safe Driving and Health Campaign.” What items are included in the free health checks? Does the Government have statistics on the number of vouchers that had been given out and their utilisation rate?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 18)

Reply:

(1)

Currently, franchised bus operators need to arrange special shift duties to cater for passenger demand during morning and evening peak periods. To ensure there is sufficient rest time for bus captains of special shifts, the revised Guidelines promulgated by the Transport Department (TD) in February 2018 introduced a new arrangement under which a rest break of no less than three consecutive hours should be provided in a special shift, and the maximum driving hours in a special shift is no different from that of a normal shift, i.e. ten hours. In addition, franchised bus operators have been improving the rest facilities for bus captains by, for example, providing and improving rest facilities at depots and termini for the convenience of the bus captains. The TD will review the Guidelines upon its full implementation in the second quarter of 2019 with a view to completing the review in 2020. During the review in late 2017, out of the some 7 100 duty shifts arranged by all franchised bus companies daily, about 1 500 were special shift duties. If special shift were cancelled, a 14-hour special shift would have to be split into two duty shifts, and this could mean an addition of 1 500 duty shifts. However, having reviewed the operational and service needs, as well as bus captain shift arrangement with regard to the revised Guidelines, the franchised bus operators estimated that if special shift were cancelled, an addition of 1 200 duty shifts daily would be required. Taking into account of the annual total rest days of a bus captain, generally, 1.3 bus captains are required to provide one shift duty on a daily basis. Hence, it is estimated that the number of additional bus captains required would be about 1 600 if special shift were cancelled.

(2)

To ensure that franchised bus operators comply with the Guidelines, franchised bus operators are required to submit monthly reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct surveys on franchised bus captains’ working hours, rest time and meal breaks to monitor the compliance of the Guidelines by franchised bus operators every year. The results of the monitoring surveys reveal that franchised bus operators generally adhere to the prevailing guidelines in arranging rest time and meal breaks for bus captains. Should any



non-compliance be identified, the franchised bus operators would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 3 700 bus captains on their full duty hours in the past three years and the total expenditure for such surveys incurred was about \$3 million. The work involved in monitoring the compliance is undertaken by the existing staff of the TD. There is no separate breakdown of the expenditure involved.

(3)

According to KMB, the number of its IT staff in the past five years is as follows:

Year	2014	2015	2016	2017	2018
Number of IT staff	49	43	24	21	20

There was a decrease in the number of IT staff because KMB outsourced the Help Desk service and peripheral support to an external firm in 2015.

The service disruption incident of KMB on 18 February 2019 was due to problems with its computerised system for duty dispatch to bus captains. As a result, KMB switched to the manual duty dispatch arrangement which led to delay in bus deployment. In the light of the incident, the TD has already requested KMB to properly maintain the system and review the contingency plan.

(4)

The breakdown of the number of franchised bus drivers by age groups as at 2018 is tabulated below:-

	Age groups					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Franchised bus drivers	2 350	1 429	2 029	2 654	3 140	2 316

The TD does not maintain information on the number of drivers of public light bus, taxi and other commercial vehicles<sup>Note 1</sup>. However, TD maintains information on holders of valid driving licences of various classes of commercial vehicles. The breakdown of such numbers by age groups as at end 2018 is tabulated below.

Classes of commercial vehicle (Note 1)	Age groups (Note 2)					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Private Light Bus	16 215	14 257	18 174	25 412	34 822	74 841
Public Light Bus	14 048	13 362	17 234	24 320	33 526	72 126
Taxi	10 171	8 807	13 479	26 591	47 275	104 201
Private Bus	15 970	13 789	16 711	20 511	24 837	45 954

Classes of commercial vehicle (Note 1)	Age groups (Note 2)					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Public Bus	15 971	13 791	16 697	20 477	24 776	46 015
Franchised Bus	3 187	1 954	2 483	3 221	4 226	9 448
Medium Goods Vehicle	21 912	16 010	20 684	26 315	34 012	68 986
Heavy Goods Vehicle	8 502	6 539	7 820	11 110	14 691	49 048
Articulated Vehicle	3 743	3 226	4 316	7 302	9 807	15 550

Note 1: There is no definition of “commercial vehicles” in the existing legislation. For the purpose of classifying driving licences, taxis, medium goods vehicles, heavy goods vehicles, private and public light buses, private and public buses, franchised buses, articulated vehicles and special purpose vehicles are generally regarded as “commercial vehicles”.

Note 2: A person may hold driving licence with endorsement of more than one class of vehicles. The sum of individual classes of licence holders in the above statistics may be more than the total number of driving licence holders.

(5)

The numbers of traffic accidents involving franchised bus, public light bus and taxi and their related casualty figures by specified age group of drivers in the past three years are shown below:

	2016	2017	2018
<b>Number of accidents involving franchised bus (Number of casualties)</b>			
(i) with the driver aged below 55	1 478 (1 882)	1 470 (2 044)	1 521 (1 944)
(ii) with the driver aged 55 or above	757 (947)	758 (1 135)	819 (1 024)
<b>Number of accidents involving public light bus (Number of casualties)</b>			
(i) with the driver aged below 55	301 (516)	230 (397)	217 (316)
(ii) with the driver aged 55 or above	756 (1 211)	763 (1 250)	718 (1 075)
<b>Number of accidents involving taxi (Number of casualties)</b>			
(i) with the driver aged below 55	1 731 (2 421)	1 620 (2 277)	1 542 (2 133)
(ii) with the driver aged 55 or above	2 464 (3 383)	2 451 (3 390)	2 611 (3 519)

Note: Figure in bracket denotes number of casualties

The major driver contributory factors of the above accidents for drivers of both age groups were “driving inattentively”, “driving too close to vehicle in front” and “careless lane changing”.

(6)

Under the Road Traffic (Driving Licences) Regulations (Cap 374B) (the Regulations), an applicant for a driving licence shall make a declaration on whether he/she is suffering from any disease or physical disability specified in the First Schedule to the Regulations or any disease or physical disability that would cause his/her driving to be a source of danger to the public. All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so. The TD has also reminded public transport operators to pay attention to the physical health of their drivers. The TD also organises seminars and talks on safe driving for the public transport trades from time to time.

The TD has been organising the annual “Safe Driving and Health Campaign” since 2009-10 to enhance commercial vehicle drivers’ awareness of safe driving and health. Free health check coupons will be distributed to commercial vehicle drivers (including public transport drivers) to encourage them to conduct health checks at medical institutions. The free health check covers various items including chest x-rays, fasting blood sugar test, lipid profiles (including total cholesterol and triglyceride), physical examination, eyesight test, body mass index, body fat percentage and waist and bend balance test.

There were about 2 100 health check quotas and around 2 000 commercial vehicle drivers participated in the programme each year in the past five years. The Government will closely monitor the health checks demand and make appropriate adjustment to the quotas where necessary and resources permit.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)223****(Question Serial No. 2800)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) What is the number of outstanding hire car permit (HCP) applications which are yet to be processed by the Transport Department (TD)? Regarding the outstanding applications, please list out the shortest and longest waiting time.
- (2) The number of Private Service HCPs which can be issued by the TD is capped at 1 500. Please provide the following figures.

		2016	2017	2018
(a) Hotel Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			

		2016	2017	2018
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(e) Private Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

- (3) What kind of services is provided by the holders of Private Service (Limousine) HCPs in general?
- (4) Why the number of Private Service HCPs is lower than other types of HCPs? Generally speaking, what kind of services is provided by the Private Service HCP holders and who are the targeted passengers?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 29)

Reply:

- (1) As of 28 February 2019, 66 HCP applications were under processing, among which the earliest application was received four months before, and the latest one was received on 28 February 2019.
- (2) The required figures in relation to the issuing of HCPs are tabulated below:

		2016	2017	2018
(a) Hotel Service Hire Car	Number of new applications in the year	3	8	3
	Number of HCPs issued to new applications in the year <sup>Note 1</sup>	4	9	7
	Shortest processing time (months) <sup>Note 2</sup>	7	5	2
	Longest processing time (months) <sup>Note 2</sup>	11	7	2
	Average processing time (months) <sup>Note 2</sup>	9.0	6.2	2.0
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	162	168	163
(b) Tour Service Hire Car	Number of new applications in the year	14	18	10
	Number of HCPs issued to new applications in the year <sup>Note 1</sup>	1	13	17

		2016	2017	2018
	Shortest processing time (months) <sup>Note 2</sup>	4	1	1
	Longest processing time (months) <sup>Notes 2</sup>	10	16 <sup>Note 4</sup>	3
	Average processing time (months) <sup>Note 2</sup>	6.3	6.7	1.9
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	109	119	134
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	46	34	73
	Number of HCPs issued to new applications in the year <sup>Note 1</sup>	13	44	50
	Shortest processing time (months) <sup>Note 2</sup>	1	1	1
	Longest processing time (months) <sup>Notes 2</sup>	11	16 <sup>Note 4</sup>	4
	Average processing time (months) <sup>Note 2</sup>	5.4	6.3	2.0
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	267	311	360
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	0	2	50
	Number of HCPs issued to new applications in the year <sup>Note 1</sup>	0	0	141
	Shortest processing time (months) <sup>Note 2</sup>	Not applicable	4	1
	Longest processing time (months) <sup>Note 2</sup>	Not applicable	4	2
	Average processing time (months) <sup>Note 2</sup>	Not applicable	4.0	1.0
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	365	355	496
(e) Private Service Hire Car	Number of new applications in the year	0	0	0
	Number of HCPs issued to new applications in the year <sup>Note 1</sup>	Not applicable	Not applicable	Not applicable
	Shortest processing time (months) <sup>Note 2</sup>	Not applicable	Not applicable	Not applicable

		<b>2016</b>	<b>2017</b>	<b>2018</b>
	Longest processing time (months) <sup>Note 2</sup>	Not applicable	Not applicable	Not applicable
	Average processing time (months) <sup>Note 2</sup>	Not applicable	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	12	12	12

Note 1: Depending on the application submission date and timely submission of the required information, the approval of HCP(s) may not be granted in the same calendar year as the submission of application.

Note 2: The calculations on the shortest, longest and average processing time are based on all HCP applications completed (i.e. approved or rejected) within the specified year, irrespective of whether the TD received the applications in that specified year. The processing time is calculated from the date of receipt of all required information/supporting documents of the application.

Note 3: Including new and renewal applications, the number of valid HCPs as at 31 December of the year.

Note 4: The relatively long processing time was due to more time required for clarification on complicated cases, etc.

(3) A Private Service (Limousine) HCP is generally issued for the carriage of corporate clients or individuals requiring personalised, high-end and point-to-point transport services such as chauffeured limousines for weddings and corporate events.

(4) Generally speaking, a Private Service HCP is issued for the carriage of residents of remote areas where there is no or inadequate public transport services. The number of Private Service HCPs has been kept at a low level possibly because public transport services in Hong Kong have substantially improved in terms of quantity, quality and modal choice over the years.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)224**

**(Question Serial No. 2801)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will introduce 600 franchised taxis with online hailing feature, which is about 3% of the 18 000-odd taxis in Hong Kong. Will the Government advise this Committee on the following:

1. How did the Government come up with the assessment that 600 franchised taxis will be adequate in meeting the overall demand for e-hailing vehicles in Hong Kong? According to its policy objective, to what extent is the Government planning to meet the demand for e-hailing vehicles?
2. The Government indicated in its reply to a question regarding the Estimates of Expenditure last year that "in the course of taking forward the legislative amendments, the Government will thoroughly consult various stakeholders, including the taxi trade.". Will the stakeholders to be consulted include existing online car hailing platforms operating in the market (whether involving "pak pai" operation or not)?
3. Has the Government drawn up any timetable for a full review of the franchised taxi service in its implementation plan? If yes, what is the timetable?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 30)

Reply:

The Government plans to introduce 600 franchised taxis (i.e. about 3% of the 18 000-odd taxis in Hong Kong) under a trial scheme, which will last for five years. As franchised taxis will be a new type of service, its effectiveness can only be ascertained by the market response after its introduction. Considering the uncertainties of the passengers' demand for the new services under the trial scheme, and the taxi trade's concern on the number of franchised taxis, we are of the view that the present proposal (i.e. 600 vehicles) can strike a balance between various considerations. The Government plans to grant three franchises, with each allowing for the operation of 200 vehicles to provide franchised taxi services. In proposing this franchise number, we have made reference to the present fleet operation



experience of the taxi trade and taken into account the fact that a fleet must be of a certain scale for serving passengers and maintaining operation efficiency.

The Government has been communicating with taxi associations, unions as well as other stakeholders through various channels to canvass views from different parties on the franchised taxis proposal. The Government has also taken note of the views and opinions of the community. Besides, the Legislative Council (LegCo) Panel on Transport and the Transport Advisory Committee were consulted on the proposal of franchised taxis in November 2015, June 2016 and April 2017. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the LegCo in the 2018-19 legislative year. The LegCo Members and other stakeholders can express their views during the scrutiny of the bill.

Following implementation of the trial scheme, the Government will conduct a review and decide on the way forward having regard to the review results.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)225**

**(Question Serial No. 0579)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that the Government will “oversee the preparation and development of a real-time arrival information system for green minibuses (GMBs)” in 2019-20. In this connection, please inform this Committee of:

- (1) the staff establishment, estimated expenditure, specific timetable involved in the work concerned;
- (2) the preliminary locations for installation of the real-time arrival information system;
- (3) the details of actual operation of the system given that some GMB stops are currently without electricity supply;
- (4) whether the Government will make use of the system to collect relevant data to monitor the frequencies of GMBs having regard to complaints made by some passengers about serious loss trip problems in the provision of GMB services; and
- (5) the estimated number of GMBs to be covered by the real-time arrival information system.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 7)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the Transport Department (TD)’s website and the “e-Mobility” mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use. The main purpose of the system is to provide real-time arrival information to passengers. GMB operators can make use of the data for fleet management with a view to enhancing the operational efficiency, while the Government can apply the data for the purpose of traffic management or transport planning. The TD will continue to engage the GMB trade to explore further use of the information collected as appropriate.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about \$31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional annual recurrent expenditure of about \$3.39 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)226****(Question Serial No. 0462)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The provision for 2019-20 is \$565.6 million (117.2%) higher than the revised estimate for 2018-19 due to a net increase of four posts, increased requirement in operating expenses and increase in capital expenditure. Please provide details of the ranks, duties and estimated salaries in 2019-20 of the four posts, increased requirement in operating expenses and increase in capital expenditure.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 26)

Reply:

The increase in provision for 2019-20 over the revised estimate for 2018-19 under Programme (4) is mainly due to the additional provisions for the following items:

<b>Items</b>	<b>(\$ million)</b>
Additional provision for (i) the maintenance, operation and management of new infrastructure including Liantang/Heung Yuen Wai Boundary Control Point project, Central-Wan Chai Bypass and Island Eastern Corridor Link, the Scenic Hill Tunnel and the Airport Tunnel under the Hong Kong-Zhuhai-Macao Bridge project; and (ii) increase in the contractors' fees of the maintenance, operation and management contracts of the Tsing Sha Control Area	256.1
Additional provision for replacement or procurement of equipment and vehicles for government tunnels and bridges, procurement of new generation of parking meter system, refurbishment of Central to Mid-levels Escalator and Walkway System, and implementation of free-flow tolling system at government tolled tunnels and roads	304.7
Additional provision for the net creation of four posts in 2019-20	4.8
<b>Total</b>	<b>565.6</b>

There will be a net increase of four non-directorate posts in 2019-20 as a result of the creation of ten posts (including permanent and time-limited posts) to be offset by the deletion of six posts. The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are as follows:

<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
To cope with new and increasing workload arising from planning, implementation and monitoring of new infrastructure as well as management and handling of traffic and transport incidents	Senior Transport Officer	3	3,220,560
	Transport Officer II	1	485,040
Implementation of free flow tolling system at government tolled tunnels and roads and development of the system for the installation and issuance of in-vehicle units to vehicle owners	Senior Transport Officer	1	1,073,520
	Senior Treasury Accountant	1	1,445,940
	Transport Officer II	1	485,040
New parking initiatives for increasing the supply of parking spaces	Transport Officer II	1	485,040
To manage the Western Harbour Crossing Toll Compensation Scheme <sup>Note</sup>	Transport Officer I	1	767,160
	Transport Controller I	1	531,900
<b>Total</b>		<b>10</b>	<b>8,494,200</b>

Note: Given that the toll adjustment proposal for the rationalisation of cross-harbour traffic cannot be implemented due to insufficient support from the Legislative Council, the originally proposed Western Harbour Crossing Toll Compensation Scheme (the Scheme) will not come into effect. Nonetheless, the Government plans to negotiate with the franchisee of the Western Harbour Crossing (WHC) a standalone arrangement for payment of WHC tolls for franchised buses.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)227**

**(Question Serial No. 0464)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the next three years, will the department have new measures in the development and optimisation of the information collection and sharing system and the mobile applications related to the public transport and traffic services, if yes, the details, the expenditure and the additional manpower involved. What measures will the department take to encourage public traffic operators to open up their real-time data?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.:28)

Reply:

The Transport Department (TD) has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of passengers. At present, the MTR Corporation Limited (MTRCL), franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Franchised bus companies and the MTRCL are also working with the TD in providing real-time arrival information through TD's "HK eMobility" mobile application and "Hong Kong eTransport" web page, in order to bring convenience to the users. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications.

The Government understands that the community expects dissemination of more real-time public transport data and information. In this connection, the TD is actively liaising with the public transport operators (including franchised bus operators and the MTRCL) to encourage the opening up of their data, in particular the real-time arrival information, in machine-readable format on the "DATA.GOV.HK" Portal. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at DATA.GOV.HK in the third quarter of 2019.

In the next three years, the Government will fund and install on-board data collection devices for all Green Minibuses (GMBs), as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022. The estimated capital cost for the full-scale development and implementation of the system is \$31 million. Five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional notional annual mid-point salary of \$3.39 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)228****(Question Serial No. 0886)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding parking spaces in Hong Kong, will the Government inform this Committee of:

1. the current numbers of parking spaces for private cars and commercial vehicles (CVs) in the 18 districts of Hong Kong (with breakdown by district);
2. the measures to be taken by the Government to alleviate the shortage of parking spaces and the net increase in number of parking spaces in 2019-20; and
3. the progress of and expenditure involved in the consultancy study on parking for CVs, which was taken forward by the Transport Department (TD) in end-2017.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 37)Reply:

1. The numbers of parking spaces for private cars and CVs as at February 2019 in each of the 18 districts were as follows:

District	Number of parking spaces	
	Private car	Commercial vehicle
Central and Western	38 436	1 255
Wan Chai	39 425	526
Eastern	45 914	2 253
Southern	39 274	1 551
Yau Tsim Mong	33 487	2 671
Sham Shui Po	29 157	3 683
Kowloon City	49 617	2 176
Wong Tai Sin	20 834	1 426
Kwun Tong	45 371	3 470
Tsuen Wan	36 863	2 401



District	Number of parking spaces	
	Private car	Commercial vehicle
Tuen Mun	40 974	2 695
Yuen Long	41 255	2 472
North	21 655	1 911
Tai Po	28 516	1 331
Sai Kung	40 963	1 881
Sha Tin	72 885	2 941
Kwai Tsing	35 717	11 349
Islands	16 107	1 019
<b>Total</b>	<b>676 450</b>	<b>47 011</b>

2. The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:
- (a) designating suitable on-street locations as night-time parking spaces;
  - (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
  - (c) following the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable “Government, Institution or Community” facilities and public open space projects;
  - (d) encouraging parking of school buses inside school premises after school hours;
  - (e) providing parking spaces and picking up/setting down facilities for coaches;
  - (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles;
  - (g) continuing with a consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
  - (h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy, the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand, and if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on

the progress of individual development projects, the TD does not have specific projection on the number of such parking spaces.

3. The TD is taking forward the consultancy study on parking for CVs, which commenced in December 2017 for completion in end-2019, to assess the parking demand of CVs and to formulate short to long term measures to address the demand. The estimated expenditure for the study in 2019-20 is \$3.5 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)229**

**(Question Serial No. 1630)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2019-20 that the Transport Department (TD) will review the Public Transport Fare Subsidy Scheme (the Scheme) following its implementation. There were media reports that although some red minibus (RMB) routes were covered under the Scheme, less than half of the RMBs serving these routes had been installed with Octopus card readers, rendering some commuters unable to receive fare subsidies. Is the Government aware of this situation? What follow-up or remedial actions will be taken? Will consideration be given to using the provision of \$2,368.8 million newly allocated funds to subsidise the installation of Octopus card readers on the minibuses serving the above RMB routes?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 36)

Reply:

The Scheme has been implemented from 1 January 2019, covering the Mass Transit Railway, all franchised buses, green minibuses, ferries and trams, and designated routes of RMBs, Kaitos, and non-franchised buses providing residents' services (RS) and employees' services (ES) approved by the TD.

The operations of RMBs, Kaitos, RS and ES are relatively flexible and the TD's approval of their fare levels and fare adjustments are not required. To safeguard the use of public money, the Government needs to introduce suitable monitoring measures for including these four modes of public transport under the Scheme. Interested operators must meet the basic requirements (e.g. the operator must be a legal entity with business registration, must install Octopus readers on the vehicles/vessels for fare collection, must register the operating details of the route to be included in the Scheme with the TD, etc.) and submit an application for joining the Scheme to the TD. Besides, the operators must comply with a set of prescribed operational requirements, such as displaying clear signage of the Scheme at a conspicuous location of the vehicles/vessels, submitting operational data regularly, uploading transaction records of the Octopus payment system in a timely manner, submitting assurance reports on systems of internal control punctually, etc.

The TD has been encouraging the operators of RMB to join the Scheme and will continue to maintain close contacts with them to facilitate them to join the Scheme at the earliest possible time. The TD provides necessary information and clarifications on the requirements, as well as offers assistance and advice to the operators as appropriate. Notwithstanding this, whether and when individual RMB operators would install the Octopus readers on their vehicles and join the Scheme are their own business decision. Whilst the Octopus payment system will have to be installed by the operators at their own costs, the Octopus Cards Limited has been offering special concessions to operators which apply for joining the Scheme for the first time and use the Octopus payment system. They can procure the Octopus processors and other relevant devices and services at discounted prices. If the operators choose to rent the Octopus processors, the Octopus Cards Limited will offer rent-free concession for the first year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)230**

**(Question Serial No. 0897)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government inform this Committee of:

- a. the actual number of applicants per month since the implementation of the Scheme;
- b. whether the Government has any plan to review the Scheme in future to look into the possibility of, among others, lowering the eligibility threshold of each commuter by setting the level of monthly public transport expenses at \$300 or lower, raising the subsidy rate to at least one-third of the actual public transport expenses, and increasing the maximum amount of subsidy; and if yes, what are the details; and
- c. the staff establishment and expenditure involved in the implementation of the Scheme by the Government.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 32)

Reply:

- a. The Scheme was launched on 1 January 2019. The Scheme is non-means tested and commuters do not need to apply for the Scheme. Based on the actual public transport expenses of commuters under the Scheme in January and February 2019, the monthly average number of beneficiaries is around 2.15 million.
- b. The Government will commence a review of the Scheme around a year after the Scheme's implementation to examine its effectiveness, impact on the travelling patterns of commuters and the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.
- c. The staff establishment involved in the implementation of the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total :</b>		<b>15</b>

Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is \$11.6 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)231**

**(Question Serial No. 1021)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the green minibus (GMB) services in Kowloon East, will the Government inform this Committee of the following:

- a. Please list out the number of vehicles providing GMB service serving various areas in Kowloon East and the respective service details (including service frequency, fare, and number of drivers serving the respective route, etc.) in each of the past three years, with breakdown by public light bus (PLB) operator and service route.
- b. Further to the above item, after implementation of the measure to increase the maximum seating capacity of PLBs (to 19 seats), what are its impacts on the PLB services in the district in terms of, among others, average passenger waiting time (during peak hours and non-peak hours), occupancy rate, lost trip rate, increase or decrease in the number of routes operated, as well as the number and percentage of 19-seat light buses and low-floor light buses over the GMB fleet size in the district. Please provide the information with breakdown by PLB operator and service route in the district.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 41)

Reply:

- (a) The list of GMB routes serving various areas in Kowloon East and the respective service details in 2016, 2017 and 2018 are at Annex 1, Annex 2 and Annex 3 respectively.
- (b) The Transport Department launched a regular survey on the market occupancy rate of PLB in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation (e.g. average waiting time, frequencies, and etc.) of PLB services (including the GMB routes in Kowloon East) will be reviewed after the implementation of the new maximum seating capacity. The review will be completed by end 2019.

As at end February 2019, the number of 19-seat PLB deployed on each of the GMB routes serving Kowloon East is set out in the table below. No low-floor wheelchair accessible PLB is deployed on the routes.

<b>Operator</b>	<b>GMB route</b>	<b>Number of 19-seat PLB</b>
Success Transportation Limited	16, 16A, 16B, 16S	10
Peak Scene Limited	18M, 19, 19A, 19M, 19S	1
Win Top Service Limited	20, 20M	0
Cheung Tung management Company Limited	23, 23B, 23C, 23M, 23S, 24, 24M, 24S	2
Hon Wah Maxicab limited	34M, 34S, 35, 36A	9
Fonsilk Investment Limited	46	4
Brilliant Way Public Light Bus (Scheduled) Service Company Limited	47	5
Koon Wing Motors Limited	48, 49, 49M	6
Fasty Transportation Limited	50	3
Nice Class Company Limited	51M, 52, 53M	3
Better Coin Industrial Limited	54, 54M, 54S	5
Shine Wah Maxicab Limited	56	0
Hon Wah Maxicab Limited	60	4
Kamalie Limited	62S, 63	0
Set Main Development Limited	68	0
Smart Champion Investment Limited	69, 69A	4
Holy Gain Limited	70, 70A	9
Win Access Limited	72	2
Main River International Limited	73	5
Multi Logistics Limited	86	2
Hiew Nyuk Yin	87	0
Constant Rich Trading Limited	88	0
Lok Wah Public Light Bus Limited	22A, 22M	7
Hop Cheong P.L.B. Maxicab Company Limited	33A, 33M	3
Fine Luck Limited	25A, 25B, 25M, 25MS	14
Brilliant Way P.L.B. (Scheduled) Service Company Limited	37A, 37B 37M	8
Cantel Limited	38M, 39M	0
Yau Man Investment Limited	66S	0
Poly Winner Trading Limited	71A, 71B	0
Sky Team Transportation Limited	76A, 76B, 76B (Supplementary Service)	2
Honest Profit Corporation Limited	79M	4
Forever Richly Development Limited	83A, 83M	2
Eternal Honest Limited	89A, 89B, 89C	7



2016

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
16	Jat's Incline (Choi Wan Estate - Ping Shek Estate (Circular))	2-5	3.2	13	70 (serving a total of four routes)	Success Transportation Limited
16A	Fung Shing Street - Ping Shek Estate (Circular)	5-13	3.6	6		
16B	Scenic View - Ping Shek Public Transport Interchange	6-12	3.6	5		
16S	Aria - Ping Shek Estate (Circular)	10	3.6	4		
18M	Tsz Wan Shan (North) - Wong Tai Sin Station	6	3.6	5	118 (serving a total of five routes)	Peak Scene Limited
19	San Po Kong - Tsz Wan Shan Road (Shatin Pass Estate)	20-35	4.8	5		
19A	Grand View Garden - Diamond Hill Station Public Transport Interchange (Circular)	3/5	3.5	4		
19M	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Road (Shatin Pass Estate)	5-8	3.9	7		
19S	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Shopping Centre	7-10	3.9	7		
20	San Po Kong - Tsz Wan Shan (North) (Circular)	8-15	4.8	5	28 (serving a total of two routes)	Win Top Service Limited
20M	San Po Kong - Wong Tai Sin Station	6	3.6	3		

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
22A	Lok Wah Estate - Kwun Tong Ferry (Circular)	20	3.5	18	8	Lok Wah Public Light Bus Limited
22M	Lok Wah Estate - Kwun Tong Station (Circular)	2-12	3.3	(serving a total of two routes)	42	
23	Kwun Tong (Wan Hon Street) - Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus	15	3.0	1	51 (serving a total of eight routes)	Cheung Tung Management Company Limited
23B	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Cha Kwo Ling	6-13	3.0	4 (serving a total of four routes)		
23C	Laguna City - Yau Tong Station (Cha Kwo Ling Road) (Circular)	5-7	3.0			
23M	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus) - Lam Tin (Sin Fat Road) (Circular)	4-15	4.0			
23S	Laguna City - Sceneway Garden	6	2.8			
24	Sam Ka Tsuen Ferry - Lam Tin (Circular)	10-15	3.8	7 (serving a total of three routes)		
24M	Hing Tin (Pik Wan Road) - Yau Tong Public Transport Interchange	4-6	3.4			
24S	Yau Tong Public Transport Interchange - Tung Yuen Street (Circular)	10-15	3.4			

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
25M	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	6/8	5.9	13	56	Fine Luck Limited
33A	Hilltop Garden - Diamond Hill Station	8	4.3	3	19 (serving a total of two routes)	Hop Cheong P.L.B. Maxicab Company Limited
33M	Hilltop Garden - Wong Tai Sin Station	3-7	4.3	9		
34M	Hiu Lai Court - Kwun Tong (Yue Man Square)(Circular)	5-8	3.2	9	75 (serving a total of four routes)	Hon Wah Maxicab Limited
34S	Sau Mau Ping (Upper) Bus Terminus - Kwun Tong (Yue Man Square) (Circular)	8/10	3.2	5		
35	Choi Ha Estate - Hong Lee Court	5-7	3.5	7		
36A	Crocodile Hill (Hong Lee Court) - Yue Man Square (Circular)	5-7	3.2	5		
37A	Wong Tai Sin Station - Tsz Wan Shan (North)	4-15	3.8	16	106 (serving a total of two routes)	Brilliant Way P.L.B. (Scheduled) Service Company Limited
37M	Wong Tai Sin Station - Tsz Man Estate (Circular)	1-6	3.8	14		
38M	Chuk Yuen (North) Estate - Wong Tai Sin Station (Shatin Pass Road)	2-10	3.6	7	75 (serving a total of two routes)	Cantel Limited
39M	Lok Fu - Tung Tau (Circular)	6-8	3.6	5		
46	Richland Gardens - Tai Kok Tsui (Olympic Station)	3-15	7.2	24	43	Fonsilk Investment Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
47	Shun Lee - Tsui Ping (Fuk Tong Road) (Circular)	12-15	5.2	7	25	Brilliant Way Public Light Bus (Scheduled) Service Company Limited
48	Shun Lee - Kowloon Bay(Circular)	4-8	6.1	14	45	Koon Wing Motors Limited
49	Shun Tin - Kowloon City Ferry (Circular)	25	6.4	2	6	
49M	Shun Tin - Ping Shek (Circular)	20	4.2	2	6	
50	United Christian Hospital - Kwun Tong (Yue Man Square) (Circular)	8	3.3	6	39	Fasty Transportation Limited
51M	Richland Gardens - Kowloon Bay Station (Circular)	1-4	3.0	8	45 (serving a total of three routes)	Nice Class Company Limited
52	Chuk Yuen Estate - San Po Kong	4-12	4.9	7		
53M	Lok Fu Station - Tin Ma Court (Kam Chuk Lane) (Circular)	4-8	3.0	4		
54	Shun Tin - Lok Fu	6-12	8.0	8	21	Better Coin Industrial Limited
54M	Shun Tin - Ping Shek (Circular)	9	4.2	10	26	
54S	Shun Lee Disciplined Services Quarters - Wong Tai Sin (Shatin Pass Road)(Circular)	9-15	6.6	4	10	
56	Richland Gardens - Shung Yan Street	10-12	5.1	4	12	Shine Wah Services Limited
60	Lam Tin - Shun Lee Estate (Circular)	3-5	4.7	11	26	Hon Wah Maxicab Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
62S	Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui	20	12.5	4	44 (serving a total of two routes)	Kamalie Limited
63	Lam Tin (Kwong Tin Estate) - Kwun Tong (Tung Yan Street) (Circular)	4	4.9	12		
65	Tsz Wan Shan (South) - Chuk Yuen	20/30	3.6	1	1-2	Yau Man Investment Limited
66S	Hammer Hill Road - Mong Kok (overnight service)	20/25	11.5	2	2-3	
68	Choi Wan Estate - Kowloon Bay (Circular)	8-12	5.8	6	10	Set Main Development Limited
69	Laguna City - Kowloon City (Lion Rock Road)	15-20	8.2	8 (serving a total of two routes)	29 (serving a total of two routes)	Smart Champion Investments Limited
69A	Laguna City - Tung Choi Street	15	9.0			
70	Diamond Hill Station Public Transport Interchange - Tai Kok Tsui (Island Harbourview)	4-10	8.3	15	65 (serving a total of two routes)	Holy Gain Limited
70A	Diamond Hill Station Public Transport Interchange - Olympic Station Public Transport Interchange	8-15	8.3	8		
71A	Po Tat Estate - Lam Tin Station (Circular)	4-9	4.0	9	19	Poly Winner Trading Limited
71B	Sau Mau Ping Estate - Lam Tin Station	6-10	4.0	6	13	
72	Grand View Garden - Festival Walk Public Transport Terminus	6-9	6.0	8	38	Win Access Limited
73	Festival Walk Public Transport Terminus - Tsz Wan Shan Shopping Centre (Circular)	8-12	6.5	6	52	Main River International Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
76A	Kwong Tin - United Christian Hospital (Circular)	10-15	5.5	11 (serving a total of three routes)	31 (serving a total of three routes)	Sky Team Transportation Limited
76B	United Christian Hospital - Yau Tong Public Transport Interchange	12-30	5.5			
76B (Supplementary Service)	United Christian Hospital - Lam Tin Public Transport Interchange (Circular)	12-30	5.5			
79M	King Tung Street - Wong Tai Sin Station	3-10	3.7	5	42	Honest Profit Corporation Limited
83A	Choi Fook Estate - Ping Shek	10-15	3.7	8 (serving a total of two routes)	29 (serving a total of two routes)	Forever Richly Development Limited
83M	Choi Ying Estate - Ping Shek	12	3.7			
85	San Po Kong (The Latitude) - Festival Walk Public Transport Terminus	10-18	7.0	4	10	Fine Luck Limited
86	Cruise Terminal - Kowloon Bay (Telford Gardens) (Circular)	8-20	5.5	4	8	Multi Logistics Limited
87	Lei Yue Mun Estate Public Transport Interchange - Kowloon Bay (Kai Yan Street)(Circular)	15-20	9.0	4	10	Hiew Nyuk Yin
88	Kai Ching Estate (Kai Tak) - Wong Tai Sin Station (Circular)	12 – 20	4.0	4	8	Constant Rich Trading Limited
89A	Anderson Road Development Area - Ngau Tau Kok (Jordan Valley North Road)(Circular)	10	4.8	6	9	Eternal Honest Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMBs deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
89B	Anderson Road Development Area - Kowloon Bay (Sheung Yee Road) (Circular)	15	6.8	5	7	

2017

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
16	Jat's Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	2-5	3.2	13	70 (serving a total of four routes)	Success Transportation Limited
16A	Fung Shing Street - Ping Shek Estate (Circular)	5-13	3.6	6		
16B	Scenic View - Ping Shek Public Transport Interchange	6-12	3.6	5		
16S	Aria - Ping Shek Estate (Circular)	10	3.6	4		
18M	Tsz Wan Shan (North) - Wong Tai Sin Station	6	3.6	5	108 (serving a total of five routes)	Peak Scene Limited
19	San Po Kong - Tsz Wan Shan Road (Shatin Pass Estate)	20-35	4.8	5		
19A	Grand View Garden - Diamond Hill Station Public Transport Interchange (Circular)	3/5	3.5	7		
19M	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Road (Shatin Pass Estate)	5-8	3.9	4		
19S	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Shopping Centre	7-10	3.9	7		
20	San Po Kong - Tsz Wan Shan (North) (Circular)	8-15	4.8	5	28 (serving a total of two routes)	Win Top Service Limited
20M	San Po Kong - Wong Tai Sin Station	6	3.6	3		



<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
22A	Lok Wah Estate - Kwun Tong Ferry (Circular)	20	4.9	19 (serving a total of two routes)	10	Lok Wah Public Light Bus Limited
22M	Lok Wah Estate - Kwun Tong Station (Circular)	2-12	3.6		42	
23	Kwun Tong (Wan Hon Estate) - Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus	15	3.0	1	53 (serving a total of eight routes)	Cheung Tung Management Company Limited
23B	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Cha Kwo Ling	6-13	4.0	4 (serving a total of four routes)		
23C	Laguna City - Yau Tong Station (Cha Kwo Ling Road) (Circular)	5-7	3.0			
23M	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Lam Tin (Sin Fat Road) (Circular)	4-15	4.0			
23S	Laguna City - Sceneway Garden	6	2.8			
24	Sam Ka Tsuen Ferry - Lam Tin (Circular)	10-15	3.8	7 (serving a total of three routes)		
24M	Hing Tin (Pik Wan Road) - Yau Tong Public Transport Interchange	4-6	3.4			
24S	Yau Tong Public Transport Interchange - Tung Yuen Street (Circular)	10-15	3.4			

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
25A	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	15	5.9	16 (serving a total of two routes)	58 (serving a total of two routes)	Fine Luck Limited
25M	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	6/8	5.9			
33A	Hilltop Garden - Diamond Hill Station	8	4.3	3	23 (serving a total of two routes)	Hop Cheong P.L.B. Maxicab Company Limited
33M	Hilltop Garden - Wong Tai Sin Station	3-7	4.3	9		
34M	Hiu Lai Court - Kwun Tong (Yue Man Square) (Circular)	5-8	3.4	9	76 (serving a total of four routes)	Hon Wah Maxicab Limited
34S	Sau Mau Ping (Upper) Bus Terminus - Kwun Tong (Yue Man Square) (Circular)	8/10	3.4	5		
35	Choi Ha Estate - Hong Lee Court	5-7	3.7	7		
36A	Crocodile Hill (Hong Lee Court) - Yue Man Square (Circular)	5-7	3.4	5		
37A	Wong Tai Sin Station - Tsz Wan Shan (North)	4-15	4.1	10	106 (serving a total of three routes)	Brilliant Way P.L.B. (Scheduled) Service Company Limited
37B	Wong Tai Sin Station - Tsz Lok Estate (Circular)	6-15	4.1	3		
37M	Wong Tai Sin Station - Tsz Man Estate (Circular)	1-6	4.1	27		
38M	Chuk Yuen (North) Estate - Wong Tai Sin Station (Shatin Pass Road)	2-10	3.6	7	75 (serving a total of two routes)	Cantel Limited
39M	Lok Fu - Tung Tau (Circular)	6-8	3.6	5		

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
46	Richland Gardens - Tai Kok Tsui (Olympic Station)	3-15	7.8	24	40	Fonsilk Investment Limited
47	Shun Lee - Tsui Ping (Fuk Tong Road) (Circular)	12-15	5.5	7	23	Brilliant Way P.L.B. (Scheduled) Service Company Limited
48	Shun Lee - Kowloon Bay (Circular)	4-8	6.1	14	44	Koon Wing Motors Limited
49	Shun Tin - Kowloon City Ferry (Circular)	25	6.4	2	6	
49M	Shun Tin - Ping Shek (Circular)	20	4.2	2	6	
50	United Christian Hospital - Kwun Tong (Yue Man Square) (Circular)	8	3.3	6	39	Fasty Transportation Limited
51M	Richland Gardens - Kowloon Bay Station (Circular)	1-4	3.0	8	45 (serving a total of three routes)	Nice Class Company Limited
52	Chuk Yuen Estate - San Po Kong	4-12	4.9	7		
53M	Lok Fu Station - Tin Ma Court (Kam Chuk Lane) (Circular)	4-8	3.0	4		
54	Shun Tin - Lok Fu	6-12	8.0	8	20	Better Coin Industrial Limited
54M	Shun Tin - Ping Shek (Circular)	9	4.2	10	25	
54S	Shun Lee Disciplined Services Quarters - Wong Tai Sin (Shatin Pass Road)	9-15	6.6	4	10	
56	Richland Gardens - Shung Yan Street	10-12	5.5	5	11	Shine Wah Services Limited
60	Lam Tin - Shun Lee Estate (Circular)	3-5	4.7	11	26	Hon Wah Maxicab Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
62S	Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui	20	12.5	4	49 (serving a total of two routes)	Kamalie Limited
63	Lam Tin (Kwong Tin Estate) - Kwun Tong (Tung Yan Street) (Circular)	4	4.9	12		
66S	Hammer Hill Road - Mong Kok (overnight service)	20/25	11.5	2	2-3	Yau Man Investment Limited
68	Choi Wan Estate - Kowloon Bay (Circular)	8-12	6.3	6	10	Set Main Development Limited
69	Laguna City - Kowloon City (Lion Rock Road)	15-20	8.2	8 (serving a total of two routes)	26 (serving a total of two routes)	Smart Champion Investments Limited
69A	Laguna City - Tung Choi Street	15	9.0			
70	Diamond Hill Station Public Transport Interchange - Tai Kok Tsui (Island Harbourview)	4-10	9.0	15	61 (serving a total of two routes)	Holy Gain Limited
70A	Diamond Hill Station Public Transport Interchange - Olympic Station Public Transport Interchange	8-15	9.0	8		
71A	Po Tat Estate - Lam Tin Station (Circular)	4-9	4.0	9	19	Poly Winner Trading Limited
71B	Sau Mau Ping Estate - Lam Tin Station	6-10	4.0	6	13	
72	Grand View Garden - Festival Walk Public Transport Terminus	6-9	6.0	8	38	Win Access Limited
73	Festival Walk Public Transport Terminus - Tsz Wan Shan Shopping Centre (Circular)	8-12	6.0	6	52	Main River International Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
76A	Kwong Tin - United Christian Hospital (Circular)	10-15	5.5	11 (serving a total of three routes)	28 (serving a total of three routes)	Sky Team Transportation Limited
76B	United Christian Hospital - Yau Tong Public Transport Interchange	12-30	5.5			
76B (Supplementary Service)	United Christian Hospital - Lam Tin Public Transport Interchange (Circular)	12-30	5.5			
79M	King Tung Street -Wong Tai Sin Station	3-10	4.0	5	42	Honest Profit Corporation Limited
83A	Choi Fook Estate - Ping Shek	10-15	3.7	8 (serving a total of two routes)	30 (serving a total of two routes)	Forever Richly Development Limited
83M	Choi Ying Estate - Ping Shek	12	3.7			
85	San Po Kong (The Latitude) - Festival Walk Public Transport Terminus	10-18	7.0	4	10	Fine Luck Limited
86	Cruise Terminal - Kowloon Bay (Telford Gardens) (Circular)	8-20	6.0	4	8	Multi Logistics Limited
87	Lei Yue Mun Public Transport Interchange - Kowloon Bay (Kai Yan Street)(Circular)	15-20	9.0	4	10	Hiew Nyuk Yin
88	Kai Ching Estate (Kai Tak) - Wong Tai Sin Station (Circular)	12-20	4.0	4	4	Constant Rich Trading Limited
89A	On Tai Estate - Ngau Tau Kok Bus Terminus	10-30	4.8	8	12	Eternal Honest Limited
89B	On Tai Estate - Kowloon Bay (Zero Carbon Building)	12/20	6.8	6	9	

2018

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
16	Jat's Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	2-5	3.2	13	70 (serving a total of four routes)	Success Transportation Limited
16A	Fung Shing Street - Ping Shek Estate (Circular)	5-13	3.6	6		
16B	Scenic View - Ping Shek Public Transport Interchange	6-12	3.6	5		
16S	Aria - Ping Shek Estate (Circular)	10	3.6	4		
18M	Tsz Wan Shan (North) - Wong Tai Sin Station	6	3.9	5	110 (serving a total of five routes)	Peak Scene Limited
19	San Po Kong - Tsz Wan Shan Road (Shatin Pass Estate)	20-35	5.3	5		
19A	Grand View Garden - Diamond Hill Station Public Transport Interchange (Circular)	3/5	3.7	7		
19M	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Road (Shatin Pass Estate)	5-8	4.2	4		
19S	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Shopping Centre	7-10	4.2	7		
20	San Po Kong - Tsz Wan Shan (North) (Circular)	8-15	4.8	5	28 (serving a total of two routes)	Win Top Service Limited
20M	San Po Kong - Wong Tai Sin Station	6	3.6	3		

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
22A	Lok Wah Estate - Kwun Tong Ferry (Circular)	20	4.9	19 (serving a total of two routes)	10	Lok Wah Public Light Bus Limited
22M	Lok Wah Estate - Kwun Tong Station (Circular)	2-12	3.6		42	
23	Kwun Tong (Wan Hon Street) - Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus	15	3.0	1	53 (serving a total of eight routes)	Cheung Tung Management Company Limited
23B	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Cha Kwo Ling	6-13	4.0	4 (serving a total of four routes)		
23C	Laguna City - Yau Tong Station (Cha Kwo Ling Road) (Circular)	5-7	3.0			
23M	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Lam Tin (Sin Fat Road) (Circular)	4-15	4.0			
23S	Laguna City - Sceneway Garden	6	2.8			
24	Sam Ka Tsuen Ferry - Lam Tin (Circular)	10-15	3.8	7 (serving a total of three routes)		
24M	Hing Tin (Pik Wan Road) - Yau Tong Public Transport Interchange	4-6	3.4			
24S	Yau Tong Public Transport Interchange - Tung Yuen Street (Circular)	10-15	3.4			

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
25B	San Po Kong (The Latitude) - Kowloon Tong (Suffolk Road) Public Transport Interchange	15	6.8	3	15	Fine Luck Limited
25A	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	15	5.9	16 (serving a total of two routes)	58 (serving a total of two routes)	
25M	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	6/8	5.9			
33A	Hilltop Garden - Diamond Hill Station	8	4.3	3	28 (serving a total of two routes)	Hop Cheong P.L.B. Maxicab Company Limited
33M	Hilltop Garden - Wong Tai Sin Station	3-7	4.3	9		
34M	Hiu Lai Court - Kwun Tong (Yue Man Square) (Circular)	5-8	3.4	10	71 (serving a total of four routes)	Hon Wah Maxicab Limited
34S	Sau Mau Ping (Upper) Bus Terminus - Kwun Tong (Yue Man Square) (Circular)	8/10	3.4	6		
35	Choi Ha Estate - Hong Lee Court	5-7	3.7	7		
36A	Crocodile Hill (Hong Lee Court) - Yue Man Square (Circular)	5-7	3.4	5		
37A	Wong Tai Sin Station - Tsz Wan Shan (North)	4-15	4.1	10	106 (serving a total of three routes)	Brilliant Way P.L.B. (Scheduled) Service Company Limited
37B	Wong Tai Sin Station - Tsz Lok Estate (Circular)	6-15	4.1	3		
37M	Wong Tai Sin Station - Tsz Man Estate (Circular)	1-6	4.1	27		



<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
38M	Chuk Yuen (North) Estate - Wong Tai Sin Station (Shatin Pass Road)	2-10	3.6	7	75 (serving a total of two routes)	Cantel Limited
39M	Lok Fu - Tung Tau (Circular)	6-8	3.6	5		
46	Richland Gardens - Tai Kok Tsui (Olympic Station)	3-15	7.8	24	40	Fonsilk Investment Limited
47	Shun Lee - Tsui Ping (Fuk Tong Road) (Circular)	12-15	5.5	7	22	Brilliant Way P.L.B. (Scheduled) Service Company Limited
48	Shun Lee - Kowloon Bay (Circular)	4-8	6.1	14	43	Koon Wing Motors Limited
49	Shun Tin - Kowloon City Ferry (Circular)	25	6.4	2	6	
49M	Shun Tin - Ping Shek (Circular)	20	4.2	2	6	
50	United Christian Hospital - Kwun Tong (Yue Man Square) (Circular)	8	3.3	6	40	Fasty Transportation Limited
51M	Richland Gardens - Kowloon Bay Station (Circular)	1-4	3.4	8	45 (serving a total of three routes)	Nice Class Company Limited
52	Chuk Yuen Estate - San Po Kong	4-12	5.7	7		
53M	Lok Fu Station - Tin Ma Court (Kam Chuk Lane) (Circular)	4-8	3.4	4		
54	Shun Tin - Lok Fu	6-12	8.0	8	20	Better Coin Industrial Limited
54M	Shun Tin - Ping Shek (Circular)	9	4.2	10	24	
54S	Shun Lee Disciplined Services Quarters - Wong Tai Sin (Shatin pass Road)(Circular)	9-15	6.6	4	10	

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
56	Richland Gardens - Shung Yan Street	10-12	5.5	5	12	Shine Wah Services Limited
60	Lam Tin - Shun Lee Estate (Circular)	3-5	4.7	11	26	Hon Wah Maxicab Limited
62S	Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui	20	12.5	4	49 (serving a total of two routes)	Kamalie Limited
63	Lam Tin (Kwong Tin Estate) - Kwun Tong (Tung Yan Street) (Circular)	4	4.9	12		
66S	Hammer Hill Road - Mong Kok (overnight service)	20/25	11.5	2	2-3	Yau Man Investment Limited
68	Choi Wan Estate - Kowloon Bay (Circular)	8-12	6.3	6	10	Set Main Development Limited
69	Laguna City - Kowloon City (Lion Rock Road)	15-20	8.2	8 (serving a total of two routes)	21 (serving a total of two routes)	Smart Champion Investments Limited
69A	Laguna City - Tung Choi Street	15	9.0			
70	Diamond Hill Station Public Transport Interchange - Tai Kok Tsui (Island Harbourview)	4-10	9.0	15	68 (serving a total of two routes)	Holy Gain Limited
70A	Diamond Hill Station Public Transport Interchange - Olympic Station Public Transport Interchange	8-15	9.0	8		
71A	Po Tat Estate - Lam Tin Station (Circular)	4-9	4.0	9	19	Poly Winner Trading Limited
71B	Sau Mau Ping Estate - Lam Tin Station	6-10	4.0	6	13	
72	Grand View Garden - Festival Walk Public Transport Terminus	6-9	6.0	8	38	Win Access Limited

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
73	Festival Walk Public Transport Terminus - Tsz Wan Shan Shopping Centre (Circular)	8-12	6.5	6	52	Main River International Limited
76A	Kwong Tin - United Christian Hospital (Circular)	10-15	5.5	11 (serving a total of three routes)	28 (serving a total of three routes)	Sky Team Transportation Limited
76B	United Christian Hospital - Yau Tong Public Transport Interchange	12-30	5.5			
76B (Supplementary Service)	United Christian Hospital - Lam Tin Public Transport Interchange (Circular)	12-30	5.5			
79M	King Tung Street -Wong Tai Sin Station	3-10	4.0	5	42	Honest Profit Corporation Limited
83A	Choi Fook Estate - Ping Shek	10-15	3.7	8 (serving a total of two routes)	32 (serving a total of two routes)	Forever Richly Development Limited
83M	Choi Ying Estate - Ping Shek	12	3.7			
86	Cruise Terminal - Kowloon Bay (Telford Gardens) (Circular)	8-20	6.0	4	8	Multi Logistics Limited
87	Lei Yue Mun Estate Public Transport Interchange - Kowloon Bay (Kai Yan Street)(Circular)	15-20	9.0	4	10	Hiew Nyuk Yin
88	Kai Ching Estate (Kai Tak) - Wong Tai Sin Station (Circular)	12-20	4.0	4	8	Constant Rich Trading Limited
89A	On Tai Estate - Ngau Tau Kok Bus Terminus	12/15	4.8	6	9	Eternal Honest Limited
89B	On Tai Estate - Kowloon Bay (Zero Carbon Building)	12/20	6.8	5	7	

<b>GMB route</b>	<b>Origin - Destination</b>	<b>Headway (min.)</b>	<b>Fare (\$)</b>	<b>No. of GMB deployed to the route</b>	<b>No. of drivers serving the route</b>	<b>Operator</b>
89C	On Tat Estate - Ngau Tau Kok Bus Terminus	20/30 12/15 (special service)	4.8	5	7	Eternal Honest Limited

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)232**

**(Question Serial No. 1022)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

As regards traffic accident black spots in Kowloon East, will the Government inform this Committee:

- (a) of the numbers of traffic accidents which occurred at the traffic accident black spots of different areas in Kowloon East in each of the past three years, with breakdown by area and location, degree of injury, vehicle class involved and cause of accident; and
- (b) what measures the Government has taken in the past three years to minimise the number of traffic accidents at the above traffic accident black spots, with breakdown by type of measure and the corresponding staff establishment and expenditure involved.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 43)

Reply:

- (a) The numbers of traffic accidents occurred at the traffic accident black spots of different areas in Kowloon East in each of the past three years, by degree of injury, by vehicle class, and by contributory factor are at Annex 1, Annex 2 and Annex 3 respectively.
- (b) The Transport Department (TD) has been implementing various enhancement measures, having taken into account the actual conditions and details of the traffic accident black spots. These enhancement measures include:-
  - (i) installing new or adjusting traffic signals;
  - (ii) improving road environment, such as laying anti-skid material and constructing central dividers;
  - (iii) improving pedestrian facilities, such as adding crossing facilities, installing railings and widening the footpath; and
  - (iv) improving traffic signs and road markings.

The enhancement measures mentioned above were implemented by staff of the TD as part of the TD's normal duties. There is no breakdown of the manpower and expenditure involved.

**Numbers of traffic accidents and casualties by degree of injury  
at traffic accident black spots in Kowloon East in years between 2016 and 2018**

Traffic accident black spots in Kowloon East	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>Kwun Tong</b>												
Kai Cheung Road, Wang Chiu Road	4	0	1	4	5	0	1	4	11	0	1	15
Kwun Tong Road, Hong Ning Road	17	0	1	27	9	0	0	18	12	0	0	15
Kwun Tong Road, Lai Yip Street, Elegance Road	4	0	1	3	9	0	1	10	13	0	0	15
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	5	0	0	5	4	0	1	4	12	0	4	14
Hong Ning Road, Ming Chi Street	1	1	0	0	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	3	0	0	3	2	1	0	1	2	0	0	2
<b>Wong Tai Sin</b>												
Tseuk Luk Street, Hong Keung Street	2	0	1	1	4	0	0	4	11	0	3	8
Choi Hung Road, Choi Yee Lane	1	0	0	1	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	0	0	3	3	0	0	5	6	0	2	8
New Clear Water Bay Road, Fung Shing Street	4	1	0	3	3	1	2	14	2	0	0	5

**Numbers of traffic accidents in 2016 by vehicle class at traffic accident black spots in Kowloon East**

Traffic accident black spots in Kowloon East	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle
<b>Kwun Tong</b>									
Kai Cheung Road, Wang Chiu Road	0	0	2	1	0	1	1	0	0
Kwun Tong Road, Hong Ning Road	1	7	9	2	1	4	5	0	1
Kwun Tong Road, Lai Yip Street, Elegance Road	1	1	0	0	0	3	0	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	2	0	1	0	0	3	0	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	1	0
Ngau Tau Kok Road, Horse Shoe Lane	1	1	2	0	0	1	0	0	0
<b>Wong Tai Sin</b>									
Tseuk Luk Street, Hong Keung Street	0	2	0	0	0	0	0	0	0
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	1	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	0	0	0	0	0	3	0	0	0
New Clear Water Bay Road, Fung Shing Street	1	2	2	0	0	1	0	0	0



## Numbers of traffic accidents in 2017 by vehicle class at traffic accident black spots in Kowloon East

Traffic accident black spots in Kowloon East	Motor cycle	Private car	Taxi	Public light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle
<b>Kwun Tong</b>								
Kai Cheung Road, Wang Chiu Road	3	2	2	0	0	0	1	0
Kwun Tong Road, Hong Ning Road	2	5	4	0	1	2	1	1
Kwun Tong Road, Lai Yip Street, Elegance Road	1	2	2	0	6	1	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	1	1	1	0	3	0	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	1	0	1	1	0	0	0
<b>Wong Tai Sin</b>								
Tseuk Luk Street, Hong Keung Street	0	2	1	0	0	1	0	0
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	0	1	1	1	1	0	0	0
New Clear Water Bay Road, Fung Shing Street	1	0	0	1	2	1	1	0

## Numbers of traffic accidents in 2018 by vehicle class at traffic accident black spots in Kowloon East

Traffic accident black spots in Kowloon East	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Special purpose vehicle
<b>Kwun Tong</b>									
Kai Cheung Road, Wang Chiu Road	4	5	6	0	0	2	2	0	1
Kwun Tong Road, Hong Ning Road	0	5	3	1	0	6	1	1	0
Kwun Tong Road, Lai Yip Street, Elegance Road	2	3	3	0	0	9	1	1	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	4	3	3	3	0	6	1	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	0	0	2	0	0	0	0	0
<b>Wong Tai Sin</b>									
Tseuk Luk Street, Hong Keung Street	0	4	2	0	1	1	4	0	0
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	2	1	0	0	1	1	1	0
New Clear Water Bay Road, Fung Shing Street	0	1	0	0	0	2	0	0	0

**Numbers of traffic accidents involving corresponding contributory factors at traffic accident black spots in Kowloon East  
in years between 2016 and 2018**

Traffic accident black spots in Kowloon East	2016				2017				2018			
	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor
<b>Kwun Tong</b>												
Kai Cheung Road, Wang Chiu Road	0	2	0	0	1	6	0	0	0	9	1	0
Kwun Tong Road, Hong Ning Road	5	9	0	0	1	11	0	2	1	9	0	0
Kwun Tong Road, Lai Yip Street, Elegance Road	1	0	0	0	6	4	0	0	2	9	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	0	3	0	0	2	2	0	0	1	9	0	0
Hong Ning Road, Ming Chi Street	1	2	0	0	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	1	0	0	1	1	0	0	0	1	0	0

Traffic accident black spots in Kowloon East	2016				2017				2018			
	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor
<b>Wong Tai Sin</b>												
Tseuk Luk Street, Hong Keung Street	0	1	0	0	0	2	0	0	2	6	0	0
Choi Hung Road, Choi Yee Lane	1	1	0	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	4	1	0	2	2	0	0	0	0	1	0
New Clear Water Bay Road, Fung Shing Street	0	3	0	0	0	2	0	0	0	3	0	0

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)233****(Question Serial No. 2422)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

Regarding “service planning 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 (1) public transport mode (with further breakdown by green minibus (GMB) routes and ferry service); (2) application date; (3) rate of fare adjustment applied for; and (4) application result.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 44)

Reply:

The latest situation on fare adjustment applications received from various public transport modes in 2018-19 is as follows:

**(A) Franchised Bus**

<b>Bus company</b>	<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	24 August 2017	12%	The average fare increase rate was 7% (New fares took effect from 20 January 2019)
New World First Bus Services Limited	24 August 2017	12%	The average fare increase rate was 5.6% (New fare took effect from 20 January 2019)
The Kowloon Motor Bus Company (1933) Limited	7 September 2018	8.5%	Being processed
Long Win Bus Company Limited	7 September 2018	8.5%	Being processed
New Lantao Bus Co. (1973) Limited.	28 September 2018	9.8%	Being processed

**(B) Green Minibus (GMB)**

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
1.	Hong Kong Island (HKI) 51	April 2018	To increase by 18.2%	To be increased by 5.8%
2.	HKI 51A	April 2018	To increase by 18.2%	To be increased by 5.8%
3.	HKI 51S	April 2018	To increase by 18.2%	To be increased by 5.8%
4.	HKI 52	April 2018	To increase by 15.5%	Being processed
5.	HKI 69	April 2018	To increase by 21.3%	To be increased by 4.3%
6.	HKI 69A	April 2018	To increase by 21.3%	To be increased by 3.8%
7.	HKI 69X	April 2018	To increase by 21.3%	To be increased by 4.0%
8.	Kowloon (Kln) 9M	April 2018	To increase by 25.0%	Being processed
9.	Kln 71A	May 2018	To increase by 12.5%	Being processed
10.	Kln 71B	May 2018	To increase by 12.5%	Being processed
11.	New Territories (NT) 55K	May 2018	To increase by 13.6%	To be increased by 7.4%
12.	NT 56A	May 2018	To increase by 13.6%	To be increased by 7.4%
13.	NT 56B	May 2018	To increase by 13.6%	To be increased by 7.4%
14.	NT 56C	May 2018	To increase by 13.6%	To be increased by 7.4%
15.	NT 56K	May 2018	To increase by 13.6%	To be increased by 7.4%
16.	NT 301	May 2018	To increase by 14.9%	To be increased by 5.7%
17.	NT 301M	May 2018	To increase by 14.9%	To be increased by 5.7%
18.	NT 302	May 2018	To increase by 14.9%	To be increased by 5.7%
19.	NT 81	June 2018	To increase by 27.6%	To be increased by 8.4%
20.	NT 81M	June 2018	To increase by 27.6%	To be increased by 8.4%
21.	NT 82	June 2018	To increase by 27.6%	To be increased by 8.4%
22.	NT 82M	June 2018	To increase by 27.6%	To be increased by 8.4%
23.	NT 89	June 2018	To increase by 21.0%	To be increased by 6.3%
24.	NT 89A	June 2018	To increase by 21.0%	To be increased by 6.3%
25.	NT 89B	June 2018	To increase by 21.0%	To be increased by 6.3%
26.	NT 89M	June 2018	To increase by 21.0%	To be increased by 6.3%
27.	NT 89P	June 2018	To increase by 21.0%	To be increased by 6.3%
28.	NT 89S	June 2018	To increase by 21.0%	To be increased by 6.3%
29.	NT 98	June 2018	To increase by 21.0%	To be increased by 6.3%
30.	NT 112A	June 2018	To increase by 8.4%	To be increased by 7.3%
31.	NT 112M	June 2018	To increase by 8.4%	To be increased by 7.3%
32.	NT 112S	June 2018	To increase by 8.4%	To be increased by 7.3%
33.	Kln 16	June 2018	To increase by 12.0%	Being processed
34.	Kln 16A	June 2018	To increase by 12.0%	Being processed
35.	Kln 16B	June 2018	To increase by 12.0%	Being processed
36.	Kln 16S	June 2018	To increase by 12.0%	Being processed
37.	Kln 89A	June 2018	To increase by 25.5%	Being processed
38.	Kln 89B	June 2018	To increase by 25.5%	Being processed
39.	Kln 89C	June 2018	To increase by 25.5%	Being processed
40.	HKI 32	July 2018	To increase by 21.2%	To be increased by 8.4%
41.	HKI 32A	July 2018	To increase by 21.2%	To be increased by 8.4%
42.	HKI 33	July 2018	To increase by 21.2%	To be increased by 8.4%
43.	HKI 33M	July 2018	To increase by 21.2%	To be increased by 8.4%
44.	NT 11	July 2018	To increase by 17.1%	To be increased by 5.9%
45.	NT 11A	July 2018	To increase by 17.1%	To be increased by 5.9%

GMB route		Application date	Fare adjustment applied for	Result
46.	NT 11B	July 2018	To increase by 17.1%	To be increased by 5.9%
47.	NT 11M	July 2018	To increase by 17.1%	To be increased by 5.9%
48.	NT 11S	July 2018	To increase by 17.1%	To be increased by 5.9%
49.	NT 12	July 2018	To increase by 17.1%	To be increased by 5.9%
50.	NT 52A	July 2018	To increase by 25.8%	To be increased by 4.9%
51.	NT 52B	July 2018	To increase by 25.8%	To be increased by 4.9%
52.	NT 52K	July 2018	To increase by 25.8%	To be increased by 4.9%
53.	NT 54A	July 2018	To increase by 25.2%	To be increased by 6.0%
54.	NT 54K	July 2018	To increase by 25.2%	To be increased by 6.0%
55.	NT 65A	July 2018	To increase by 32.7%	To be increased by 15.1%
56.	NT 65K	July 2018	To increase by 32.7%	To be increased by 15.1%
57.	NT 65S	July 2018	To increase by 32.7%	To be increased by 15.1%
58.	NT 66K	July 2018	To increase by 32.7%	To be increased by 15.1%
59.	NT 67A	July 2018	To increase by 32.7%	To be increased by 15.1%
60.	NT 67K	July 2018	To increase by 32.7%	To be increased by 15.1%
61.	HKI 43M	July 2018	To increase by 29.6%	Being processed
62.	HKI 44M	July 2018	To increase by 29.6%	Being processed
63.	HKI 47E	July 2018	To increase by 28.6%	Being processed
64.	HKI 47M	July 2018	To increase by 28.6%	Being processed
65.	HKI 47S	July 2018	To increase by 28.6%	Being processed
66.	HKI 48M	July 2018	To increase by 28.6%	Being processed
67.	Kln 43M	July 2018	To increase by 19.4%	Being processed
68.	NT 814	August 2018	To increase by 11.0%	To be increased by 9.0%
69.	NT 25A	August 2018	To increase by 7.0%	To be increased by 7.0%
70.	NT 25B	August 2018	To increase by 7.0%	To be increased by 7.0%
71.	NT 25K	August 2018	To increase by 7.0%	To be increased by 7.0%
72.	HKI 24A	August 2018	To increase by 17.2%	Being processed
73.	HKI 24M	August 2018	To increase by 17.2%	Being processed
74.	HKI 25	August 2018	To increase by 17.2%	Being processed
75.	Kln 22A	August 2018	To increase by 5.4%	Being processed
76.	Kln 22M	August 2018	To increase by 5.4%	Being processed
77.	NT 19S	August 2018	To increase by 7.9%	Being processed
78.	NT 108A	August 2018	To increase by 7.9%	Being processed
79.	NT 10M	September 2018	To increase by 23.5%	To be increased by 11.4%
80.	NT 13	September 2018	To increase by 23.5%	To be increased by 11.4%
81.	NT 110	September 2018	To increase by 23.5%	To be increased by 11.4%
82.	NT 94	September 2018	To increase by 13.4%	To be increased by 7.2%
83.	NT 94A	September 2018	To increase by 13.4%	To be increased by 7.2%
84.	NT 94S	September 2018	To increase by 13.4%	To be increased by 7.2%
85.	HKI 9	September 2018	To increase by 21.7%	Being processed
86.	HKI 12	September 2018	To increase by 21.7%	Being processed
87.	HKI 13	September 2018	To increase by 21.7%	Being processed
88.	HKI 58	September 2018	To increase by 30.0%	Being processed
89.	HKI 58A	September 2018	To increase by 30.0%	Being processed
90.	HKI 58M	September 2018	To increase by 30.0%	Being processed
91.	HKI 59	September 2018	To increase by 30.0%	Being processed
92.	HKI 59A	September 2018	To increase by 30.0%	Being processed
93.	HKI 59B	September 2018	To increase by 30.0%	Being processed
94.	HKI 66	September 2018	To increase by 17.1%	Being processed

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
95.	HKI 66A	September 2018	To increase by 17.1%	Being processed
96.	HKI 68	September 2018	To increase by 17.1%	Being processed
97.	NT 63A	October 2018	To increase by 20.0%	To be increased by 12.0%
98.	NT 63B	October 2018	To increase by 20.0%	To be increased by 12.0%
99.	NT 63K	October 2018	To increase by 20.0%	To be increased by 12.0%
100.	NT 63S	October 2018	To increase by 20.0%	To be increased by 12.0%
101.	NT 64A	October 2018	To increase by 20.0%	To be increased by 12.0%
102.	NT 64K	October 2018	To increase by 20.0%	To be increased by 12.0%
103.	Kln 46	October 2018	To increase by 6.6%	Being processed
104.	NT 808	November 2018	To increase by 11.5%	To be increased by 6.3%
105.	NT 808A	November 2018	To increase by 11.5%	To be increased by 6.3%
106.	NT 808P	November 2018	To increase by 11.5%	To be increased by 6.3%
107.	NT 809K	November 2018	To increase by 11.5%	To be increased by 6.3%
108.	HKI 14M	November 2018	To increase by 17.6%	Being processed
109.	HKI 21A	November 2018	To increase by 17.6%	Being processed
110.	HKI 21M	November 2018	To increase by 17.6%	Being processed
111.	Kln 72	November 2018	To increase by 11.9%	Being processed
112.	Kln 73	November 2018	To increase by 11.4%	Being processed
113.	HKI 26	December 2018	To increase by 9.7%	Being processed
114.	Kln 86	December 2018	To increase by 11.7%	Being processed
115.	NT 411	December 2018	To increase by 18.0%	Being processed
116.	HKI 1	January 2019	To increase by 9.6%	Being processed
117.	HKI 1A	January 2019	To increase by 9.6%	Being processed
118.	HKI 2	January 2019	To increase by 9.6%	Being processed
119.	HKI 3	January 2019	To increase by 9.6%	Being processed
120.	HKI 3A	January 2019	To increase by 9.6%	Being processed
121.	HKI 28	January 2019	To increase by 9.6%	Being processed
122.	HKI 28A	January 2019	To increase by 9.6%	Being processed
123.	HKI 28M	January 2019	To increase by 9.6%	Being processed
124.	HKI 28S	January 2019	To increase by 9.6%	Being processed
125.	NT 611	February 2019	To increase by 12.9%	Being processed
126.	NT 611A	February 2019	To increase by 12.9%	Being processed
127.	NT 611B	February 2019	To increase by 12.9%	Being processed
128.	NT 611P	February 2019	To increase by 12.9%	Being processed
129.	NT 88D	March 2019	To increase by 13.0%	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, while the operator of another two GMB routes had earlier applied for fare increases, the service of these two routes was already cancelled in March 2019 as per the operator's application. Hence, the fare application of these two routes was no longer valid and not processed by the TD.



**(C) Licensed ferry service**

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Discovery Bay – Central	October 2017	To increase by 15.0% (Cash or Non-registered Octopus Card), 4.7% (Registered Octopus Card) and 15.1% (T-Card) for day service; and 14.9% (Cash or Non-registered Octopus Card), 7.4% (Registered Octopus Card) and 19.6% (T-Card) for overnight service	Increased by 15.0% (Cash or Non-registered Octopus Card), 4.7% (Registered Octopus Card) and 15.1% (T-Card) for day service; and 14.9% (Cash or Non-registered Octopus Card), 7.4% (Registered Octopus Card) and 19.6% (T-Card) for overnight service
2.	Aberdeen – Pak Kok Tsuen – Yung Shue Wan	May 2018	To increase by 11% for Sundays and Public Holidays	Increased by 11% for Sundays and Public Holidays
3.	Tuen Mun – Tung Chung Sha Lo Wan – Tai O	November 2018	To increase by 20%	Being Processed
4.	North Point – Kwun Tong (Dangerous Goods Vehicular Service)	November 2018	To increase by 8.4% (vehicles not exceeding 11 meters in length and exceeding 5.5 tonnes in weight) and 7.1% (vehicles not exceeding 11 meters in length and not exceeding 5.5 tonnes in weight)	Being Processed
5.	Aberdeen – Sok Kwu Wan (via Mo Tat)	December 2018	To increase by 25%	Being Processed

**(D) Taxi**

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	13 September 2018	To increase by 20.4%	Being processed
New Territories Taxi	18 September 2018	To increase by 22.9%	Being processed
Lantau taxi	19 September 2018	To increase by 25.7%	Being processed

In addition, the three taxi trades applied for shortening the waiting time from 60 seconds to 45 seconds per jump, as well as increasing the additional fare for every animal or bird carried, with the urban and NT taxi trades applying for a \$1 increase, from \$5 to \$6 and the Lantau taxi trade applying for a \$3 increase, from \$5 to \$8. The Lantau taxi trade applied for a \$2 increase in the additional fare for every article of baggage carried from \$6 to \$8,

and a \$3 increase in the additional fare for every hiring arranged through telephone booking from \$5 to \$8.

**(E) Tram**

<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
17 August 2017	To increase by 13.0%	Increased by 13.0% (New fares took effect from 2 July 2018)

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 from franchised ferry services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)234**

**(Question Serial No. 1027)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport and Housing Bureau will oversee the Study on “Congestion Charging” (the Study) by the Transport Department (TD). Please advise the details of the Study, timetable (including when the stakeholders would be consulted about the findings of the Study) and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 5)

Reply:

The TD is actively preparing for the commencement of the Study in mid-2019. The Study will adopt the principle of “Efficiency First” to examine the hierarchy and level of tolls of government tolled tunnels (including the Western Harbour Crossing and Tai Lam Tunnel which will be taken over by the Government upon franchise expiry in August 2023 and May 2025 respectively) and Tsing Ma and Tsing Sha Control Areas with a view to enabling efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls, while imposing higher tolls on vehicles with low carrying capacity (such as private cars). The Study will also examine the scope for charging different tolls for different time periods. The TD plans to consult relevant stakeholders, including the transport trades, the Legislative Council Panel on Transport and the Transport Advisory Committee, on the proposed toll plans and the toll adjustment mechanism recommended by the Study in 2021.

The estimated expenditure of the Study in 2019-20 is \$3.5 million. Management of the Study is undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)235**

**(Question Serial No. 1028)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that in 2019-20, the Government will continue to introduce and implement measures to increase provision of parking spaces in the short and medium to long terms. Please provide information on the latest progress of the various measures implemented and the resources involved. Moreover, please advise on the latest progress of identifying on-street night-time parking spaces, with breakdown by vehicle type, location and number of parking spaces. Please also advise on the latest progress of the consultancy study on parking for commercial vehicles (CVs) and the schedule for releasing the study results.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" (G/IC) facilities and public open space projects;
- (d) encouraging parking of school buses inside school premises after school hours;
- (e) providing parking spaces and picking up/setting down facilities for coaches;
- (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles;
- (g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
- (h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

The numbers of additional parking spaces for private cars and commercial vehicles provided under the various measures in 2018-19 are as follows:

Private Cars		Commercial Vehicles				
Parking spaces provided within new developments	Public parking spaces in new G/IC facilities and short term tenancy car parks	Night-time on-street parking	Parking spaces provided within new developments	Public parking spaces in new G/IC facilities and short term tenancy car parks	Parking spaces within school premises	Coach parking spaces and pick-up/drop-off facilities
8 208	1 486	43	199	484	28	322

Increasing the provision of public parking spaces is an on-going task of the Transport Department (TD) and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

Since 2015-16, the TD identified and proposed a total of 495 on-street overnight parking spaces for CVs. As at February 2019, the status of these parking spaces was:

Status	Number of spaces
Completed	180 <sup>1</sup>
Shelved due to local objections	141
Local consultation/resolution of objection in progress	141
Under construction	33
<b>Total</b>	<b>495</b>

<sup>1</sup> The details of the 180 on-street overnight parking spaces for CVs are provided at [Annex](#).

The TD commenced the consultancy study on parking for CVs in December 2017, and targets to complete the study in end 2019. The findings and recommendations will be announced upon completion of the study.

Details of on-street overnight parking spaces for CVs completed since 2015-16

<b>District</b>	<b>Location</b>	<b>Vehicle type</b>	<b>Number of parking spaces</b>
Eastern	Tung Hei Road	Goods Vehicle / Bus	16
Southern	Lee Lok Street Heung Yip Road	Goods Vehicle / Bus	7
Wan Chai	Lockhart Road	Goods Vehicle	3
Sham Shui Po	Woh Chai Street Tonkin Street	Goods Vehicle	4
Kwun Tong	Hung To Road Wang Hoi Road Lam Fook Street	Goods Vehicle	11
Kwai Tsing	Tam Kon Shan Road Tsing Sheung Road Tsing Yi Hong Wan Road Wing Lap Street Ta Chuen Ping Street Ka Hing Road	Goods Vehicle	35
Tuen Mun	Kin Fat Street Kin Kwan Street Hung Cheung Road San Ping Circuit Hoi Wah Road	Goods Vehicle / Bus	57
Yuen Long	Ping Tong Street East Ping Tong Street South	Goods Vehicle	4
North	Choi Fat Street On Fuk Street Yip Wo Street Choi Yuen Road	Goods Vehicle	22
Sai Kung	Tong Chun Street	Goods Vehicle	6
Sha Tin	Man Lai Road Man Lam Road On Kwan Street Yuen Wo Road	Goods Vehicle / Bus	11
Islands	Yu Tung Road	Goods Vehicle	4
<b>Total</b>			<b>180</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)236**

**(Question Serial No. 1029)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please give an update on the participation in the Scheme by operators of various public transport services. When the Transport and Housing Bureau (THB) conducts a review of the Scheme, will it consider taking measures to encourage more public transport service operators to participate in the Scheme, so as to provide more modal choices to commuters? What are the resources involved in overseeing the implementation of the Scheme by the THB in 2019-20?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

The Scheme has been implemented from 1 January 2019, covering the Mass Transit Railway, all franchised buses, green minibuses, ferries and trams, as well as designated routes of red minibuses (RMBs), Kaitos, and non-franchised buses providing residents' services (RS) and employees' services (ES) approved by the Transport Department (TD). As at 11 March 2019, 34 RS routes, 14 ES routes, 13 RMB routes and ten Kaito routes have joined the Scheme. The TD has been encouraging the operators of RS, ES, RMB and Kaitos to join the Scheme and will continue to maintain close contacts with them to facilitate them to join the Scheme at the earliest possible time. Besides, the Octopus Cards Limited has been offering special concessions to operators which apply for joining the Scheme for the first time and use the Octopus payment system. They can procure the Octopus processors and other relevant devices and services at discounted prices. If the operators choose the rental option of Octopus processors, the Octopus Cards Limited has offered rent-free concession for the first year.

The Government will commence a review of the Scheme around a year after the Scheme's implementation (i.e. 2020) to examine its effectiveness, impact on the travelling patterns of commuters and the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.

The THB proposed to create five permanent posts (including one Administrative Officer Staff Grade C and four non-directorate posts) in Transport Branch in the 2019-20 financial year to assist in preparing and continuously overseeing the implementation of the various new initiatives for enhancing public transport services. These include, among other duties, overseeing the Scheme upon its implementation and commencing the review of the Scheme. The proposal will be submitted to the Establishment Subcommittee for consideration and the manpower expenditure involved is \$5,280,660. There is no further breakdown of the resources involved in overseeing the implementation of the Scheme and reviewing the Scheme, as these tasks form part of the many duties undertaken by the additional staff mentioned above.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)237**

**(Question Serial No. 1031)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Chief Executive announced in the 2018 Policy Address that to provide real-time arrival information of green minibuses (GMBs), the Government will fund and develop a data collection system and a mobile application, as well as install relevant devices on GMBs to enable passengers to access the real-time arrival information of GMBs through the mobile application. Regarding the plan to install the system for providing real-time arrival information of GMBs, what are the overall timetable and resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the Transport Department (TD)'s website and the "e-Mobility" mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival

information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about \$31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional annual recurrent expenditure of about \$3.39 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)238**

**(Question Serial No. 1043)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the progress of public light buses (PLBs) being replaced with 19-seat PLBs with breakdown by type of PLB and year after implementation of the measure to increase the maximum seating capacity of PLBs to 19. As the Transport Department (TD) will continue to pursue the review study on the operating conditions of PLBs in 2019-20, please advise on the details of the review study and the resources involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 21)

Reply:

The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs. Among these 949 19-seat PLBs registered, 799 are green minibuses (GMBs) deployed on 270 GMB routes, and 150 are red minibuses.

The TD launched a regular survey on the market occupancy rate of PLB in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed. Comprehensive surveys (including surveys on-board, at termini and en-route stops) will be conducted during the review for all the green and red minibus services. The review will be completed by end 2019. The one-off expenditure for the regular study concerned is \$6.67 million. As for the work involved in monitoring the review, it will be undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)239**

**(Question Serial No. 1045)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will continue to update and enhance the transport model for planning purposes. However, it has been over 20 years since the third Comprehensive Transport Study (CTS) was conducted by the TD in 1997. During this period, Hong Kong has seen significant growth in population, the number of inbound visitors as well as cross-boundary passenger flow and traffic volume. Moreover, along with the development of new towns and following the introduction of certain transport policy by the Government, such as the introduction of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and the Public Transport Fare Subsidy Scheme, there have been changes in the public demand for public transport services. Despite so, the Government's policy is still based on the CTS, only with enhancement made from time to time. In this connection, will the Government advise on the work details regarding the updating and enhancement of the transport model, the accuracy thereof and the resources involved? Will the Government consider conducting the Fourth CTS?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 23)

Reply:

The Government completed the third CTS in October 1999. The study comprised three main aspects: (i) planning of transport infrastructure; (ii) the roles, positioning, and coordination of each public transport mode; and (iii) other topical transport studies. The third CTS laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of the passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in traffic management; and (5) implementation of more environment-friendly transport measures. These broad directions remain applicable today.

After completion of the third CTS, the Transport and Housing Bureau has been conducting different studies for the various aspects of the CTS. (i) On planning of transport infrastructure, the Government announced the "Railway Development Strategy 2000" and "Railway Development Strategy 2014" in 2000 and 2014 respectively. The Government

also conducted regular internal reviews on the planning of strategic road projects in Hong Kong; and as a result, took forward major road projects including Central – Wan Chai Bypass and Island Eastern Corridor Link, Central Kowloon Route, Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, etc. in a timely manner. Our next step is to commence the “Strategic Studies on Railways and Major Roads beyond 2030”. (ii) On public transport services, the Government completed the “Public Transport Strategy Study” in June 2017, which examined the roles and positioning of public transport services other than heavy rail. It has reaffirmed the key factors underpinning the success of the public transport system, and has recommended more than 60 measures to enhance the arrangement of public transport system. These measures will help reinforce the roles played by different public transport services in the public transport system and promote their complementarity so that the public can enjoy more efficient, convenient and diversified public transport services. (iii) On topical transport studies, apart from continuing with the study on parking for commercial vehicles and making necessary preparation for the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas, the TD will also embark on a study on “Congestion Charging”, which will adopt the principle of “Efficiency First” to enable efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The study will also examine the scope for charging different tolls for different time periods. The TD expects to consult the stakeholders on the recommendations arising from the Study in 2021.

The above studies on different transport topics can basically serve the purpose of a CTS. Moreover, compared to the previous approach of conducting an one-off CTS to cover the above three main aspects, we consider that the arrangement of conducting studies on different aspects and topics at appropriate times, on the one hand, allows flexibility to match the ever-changing traffic demand arising from local developments. On the other hand, it is a more suitable approach to have resources progressively deployed so as to complete the studies in an orderly manner for early promulgation of the findings of each study, without undergoing protracted preparatory and coordination process for an extensive study.

In the meantime, the TD has been upgrading and updating the CTS Model continuously to enhance its performance and capability; to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data; and to ensure the provision of robust and reliable traffic forecasts for planning purposes.

The TD completed the comprehensive updating and enhancement of the CTS Model in 2015 through a consultancy service at a fee of \$6.87 million. The operation of the CTS Model requires specific computer software as a platform and the annual licence fee involved is about \$90,000. Regular upkeep of the CTS Model to incorporate the latest planning information and changes in traffic circumstances is undertaken by the TD’s existing staff resources, and hence there is no breakdown in the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)240****(Question Serial No. 1046)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the information on additional parking spaces in 2018-19 with breakdown by commercial vehicle (CV) type (including container vehicle, heavy goods vehicle, public light bus, nanny van and taxi), location and number of parking spaces. What are the resources involved in the work on increasing the number of CV parking spaces?

The Transport Department (TD) stated that in the ongoing study on parking for CVs (the Study), taxis and container vehicles are not covered, as taxis, operating on the road all day long, can be parked at any private car parking space where necessary, whereas container vehicles can be parked on port backup land or brownfield sites in the New Territories. However, some taxis have been left idle due to a lack of taxi drivers, and taxis which are parked at private car parking spaces will attract residents' accusation of occupation of the parking spaces. On the other hand, with the rising housing demand, short-term tenancy sites and brownfield sites available for parking of container vehicles have been taken back by the Government one after another for development, resulting in even less parking spaces available for use. In this connection, will the Government consider including the provision of parking spaces for taxis and containers vehicles in the Study? If yes, what are the details? If no, what measures will the Government take to address the parking needs of taxis and container vehicles?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 24)Reply:

In 2018-19, the provision of additional parking spaces for various types of vehicles in 18 districts is as follows:

District	Private Car/ Vans / Taxi	Coach/ Bus/ Light Bus	Light Goods Vehicle	Medium/Heavy Goods Vehicle	Container Vehicle
Central & Western	424	0	0	0	0
Wan Chai	235	2	3	0	0

District	Private Car/ Vans / Taxi	Coach/ Bus/ Light Bus	Light Goods Vehicle	Medium/Heavy Goods Vehicle	Container Vehicle
Eastern	652	39	10	23	0
Southern	275	103	4	0	0
Yau Tsim Mong	571	32	0	0	0
Sham Shui Po	211	0	2	0	0
Kowloon City	875	50	0	0	0
Wong Tai Sin	19	0	2	0	0
Kwun Tong	445	6	0	0	0
Tsuen Wan	1 068	0	0	0	0
Tuen Mun	322	0	10	0	0
Yuen Long	239	10	26	0	0
North	483	0	29	26	0
Tai Po	76	0	0	0	0
Sai Kung	1 322	18	0	0	0
Sha Tin	681	1	11	27	0
Kwai Tsing	330	48	5	104	146
Islands	809	0	14	0	0
<b>Total</b>	<b>9 037</b>	<b>309</b>	<b>116</b>	<b>180</b>	<b>146</b>

Increasing the provision of parking spaces for CVs is an on-going task of the TD and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved. Regarding the consultancy study on parking for CVs, which commenced in December 2017 for completion in end-2019, to assess the parking demand of CVs and to formulate short to long term measures to address the demand, the estimated expenditure in 2019-20 is \$3.5 million.

The consultancy study on parking for CVs will examine the parking demand of goods vehicles, public and private light buses, private buses and non-franchised buses. As regards taxis and container vehicles, the former generally operate on the road round-the-clock and their parking demand is mainly for short duration stay and can be met by parking spaces for private cars. As for the latter, the majority of them are currently parked at port back-up land or brownfield sites in the New Territories. Since this situation remains largely the same and the numbers of licensed taxis and container vehicles are relatively stable, the study will not cover taxis and container vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)241**

**(Question Serial No. 1048)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will continue to carry out the renovation project of the Ma On Shan Town Centre Public Transport Terminus (MOS PTT) on pilot basis. What is the progress of the concerned renovation works and the related expenses incurred? What are the arrangements for the maintenance of the public transport terminus after its renovation? Besides, please list out the public transport termini owned by the Government by district and among them, which five public transport termini are considered to be warranted for renovation by the Department?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 26)

Reply:

The approved funding for the pilot project on renovation of the MOS PPT under the Minor Building Works Project Vote is about \$29 million. The TD, with the support from the Architectural Services Department (ArchSD), are working on the detailed design and preparation works for the project. It is expected that the construction works will commence in end 2019 for completion in 2021. Upon completion of the renovation work, various government departments including the Highways Department, the ArchSD and the Electrical and Mechanical Services Department, will continue to be responsible for the respective maintenance work of the renovated MOS PTT.

At present, there are 62 government-owned covered public transport interchanges (PTIs) in Hong Kong as detailed in Annex. The Government will take into account the outcome of the MOS PTT pilot project and passengers' feedback to consider renovation projects at other public transport interchanges.



**Covered Public Transport Interchanges owned by the Government**

District		Name
1	Hong Kong Island	Admiralty Station (East) Bus Terminus
2		Central (Exchange Square) Bus Terminus
3		Central and Western Central (Hong Kong Station) Public Transport Interchange
4		The Peak Public Transport Terminus
5		Eastern Sai Wan Ho (Grand Promenade) Public Transport Interchange
6		Siu Sai Wan (Island Resort) Public Transport Interchange
7		Shau Kei Wan Station Public Light Bus Terminus
8		North Point Ferry Pier Public Transport Interchange
9		Wan Chai Tin Hau Station Public Transport Interchange
10		Southern South Horizons Public Transport Interchange
11		Cyberport Public Transport Interchange
12		Shum Wan Road Public Transport Terminus
13	Kowloon	Kowloon City Laguna Verde Public Transport Terminus
14		Whampoa Garden Public Transport Interchange
15		Kowloon Tong (Suffolk Road) Public Transport Interchange
16		Hung Hom (Hung Luen Road) Public Transport Interchange
17		Kwun Tong Kowloon Bay Public Transport Interchange
18		Laguna City Public Transport Interchange
19		Lam Tin Station Public Transport Interchange
20		Ping Shek Public Transport Interchange
21		Sham Shui Po Cheung Sha Wan Plaza Public Transport Interchange
22		Kowloon Tong (Festival Walk) Public Transport Interchange
23		Yen Chow Street Public Transport Interchange
24		Kau Wa Keng Public Transport Interchange
25		Wong Tai Sin Diamond Hill Station Public Transport Interchange
26		Yau Tsim Mong Island Harbourview Public Transport Interchange
27		Kowloon Station Public Transport Interchange
28		Olympic Station Public Transport Interchange
29		Park Avenue Public Transport Interchange
30		Tsim Sha Tsui East Bus Terminus
31		Tsim Sha Tsui East (Mody Road) Bus Terminus
32		Langham Place Public Light Bus Terminus
33	West Kowloon Station Bus Terminus	

District		Name
34	New Territories	Bayshore Towers Public Transport Interchange
35		Ma On Shan Town Centre Public Transport Terminus
36		Sha Tin Central Bus Terminus
37		Tai Wai Station Public Transport Interchange
38		Wu Kai Sha Station Public Transport Interchange
39		Hang Hau Station Public Transport Interchange
40		Po Lam Public Transport Interchange
41		Tiu Keng Leng Station Public Transport Interchange
42		Tseung Kwan O Station Public Transport Interchange
43		Tai Po Market Station Bus Terminus
44		Luen Wo Hui Public Transport Terminus
45		Sheung Shui Bus Terminus
46		Lung Mun Oasis Bus Terminus
47		Sam Shing Bus Terminus
48		Tuen Mun Central Bus Terminus
49		Tuen Mun Pierhead Bus Terminus
50		Tuen Mun Station Public Transport Interchange
51		Bayview Garden Bus Terminus
52		Discovery Park Public Transport Interchange
53		Nina Tower Bus Terminus
54		Sai Lau Kok Public Transport Interchange
55		Tsuen Wan Station Public Transport Interchange
56		Tsuen Wan West Station Public Transport Interchange
57		Vision City Public Light Bus Terminus
58		Tin Shui Wai Town Centre Public Transport Interchange
59		Yuen Long Station (North) Public Transport Interchange
60		Islands Tung Chung Station Bus Terminus
61		Kwai Fong Station Bus Terminus
62		Kwai Hing Station Bus Terminus

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)242**

**(Question Serial No. 1049)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will continue to carry out renovation works at the Yung Shue Wan Ferry Pier on a pilot project basis. What are the progress of the renovation works and the resources involved? What are the arrangements for the repairs and maintenance of Yung Shue Wan Ferry Pier after completion of the renovation works? According to the ferry operators, some of the ferry piers have not been properly maintained for long, and are seriously damaged especially after the Typhoon Mangkhut in last year, causing safety hazard to passengers. As such, what measures will the TD take to complete the repair works for the ferry piers before the next typhoon season arrives?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 27)

Reply:

The TD is carrying out a pilot project for upgrading Yung Shue Wan Ferry Pier with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by the Architectural Services Department (ArchSD), consulted the Islands District Council on the design of the renovation works of the Yung Shue Wan Ferry Pier in April 2018. With the support of the District Council, the renovation works are planned to commence in the second quarter of 2019 for completion in end 2020. The estimated total expenditure of this minor works project is around \$29 million.

For ferry piers under the TD's management (including the Yung Shue Wan Ferry Pier), the TD takes up the coordinating role while the relevant works departments such as the ArchSD, the Civil Engineering Development Department and the Electrical and Mechanical Services Department are responsible for the repairs and maintenance of ferry piers. This established arrangement will continue after the completion of the renovation works of the Yung Shue Wan Ferry Pier.

The TD and the relevant works departments attach great importance to ensuring the safe operation of ferry piers. During typhoons, the Emergency Transport Coordination Centre

keeps very close liaison with the ferry operators and the maintenance teams of the works departments such that priorities would be accorded to conducting emergency repair works at the concerned ferry piers during the post-typhoon period so as to better ensure that ferry services can be resumed once the weather and sea conditions permit. Such arrangements generally worked quite smoothly during the passage of Typhoon Mangkhut in September 2018. Regarding the damages to passenger ferry piers caused by Typhoon Mangkhut, emergency repair works for the passenger ferry piers had been completed before ferry services resumed. The TD will continue to work with the relevant works departments and ferry operators to ensure safe and smooth operation of the ferry piers, especially during the typhoon periods.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)243**

**(Question Serial No. 1050)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will assist the Transport and Housing Bureau (THB) in extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers. What are the progress of the preparatory work for the concerned courses, the estimated implementation time and the resources involved for the concerned work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 28)

Reply:

The Government is working on the legislative amendment exercise to relax the requirement of the driving licence holding period for private car or light goods vehicle from three years to one year before a person may apply for a commercial vehicle driving licence, and to extend the mandatory pre-service course requirement to new applicants for a full driving licence to drive a taxi or a public bus. The Government plans to introduce the relevant legislative proposals into the Legislative Council within the 2018-19 legislative session with a view to implementing the measures within 2019.

The work as mentioned above is undertaken by staff of the THB and the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)244****(Question Serial No. 1051)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise this Committee on the number of applications for cancellation of GMB routes received by the Transport Department ("TD") in 2018, the route details and the reasons for the cancellation. Please also provide the route details of the 11 new GMB routes to be introduced in 2019, the number of vehicles involved, the estimated timetable of the tender exercise, as well as the estimated resources involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 29)

Reply:

In 2018, the TD received applications for cancellation of three GMB 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 or vehicle re-deployment, with a view to improving service efficiency and financial viability. Of the three routes, the operator of the following two routes still decided to cease operation after discussions:-

<b>GMB Route</b>	<b>Origin - Destination</b>
New Territories (NT) 106	Po Lam – Kowloon Bay
NT 107	Haven of Hope Hospital – Po Lam Public Transport Interchange (Circular)

As a temporary arrangement, another GMB operator has been operating NT GMB Route No. 107 since March 2019. The TD has planned to select a new operator to run the two routes by re-tendering in the 2019 GMB Operators Selection Exercise (GMBOSE).

The TD plans to introduce a total of 13 GMB routes<sup>1</sup> in 2019. Among these 13 routes, the operators of four routes were already selected in the 2018 GMBOSE, and that of the other nine GMB routes will be selected in the 2019 GMBOSE. Details of the routes, the number of proposed vehicle allocation and the implementation timetable are as follows:

<sup>1</sup> There are a total of 13 GMB routes to be introduced in 2019, because the two routes NT Route No. 106 and 107 (which have ceased operation by the original operator as mentioned above), are further included to the 11 planned ones.

	<b>Origin - Destination</b>	<b>Numbers of proposed vehicles allocation</b>	<b>Time Table for tender exercise</b>
<b>Operators selected under the 2018 GMBOSE</b>			
(a)	Yau Tong (Yau Lai Estate) – Hong Kong Children’s Hospital	4	Service introduced on 3 March 2019
(b)	Sau Mau Ping – Hong Kong Children’s Hospital	5	Service introduced on 3 March 2019
(c)	Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/ Ap Lei Chau Estate (Circular) <sup>(Note 1)</sup>	1	Service to be introduced in April 2019
(d)	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) (Circular) <sup>(Note 2)</sup>	3	Service to be introduced in April 2019
<b>Operators to be selected under the 2019 GMBOSE</b>			
(e)	Tsing Yi Public Pier – Princess Margaret Hospital	4	Subject to the results of consultation currently being conducted, operators will be selected in the 2019 GMBOSE which is scheduled for the second quarter of 2019.
(f)	Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai (Tin Tan Street)	3	
(g)	Hung Shui Kiu (Hung Yuen Road) – Tung Tau Industrial Area (Tak Yip Street)	4	
(h)	Wong Nai Tau – Wan Tau Tong	7	
(i)	Shek Mun – Wan Tau Tong	6	
(j)	Po Lam – Chun Cheong Street	4	
(k)	Po Lam – Kowloon Bay <sup>(Note 3)</sup>	8	
(l)	Haven of Hope Hospital – Po Lam Public Transport Interchange (Circular) <sup>(Note 4)</sup>	1	
(m)	Sheung Wan (Hollywood Road) – Caine Road (Circular)	2	
<b>Total</b>		<b>52</b>	

**Note:**

- (1) A cancelled route in 2017 and re-tendered in the 2018 GMBOSE with the provision of temporary service currently as a transitional arrangement.
- (2) A cancelled route in 2017 and re-tendered in the 2018 GMBOSE.
- (3) A cancelled route in 2018 and to be re-tendered in the 2019 GMBOSE.
- (4) A cancelled route in 2018 and to be re-tendered in the 2019 GMBOSE with the provision of temporary service currently as a transitional arrangement.

The work involved in the introduction of new GMB routes is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure for the work involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)245****(Question Serial No. 1535)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

A shortage of parking spaces for commercial vehicles (CVs) has led to increasingly rampant illegal parking and thus increasing cases of imposition of fines against it. This has affected the livelihood of those in the transport sector. Will the Government inform this Committee:

1. of the numbers of additional parking spaces (for private car, motorcycle and CV) provided by the Government in the three years listed below as well as the expenditure involved:

Year	Private car parking space	Motorcycle parking space	CV parking space	Total expenditure
2019-20				
2018-19				
2017-18				

2. whether the Government has any plan to increase the provision of CV parking spaces in the short, medium and long terms, and if yes, of the details and the estimated expenditure involved.

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 36)Reply:

1. The numbers of additional parking spaces for private car, motorcycle and CV provided by the Government (i.e. excluding parking spaces provided by private developers in their projects and short-term tenancy car parks) in 2017-18 and 2018-19 are as follows:



<b>Year</b>	<b>Private car parking space</b>	<b>Motorcycle parking space</b>	<b>CV parking space</b>	<b>Total expenditure</b>
2018-19	1 094	469	99	The Transport Department (TD) does not compile specific records on the cost involved in the provision of parking spaces under different projects delivered by various departments.
2017-18	767	418	91	

The TD does not have specific projection on the number of parking spaces to be provided by the Government in 2019-20 as the number involved can be affected by various external factors such as the views and concerns of local community, actual progress of individual projects, site constraints, etc.

2. To cope with the parking demand of CVs, the Government continues to pursue actively a number of measures, including:
  - (a) designating suitable on-street locations as night-time parking spaces;
  - (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
  - (c) following the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable “Government, Institution or Community” facilities and public open space projects;
  - (d) encouraging parking of school buses inside school premises after school hours;
  - (e) providing parking spaces and picking up/setting down facilities for coaches;
  - (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles; and
  - (g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand.

In 2019-20, the estimated expenditure for the consultancy study on parking for CVs is \$3.5 million. Management of the consultancy service and increasing the provision of public parking spaces are on-going tasks of TD, and are undertaken by TD’s existing staff. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)246**

**(Question Serial No. 2040)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

According to paragraph 168 of the Budget Speech, the Transport Department (TD) is conducting a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme). In this connection, will the Government inform this Committee of the details, objectives, expenditure and manpower involved in the study work in 2019-20 regarding the implementation of the ERP Pilot Scheme?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 17)

Reply:

The TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half in 2019.

The estimated expenditure for the feasibility study in 2019-20 is \$6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)247**

**(Question Serial No. 5783)**

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 advise this Committee on the following:

- (1) concerning the requests for information under the Code on Access to Information (the Code) received by the Civil Aviation Department (CAD) for which only some of the required information was provided, please state in table form: (i) the content of the requests for which only some of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) How the requests were eventually handled

- (2) concerning the requests for information under the Code received by the CAD for which the required information was not provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 149)

Reply:

Among the requests for information under the Code received by the CAD during the period from January to September 2018, there was only one request refused by the CAD.

In respect of the refused request mentioned above, the applicant requested the CAD to provide the marked examination papers of the licence examinations taken by him in the CAD. The CAD refused the request in accordance with paragraph 2.9(c) of the Code, which states that “Information the disclosure of which would harm or prejudice the proper and efficient conduct of the operations of a department”.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)248**

**(Question Serial No. 3658)**

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 (LegCo internal reference no.: 22)

Reply:

The Standards and Recommended Practices published by International Civil Aviation Organization stipulate that regular training shall be provided to the search and rescue (SAR) personnel and that SAREX should be arranged as appropriate to achieve and maintain maximum efficiency in SAR operations. Accordingly, the CAD conducts SAREX from time to time with a view to strengthening co-operation and co-ordination in SAR operations between the CAD and the other SAR organisations, including the relevant Mainland and overseas agencies. The exercise also provides qualified air traffic control officers, aircrew and other SAR units likely to be involved in such operations with continued training and familiarisation with SAR techniques.

While the CAD did not conduct a SAREX in the previous financial year, two SAR training courses were conducted to prepare more air traffic control officers for the SAR duties. The CAD will continue to 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)249**

**(Question Serial No. 5121)**

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:

Flights at Gatwick Airport in London were suspended twice late last year due to the intrusion of unmanned aircraft systems (UAS), affecting a large number of passengers. After the incident, the authority of the airport has procured an anti-UAS system at a cost of £5 million to cope with similar incidents in future. The Civil Aviation Department (CAD) is responsible for ensuring the safety of Hong Kong's airport. In this connection, please advise on the following:

(1) whether equipment with the following functions has been installed at the Hong Kong International Airport (HKIA): detecting UAS flying within the Bylaw Area, manipulating such UAS to land safely and stop operating, and tracking down the location of the person who has flown the UAS; if so, the details, if not, the reasons.

(2) If the details requested in question (1) cannot be disclosed due to security reasons, can the Government publicise the current performance indicators of the HKIA's UAS detection system? What were the respective numbers of UAS (i) successfully detected and (ii) forced to stop operating by the system in the past three years?

(3) According to the Government's reply earlier, the authorities concerned are "making reference to the experience of and equipment adopted by other international airports and further exploring various viable technologies to be applied to the HKIA". Please provide the relevant details.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 306)

Reply:

(1) & (2) UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. Article 48 of the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) stipulates that a person who recklessly or negligently causes or permits an aircraft (including an UAS and a model plane) to endanger any person or property is liable to prosecution, and upon conviction, to a fine and to imprisonment for two years. Moreover, under section 35 of the

Airport Authority Bylaw (Cap. 483A) (“the Bylaw”), no person shall, within the Bylaw Area, fly a model plane (including UAS). Offenders shall be liable on conviction to a maximum penalty of a fine of HK\$50,000 and imprisonment for six months.

To ensure aviation safety, the CAD and Airport Authority Hong Kong (AA) have been monitoring and taking precautions against the operation of UAS at the HKIA. Currently, the HKIA is equipped with certain UAS detection systems but the details of which, including the specific functions and statistics on individual functions, could not be disclosed due to security reason.

According to the record of the AA, there was one case of illegal operation of UAS within the aforesaid Bylaw Area over the past five years which happened in July 2017. The offender was subsequently convicted of “causing or permitting an aircraft to endanger any person or property” under the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) and was fined HK\$2,000.

- (3) The CAD and AA are making reference to the experience of and equipment adopted by other international airports in Asia, Europe and North America, and further exploring various viable technologies to be applied to the HKIA in a bid to further enhance the monitoring and precautionary measures against illegal operation of UAS in the Airport Area, thereby minimising the possible impact on airport operation and aviation safety. The CAD and AA conducted market research and technical visits to understand more about the experience of other international airports and are considering the technologies available, overall system configurations, system siting requirements, applicability at the airport environment as well as integration with other airport systems and operations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)250**

**(Question Serial No. 3608)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (5) Air Services and Safety Management  
Controlling Officer: Director-General of Civil Aviation (Simon LI)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “review the regulation of unmanned aircraft systems (UAS) in Hong Kong”, what are the current progress and the estimated schedule? For example, the respective anticipated dates of introducing the proposed legislative amendments into the Legislative Council and formal commencement of the registration system, etc.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 63)

Reply:

The Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong with a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, the CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS.

The CAD is now drawing up detailed proposals for an enhanced regulatory regime of UAS (which include the setting up of a UAS registration system) taking into account the recommendations of the consultancy study and the views gathered during the consultation exercise. The CAD plans to consult the Legislative Council on the proposed legislative amendments for the enhanced regime in 2019.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)251****(Question Serial No. 4666)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

**Question:**

Regarding the provision of support to the negotiation and implementation of Hong Kong's air services agreements with other places under this Programme, please inform this Committee of the following:

- (1) What were the ports added or suspended in each of the past three years by type of traffic right?
- (2) What are the number of ongoing negotiations on air services agreements and their details as of February 2019?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 118)

**Reply:**

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

**New Ports**

Type of traffic right	2016	2017	2018
Third/Forth freedom <sup>1</sup>	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	1. Christchurch 2. Huangshan 3. Indianapolis 4. Komatsu 5. London (Stansted) 6. Prague 7. Sihanoukville 8. Toowoomba 9. Yekaterinburg 10. Zhangjiajie	1. Cairo 2. Copenhagen 3. Cape Town 4. Brussels South Charleroi 5. Darwin 6. Dublin 7. Davao 8. Hohhot 9. Washington 10. Krasnoyarsk*

	11. Portland 12. Takamatsu 13. Yonago		11. Medan 12. Tokushima 13. Moscow (Vnukovo) 14. Yancheng
Fifth freedom <sup>2</sup>	1. Ahmedabad	1. Frankfurt (Hahn) 2. Warsaw	* Krasnoyarsk is a new fifth freedom port as well
Total:	14	12	14

### **Suspended Ports**

	2016	2017	2018
Third/Forth freedom <sup>1</sup>	1. Cheongju 2. Huangshan 3. Mahe Island 4. Yekaterinburg	1. Changzhou 2. Detroit 3. Davao 4. Hefei 5. Hohhot 6. Langkawi 7. Lijiang 8. Luoyang 9. Manado 10. Xishuangbanna 11. Yancheng 12. Yinchuan	1. Beihai 2. Indianapolis 3. Khabarovsk 4. Kalibo 5. Komatsu 6. New York (La Guardia) 7. Lanzhou City 8. Nairobi 9. Yekaterinburg 10. Jieyang 11. Huangshan 12. Verona
Fifth freedom <sup>2</sup>	1. Ashgabat 2. Chittagong 3. Frankfurt (Hahn) 4. Lahore	1. Maastricht	Nil
Total:	8	13	12

<sup>1</sup> 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.

<sup>2</sup> 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.

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. To date, Hong Kong has signed Air Services Agreements with 67 aviation partners. We will seek to further liberalise existing air services agreements/arrangements and to negotiate new air services agreements/arrangements with other aviation partners as opportunities arise.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)252**

**(Question Serial No. 4667)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (5) Air Services and Safety Management  
Controlling Officer: Director-General of Civil Aviation (Simon LI)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review of the regulation of unmanned aircraft systems (UAS) in Hong Kong under this Programme, please inform this Committee of the Civil Aviation Department (CAD)'s work, manpower involved and estimated expenditure in 2019-20.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 119)

Reply:

The CAD is reviewing the regulatory regime for UAS in Hong Kong with a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, the CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS.

The CAD is now drawing up detailed proposals for an enhanced regulatory regime of UAS taking into account the recommendations of the consultancy study and the views gathered during the consultation exercise. The CAD plans to consult the Legislative Council on the proposed legislative amendments for the enhanced regime in 2019.

To cope with the workload arising from the preparation and implementation of the new regulatory regime of UAS, two new posts (one Senior Operations Officer and one Assistant Operations Officer) will be created in 2019-20 involving an annual salary cost (in terms of notional annual mid-point salary) of \$1.9 million. Together with existing staff, there will be a total of seven staff in the Unmanned Aircraft Office of CAD. The CAD will review the workload arising from tasks and duties related to UAS from time to time and adjust or redeploy manpower as appropriate accordingly.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)253**

**(Question Serial No. 5229)**

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 (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government inform this Council:

- (1) of the locations of the piers requiring repair and expenditure incurred by the repair works in the aftermath of super typhoon Mangkhut on 15 and 16 September 2018;
- (2) of the lengths and locations of the seawalls damaged by super typhoon Mangkhut and expenditure incurred by the repair works;
- (3) of the lengths and locations of the seawalls not yet fully fixed, as well as the locations of the piers not yet fully fixed;
- (4) whether the Government will examine the ways to enhance the seawalls and piers, with a view to ensuring such facilities are resilient against the increasingly violent storms and the resulting giant waves and storm surges?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 378)

Reply:

- (1) and (2) Among the piers and seawalls maintained by the Port Works Division of the Civil Engineering and Development Department (CEDD), the piers damaged by the super typhoon Mangkhut are mainly located in North District, Sai Kung and Tai Po. The maintenance cost is about \$3 million. The seawalls damaged by the super typhoon Mangkhut were mainly located in Sai Kung, Tseung Kwan O, Cheung Chau, Sha Tin and Tai Po. The total length is about 800 metres and the maintenance cost is about \$8 million.
- (3) The maintenance works at the above-mentioned seawalls and piers have been substantially completed. The maintenance work at the remaining portion of the seawall at the Tseung Kwan O waterfront is expected to complete in mid-2019.
- (4) CEDD is carrying out the selection of consultants for undertaking the feasibility study on "Coastal Hazards under Climate Change and Extreme Weather and Formulation of Improvement Measures", which aims to conduct a comprehensive review of the low-lying

coastal and windy locations, and to carry out relevant investigations on storm surge and wave, so as to assess the impacts of extreme weather. Based on the outcome of the study, the Government will formulate appropriate protection measures, including options of improvement works and management measures, to strengthen the resilience to wave impacts at the coastal areas. The consultancy study is targeted to commence in the second quarter of 2019 for completion in 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)254**

**(Question Serial No. 6192)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (603) Plant, vehicles and equipment  
Programme: (-) Not Specified  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditure and work plan for the new item “Replacement of the hydrographic survey vessel Port Works 5” in the next financial year? Why is the funding for the above items sought from the Legislative Council (LegCo) in the context of the Appropriation Bill 2019, rather than being sought separately from the Finance Committee of the LegCo?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 3010)

Reply:

The estimated cost of the hydrographic survey vessel “Port Works 5” that the Civil Engineering and Development Department proposes to replace is \$35.12 million. It is expected to be commissioned in 2021. The vessel would perform hydrographic surveying duties under the policy areas of the Transport and Housing Bureau, such as dredging to improve navigational conditions, maintenance of anchorages, typhoon shelters and cross-harbour tunnels. At the same time, the vessel would also undertake some duties within the policy areas of the Development Bureau, such as management of marine sediment disposal areas.

It is not a new arrangement to include in the draft Estimates funding proposals for creating commitments or increasing expenditure ceilings for approved commitment items under the General Revenue Account for scrutiny and approval by the LegCo in the context of the Appropriation Bill. The Government explained the relevant arrangements to the Finance Committee in early 2015. We have included the necessary provision for this proposal under the relevant head and sub-head of expenditure for Members’ consideration.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)255**

**(Question Serial No. 4517)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Civil Engineering and Development Department continued the construction of the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT). Please advise:

1. of the progress of the works of the TKO-LTT, as well as of the anticipated completion date;
2. whether there is any delay in the construction works; if yes, of the details and remedial measures.

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 55)

Reply:

1 and 2.

The tunnelling works and site formation works at the TKO-LTT portals, and the reclamation works and marine viaduct works at Junk Bay are in progress. It is anticipated that the project would be completed in 2021 as scheduled.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)256**

**(Question Serial No. 3556)**

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 (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding piers, please advise:

- (a) of the number and locations of piers (please provide a list by district) for use by various fishing vessels in Hong Kong;
- (b) of which piers of the above had maintenance work done over the previous three years (from 2016-17 to 2018-19), and of when these maintenance works were carried out;
- (c) of the staffing and expenditure for the above works over the previous three years (from 2016-17 to 2018-19), and of the anticipated staffing and expenditure in 2019-20.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 75)

Reply:

(a) and (b)

Fishing vessels may use over 180 public piers and landing facilities all over Hong Kong. The Civil Engineering and Development Department (CEDD) regularly inspects these public piers and landing facilities and carries out maintenance works as necessary. The locations and maintenance records of these public piers and landing facilities in the past three years are set out at **Annex**. In addition, fishing vessels may also use the piers at Aberdeen Wholesale Fish Market and Cheung Sha Wan Wholesale Fish Market managed and maintained by the Fish Marketing Organization (FMO).

(c)

The total expenditure of the CEDD on maintaining public piers and landing facilities in the past three years (2016-17 to 2018-19) was about \$30 million. The estimated expenditure for 2019-20 is \$12 million. As for staffing, three professional and 17 technical in-house members of staff of the CEDD handle the maintenance work of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by the FMO.

**Public Piers and Landing Facilities**  
**Managed by the Civil Engineering and Development Department**

**(a) Public Piers**

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
1	Central Pier No. 10	Central & Western	✓	✓	✓
2	Central Pier No. 9	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	East	✓	✓	✓
4	Cheung Chau Public Pier	Islands	✓	✓	✓
5	Chi Ma Wan Pier	Islands	✓	✓	✓
6	Lo Tik Wan Pier	Islands	–	–	✓
7	Luk Chau Tsuen Pier	Islands	–	–	–
8	Pak A Pier	Islands	–	–	–
9	Pak Mong Pier	Islands	✓	✓	✓
10	Peng Chau Public Pier	Islands	✓	✓	✓
11	Po Toi Public Pier	Islands	–	✓	✓
12	Sai Wan Jetty	Islands	–	✓	✓
13	Sha Lo Wan Pier	Islands	✓	✓	✓
14	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
15	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
16	Tai Lei Island Pier	Islands	✓	✓	✓
17	Tai O Public Pier	Islands	–	✓	✓
18	Tai Shui Hang Pier	Islands	–	✓	✓
19	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
20	Tung Chung Public Pier	Islands	✓	✓	✓
21	Yung Shue Wan Development Pier	Islands	✓	–	✓
22	Yung Shue Wan Public Pier	Islands	✓	✓	✓
23	Ma Tau Kok Public Pier	Kowloon City	✓	✓	✓
24	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
25	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
26	Ap Chau Public Pier	North	–	–	✓
27	Kat O Chau Pier	North	✓	–	✓
28	Sha Kiu Public Pier	North	–	–	–
29	Sha Tau Kok Public Pier	North	–	✓	✓
30	Hap Mun Bay Public Pier	Sai Kung	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
31	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
32	Pak Sha Wan Pier No. 2	Sai Kung	✓	✓	✓
33	Po Toi O Pier No. 2	Sai Kung	–	✓	✓
34	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
35	Sai Kung Public Pier	Sai Kung	✓	✓	✓
36	Tiu Keng Leng Pier	Sai Kung	–	–	–
37	Tso Wo Hang Pier	Sai Kung	✓	–	✓
38	Tung Lung Chau (North) Pier	Sai Kung	–	✓	–
39	Tung Lung Chau Public Pier	Sai Kung	–	–	✓
40	Yim Tin Tsai Pier	Sai Kung	–	–	✓
41	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	✓
42	Wu Kai Sha Pier	Sha Tin	✓	✓	–
43	Blake Pier at Stanley	Southern	✓	✓	✓
44	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
45	Tai Tam Bay Pier	Southern	✓	–	✓
46	Tai Tau Chau Pier	Southern	–	–	–
47	Chek Keng Pier	Tai Po	–	–	–
48	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	✓	–
50	Lai Chi Chong Pier	Tai Po	✓	✓	✓
51	Sam Mun Tsai Village Pier	Tai Po	–	–	–
52	Sham Chung Pier	Tai Po	✓	–	✓
53	Tai Mei Tuk Pier No. 1	Tai Po	–	✓	–
54	Tai Mei Tuk Pier No. 2	Tai Po	–	–	–
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓
57	Tung Ping Chau Public Pier	Tai Po	✓	–	✓
58	Wong Shek Public Pier	Tai Po	✓	–	–
59	Sham Tseng Public Pier	Kwun Tong	✓	–	✓
60	Ma Wan Public Pier	Tsuen Wan	✓	✓	✓
61	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
62	Tai Pai Tsui Pier	Tsuen Wan	–	–	–
63	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	✓	–
64	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	✓	–
65	Yau Kom Tau Pier	Tsuen Wan	✓	–	–

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
66	Kadoorie Pier	Tuen Mun	✓	✓	✓
67	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

**(b) Public Landing Facilities**

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
68	Central Landing No. 10	Central & Western	✓	✓	✓
69	Sai Ning Street Landing No. 1	Central & Western	–	–	–
70	Sai Ning Street Landing No. 2	Central & Western	–	–	✓
71	Sheung Wan Landing No. 1	Central & Western	–	✓	✓
72	Sheung Wan Landing No. 2	Central & Western	–	–	–
73	Western PCWA Landing No. 1	Central & Western	–	–	✓
74	Causeway Bay Typhoon Shelter Landing No. 7	Eastern	✓	✓	✓
75	Chai Wan Cargo Handling Basin Landing	Eastern	–	–	–
76	Quarry Bay Park Landing No. 1	Eastern	✓	–	✓
77	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern	✓	–	✓
78	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern	–	–	✓
79	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern	✓	–	✓
80	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern	✓	–	–
81	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern	–	–	–
82	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern	✓	–	✓
83	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
84	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	✓	✓	✓
85	Siu Sai Wan Landing No. 1	Eastern	–	–	✓
86	Siu Sai Wan Landing No. 2	Eastern	–	–	✓
87	Cheung Chau Complex Landing	Islands	–	–	✓
88	Mui Wo Landing No. 1	Islands	–	–	–
89	Mui Wo Landing No. 2	Islands	✓	–	✓
90	Mui Wo Landing No. 3	Islands	✓	–	–
91	Pak She Praya Road Landing	Islands	–	–	–
92	Peng Chau Landing No. 1	Islands	–	–	✓
93	Peng Chau Landing No. 2	Islands	✓	–	–
94	Peng Chau Landing No. 3	Islands	–	–	–
95	Peng Chau Landing No. 4	Islands	✓	–	–
96	Peng Chau Landing No. 5	Islands	–	–	–
97	Peng Chau Landing No. 6	Islands	–	–	–
98	Peng Chau Landing No. 7	Islands	–	–	✓
99	Peng Chau Landing No. 8	Islands	–	–	–
100	Peng Chau Landing No. 9	Islands	–	–	–
101	Praya Street Landing	Islands	✓	–	✓
102	Sai Wan Landing	Islands	–	–	✓
103	Tai A Chau Landing No. 1	Islands	–	✓	✓
104	Tai A Chau Landing No. 2	Islands	–	✓	✓
105	Tai A Chau Landing No. 3	Islands	–	✓	✓
106	Tai Hing Tai Road Landing No. 1	Islands	–	–	✓
107	Tai Hing Tai Road Landing No. 2	Islands	–	–	✓
108	Tai O Promenade Landing No.1	Islands	–	–	–
109	Tai O Promenade Landing No. 2	Islands	–	–	–
110	Tung Chung Development Seawall Landing No. 1	Islands	–	–	–
111	Hung Hom Landing No. 8	Kowloon City	–	–	✓
112	Kai Tak Landing No. 1	Kowloon City	–	–	–
113	Kai Tak Landing No. 2	Kowloon City	–	–	–
114	King Wan Street Landing	Kowloon City	–	–	–
115	Tai Wan Shan Landing	Kowloon City	–	–	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
116	Runway Park Pier Landing No. 1	Kowloon City	–	✓	–
117	Runway Park Pier Landing No. 2	Kowloon City	–	✓	–
118	Sam Ka Tsuen Landing No. 1	Kwun Tong	✓	✓	✓
119	Sam Ka Tsuen Landing No. 2	Kwun Tong	–	–	–
120	Sam Ka Tsuen Landing No. 3	Kwun Tong	✓	–	✓
121	Sha Tau Kok Landing No. 1	North	–	–	✓
122	Sha Tau Kok Landing No. 2	North	–	–	✓
123	Sai Kung Town Landing No. 1	Sai Kung	✓	✓	✓
124	Sai Kung Town Landing No. 2	Sai Kung	–	✓	✓
125	Sai Kung Town Landing No. 3	Sai Kung	–	✓	✓
126	Sai Kung Town Landing No. 5	Sai Kung	–	–	✓
127	Sha Ha Landing No. 1	Sai Kung	–	✓	✓
128	Sha Ha Landing No. 2	Sai Kung	–	✓	✓
129	Sha Ha Landing No. 3	Sai Kung	–	✓	✓
130	Sha Ha Landing No. 4	Sai Kung	–	–	✓
131	Tseung Kwan O South Landing	Sai Kung	–	–	✓
132	Tui Min Hoi Landing No. 1	Sai Kung	–	–	–
133	Tui Min Hoi Landing No. 2	Sai Kung	–	✓	✓
134	Ma Liu Shui Landing No. 1	Sha Tin	–	–	–
135	Ma Liu Shui Landing No. 2	Sha Tin	–	–	✓
136	Ma Liu Shui Landing No. 3	Sha Tin	–	–	–
137	Shatin Area 77 Landing	Sha Tin	–	–	–
138	Tai Shui Hang Landing	Sha Tin	–	✓	✓
139	Cheung Sha Wan Landing No. 3	Sham Shui Po	–	✓	–
140	Aberdeen Praya Road Landing No. 1	Southern	–	✓	–
141	Aberdeen Praya Road Landing No. 2	Southern	–	–	–
142	Aberdeen Praya Road Landing No. 3	Southern	–	–	–
143	Aberdeen Praya Road Landing No. 4	Southern	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
144	Aberdeen Praya Road Landing No. 5	Southern	✓	✓	–
145	Aberdeen Praya Road Landing No. 6	Southern	–	–	✓
146	Aberdeen Praya Road Landing No. 7	Southern	–	–	✓
147	Aberdeen Wholesale Fish Market Landing No. 3	Southern	✓	✓	–
148	Ap Lei Chau Landing No. 1	Southern	✓	✓	–
149	Ap Lei Chau Landing No. 2	Southern	–	–	✓
150	Ap Lei Chau Landing No. 3	Southern	–	✓	–
151	Ap Lei Chau Landing No. 4	Southern	–	–	–
152	Ap Lei Chau Landing No. 5	Southern	–	–	–
153	Lee Nam Road Landing	Southern	–	✓	✓
154	Po Chong Wan Landing No. 1	Southern	–	–	✓
155	Shek Pai Wan Landing No. 1	Southern	–	–	✓
156	Shek Pai Wan Landing No. 2	Southern	–	–	✓
157	Shek Pai Wan Landing No. 3	Southern	–	–	✓
158	Shum Wan Landing No. 1	Southern	–	–	✓
159	Ha Wai Landing	Tai Po	–	–	✓
160	Long Harbour Wan Tsai Landing	Tai Po	–	–	✓
161	Pak Shek Kok Public Pier	Tai Po	–	–	–
162	Shuen Wan Breakwater Landing No. 1	Tai Po	–	–	–
163	Shuen Wan Breakwater Landing No. 2	Tai Po	–	–	–
164	Tai Mei Tuk Landing	Tai Po	–	✓	✓
165	Tai Po Area 27 Landing	Tai Po	–	–	✓
166	Tai Po Industrial Area Landing	Tai Po	✓	✓	✓
167	Ma Wan Pak Lam Road Landing	Tsuen Wan	–	–	–
168	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	–	–	✓
169	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	–	–	✓
170	Tuen Mun Area 27 Landing No. 1	Tuen Mun	–	–	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
171	Tuen Mun Area 27 Landing No. 2	Tuen Mun	–	–	✓
172	Tuen Mun Area 40 Landing	Tuen Mun	–	✓	✓
173	Tuen Mun Area 44 Landing No. 2	Tuen Mun	✓	–	✓
174	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	–	–	✓
175	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	–	✓	✓
176	Tai Kok Tsui Landing	Yau Tsim Mong	–	✓	✓
177	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	✓	✓	–
178	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	✓	–
179	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	–	–
180	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	–	–
181	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	–	–	–
182	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	–	–	–
183	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	–	–	–

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)257**

**(Question Serial No. 3429)**

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 (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned in the Matters Requiring Special Attention in 2019-20 that the Department would continue to upgrade the marine facilities. What are the specific details? What are the estimated provisions and facilities to be involved? Will there be a need for additional funding application from the Finance Committee? What innovative technologies will the Government apply in upgrading the marine facilities?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 65)

Reply:

The Port Works Division of the Civil Engineering and Development Department (CEDD) is responsible for the planning and implementation of various types of public marine works projects, which include improvement works projects at existing public piers and maintenance works at public marine facilities such as seawalls, mooring areas and beacons, etc.

In 2019-20, CEDD would continue to plan and take forward improvement works at public piers including Pak Kok Pier and Yung Shue Wan Public Pier on Lamma Island. Also, CEDD would earmark a financial provision of \$55 million for the maintenance works at seawalls and piers. CEDD would continue to take forward improvement or reconstruction works at public marine facilities according to established procedures. When necessary, CEDD would submit the relevant works items to the Legislative Council for funding approval.

CEDD has conducted regular inspections for public marine structures. In order to continue improving the inspection efficiency for the needed maintenance works, CEDD is exploring the application of advanced surveying technologies, including imaging sonar and multi-beam echo sounding, to inspect the submerged parts of marine facilities such as seawalls and the piles of piers. CEDD is also working on the installation of additional wave monitoring stations in Hong Kong waters to collect more wave data as reference for reviewing design parameters of marine facilities in future.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)258**

**(Question Serial No. 4662)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the following works under construction/advance works under this Programme, please advise this Committee of the progress of the works as at March 2019, their anticipated completion dates, as well as whether the works/advance works concerned will be completed within the estimated costs:

- 1) Tseung Kwan O - Lam Tin Tunnel (TKO-LTT);
- 2) Trunk Road T2;
- 3) Cross Bay Link, Tseung Kwan O.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 114)

Reply:

- 1) The tunnelling works and site formation works at the TKO-LTT portals, and the reclamation works and marine viaduct works at Junk Bay are in progress. It is anticipated that the project would be completed in 2021 as scheduled.
- 2) The design of Trunk Road T2 and Cha Kwo Ling Tunnel has been substantially completed. Subject to funding approval of the Finance Committee, the Civil Engineering and Development Department plans to commence the construction works in the second half of 2019 for completion in around 2025.
- 3) The foundation works of Cross Bay Link, Tseung Kwan O are in progress. It is anticipated that the project would be completed in around 2022 as scheduled.

The Government will closely monitor the implementation of the projects, including project costs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)259**

**(Question Serial No. 7224)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of whether the Government commenced the construction of Trunk Road T2 and Cha Kwo Ling Tunnel in 2018-19, and the anticipated work details in the coming 12 months.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 98)

Reply:

The construction works of Trunk Road T2 and Cha Kwo Ling Tunnel has not yet commenced in 2018-19. Subject to funding approval of the Finance Committee in the current legislative year, the Civil Engineering and Development Department plans to commence the construction works in the second half of 2019 for completion in around 2025.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)260**

**(Question Serial No. 5199)**

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

Question:

Will the Administration inform this Committee that after the passage of typhoon Mangkhut in Hong Kong,

- (1) what is the total weight of road obstructions cleared by the Highways Department (HyD)?
- (2) what are the respective numbers of traffic signs, street lights, lifts and footbridges that have to be maintained?
- (3) what are the respective lengths of carriageways and footpaths that have to be restored?
- (4) what are the respective expenses on clearing obstructions and the maintenance of traffic signs, street lights, lifts and footbridges as mentioned above?
- (5) what are the expenses on the maintenance of the Hong Kong Section of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the aftermath of typhoon Mangkhut?
- (6) what are the respective numbers of traffic signs, street lights, lifts and footbridges that have not yet restored to date?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 342)

Reply:

- (1),(4) Most of the road obstructions resulting from the super typhoon Mangkhut were caused by fallen trees. The HyD removed all blockages to carriageways by October 2018. Up to end-March 2019, HyD removed approximately 26 800 tonnes of tree debris on public roads and roadside slopes. The removal cost is approximately \$31 million.
- (2),(4),(6) The quantities of damaged road furniture and highways facilities and the estimated repair costs (figures as at end-March 2019) are tabulated below -

<b>Damaged Facilities</b>	<b>Number of Damaged Facilities</b>	<b>Estimated Repair Cost (HK\$ million)</b>
Traffic Signs	370	1
Road Lighting	3 369	11
Lifts and Escalators	72	11.2
Footbridges	23	2.3

The repair works for all road lighting facilities, lifts and escalators as well as footbridges have been completed. The repair works for the remaining three damaged traffic signs will be completed within the first half of 2019.

- (3) The length of the damaged roads and footpaths were about 175 metres and 2 100 metres respectively. The repair works of all the damaged roads and most of the damaged footpaths have been completed.
- (5) The repair works of the Hong Kong Section of the HZMB, which had yet to commence operation when the typhoon Mangkhut struck Hong Kong in mid-September 2018, were covered by the relevant works contracts.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)261**

**(Question Serial No. 4344)**

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding its work in relation to the Code on Access to Information, will the Administration advise this Committee on the following:

- (1) concerning the requests for information under the Code on Access to Information received by the Highways Department (HyD) for which only some of the required information was provided, please state in table form: (i) the content of the requests for which only some of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) How the requests were eventually handled

- (2) concerning the requests for information under the Code on Access to Information received by the HyD for which the required information was not provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 88)

Reply:

- (1) The requests for information made pursuant to the Code on Access to Information received by the HyD from January to September 2018, for which only some of the required information was provided, are summarised below –

	<b>(i) Content of the requests for which only some of the required information was provided</b>	<b>(ii) Reasons for providing some of the information only</b>	<b>(iii) How the requests were eventually handled</b>
1	Information about Western Harbour Crossing Study Report, Volumes 1 to 4	<p>There is some sensitive information related to financial analysis, capital cost, operating cost and revenue estimation of the franchisee. Disclosure of such information would hamper the Government's commercial or contractual activities and management and operation of the public service.</p> <p>There is also some information involving internal discussion within the Government. Disclosure of such information would affect the frankness and candour of discussion within the Government.</p>	The request was met in part
2	Information about graffiti on roads and bridges in Hong Kong from 1997 to 2017	HyD does not have the detailed breakdown of the records regarding graffiti on roads and bridges. Preparation of the required information would divert substantial resources to examine a large number of records.	The request was met in part

- (2) From January to September 2018, there were no cases of requests for information under the Code on Access to Information received by the HyD, for which the required information was not provided.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)262**

**(Question Serial No. 5076)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects, (3) Railway Development

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Regarding the Tuen Mun Western Bypass (TMWB) project, what are the works progress, expenditure and manpower involved and dates of completion? In 2019-20, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of the TMWB? What are the respective expenditures and manpower involved and anticipated dates of completion?
- (2) 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 2019-20? Whether the Administration will plan to construct BBIs on other roads? What are the details and the expenditure involved?
- (3) What are the details of the investigation for the widening of Castle Peak Road - Castle Peak Bay. What is the anticipated commencement date of the project? Over the past 5 years, did the Administration carry out public consultations in the areas affected by the project? What were the details and expenditure involved? In 2019-20, will the Administration continue to carry out public consultations in the areas affected by the project? What are the details and the estimated expenditure involved?
- (4) 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 facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme? What are the details of the items to be commenced under the UA Programme in 2019-20? What are the actual project expenditures and the number of staff involved?
- (5) Please provide the name list of the engineering consultants/monitoring and verification (M&V) consultants of all large-scale infrastructural projects (including but not limited to the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR), the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) Island and the Central-Wan Chai Bypass), and list out by year the expenditures involved in the engagement of engineering consultants/M&V consultants for the above-mentioned projects from their commencement to completion as well as in 2019-20. Please



advise the Administration will by what means supervise the work of the engineering consultants/M&V consultants, and the annual expenditure involved.

- (6) After the Administration published the Railway Development Strategy 2014, what are the implementation timetable, details, expenditure and manpower involved?
- (7) What is the construction progress of the Shatin to Central Link (SCL) project? What are the respective completion dates and latest cost estimates for the works?
- (8) Please list out by year the expenditures involved in the engagement of the M&V consultants for the SCL project since its commencement as well as in 2019-20. Please advise the Administration will by what means supervise the work of the M&V consultants, and the annual expenditure involved.
- (9) Please list out by year the expenditures involved in the engagement of the M&V consultants for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project since its commencement to completion as well as in 2019-20. Please advise the Administration will by what means supervise the work of the M&V consultants, and the annual expenditure involved.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 111)

Reply:

**Q1:**

The HyD commenced the further investigation and preliminary design study for the proposed alignment of TMWB in October 2017 for completion in around two years' time. The study includes the review of the detailed alignment and connection points, the arrangement of ancillary facilities as well as various impact assessments including environmental, traffic, land etc., construction cost, implementation packaging and programme and arrangements. Depending on the progress of the investigation study, the HyD will conduct public consultation in due course. The actual expenditure on the investigation study in 2018-19 was \$5.6 million, while the estimated expenditure for 2019-20 is \$7.0 million. The HyD has been deploying existing staff resources to supervise the investigation study.

**Q2:**

The Kowloon-bound and Tuen Mun-bound BBIs on Tuen Mun Road were commissioned in December 2012 and July 2013 respectively. They currently serve 31 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 generally well-received by passengers. The works in relation to the traffic management of Tuen Mun Road BBIs are undertaken by the existing staff of the Transport Department as part of their normal duties. In 2019-20, an estimated expenditure of about \$11.29 million is reserved for the Tuen Mun Road BBIs project for the purpose of finalisation of the project.

To encourage and facilitate passengers to interchange between different bus routes to enhance the efficiency of bus services, the Government has recently completed / is currently undertaking construction works for BBIs at the following four locations –

- (a) BBI on Fanling Highway: The HyD has completed the construction of a BBI on Fanling Highway Kowloon bound near Ho Ka Yuen. The BBI was commissioned on 23 December 2018. The estimated expenditure for the BBI in 2019-20 is about \$1.5 million.
- (b) BBI at Tuen Mun – Chek Lap Kok Link (TM-CLKL): Under the TM-CLKL project, the HyD will construct a BBI at both bounds of the proposed toll plaza of TM-CLKL. The BBI is anticipated to be opened together with TM-CLKL Northern Connection in 2020 at the earliest. The cost of the BBI works has been included in the TM-CLKL project and there is no separate breakdown of the item.
- (c) BBI at Tseung Kwan O – Lam Tin Tunnel (TKO-LTT): Under the TKO-LTT project, the Civil Engineering and Development Department (CEDD) will construct a BBI at the Kowloon bound of the tunnel portal in Lam Tin near the existing toll plaza of the Eastern Harbour Crossing. The BBI is anticipated to be completed in 2021. The cost of the BBI works has been included in the TKO-LTT project and there is no separate breakdown of the item.
- (d) BBI at Tseung Kwan O Tunnel: Under Development of Anderson Road Quarry Site project, the CEDD has commenced the construction of a BBI at both bounds of the existing toll plaza of Tseung Kwan O Tunnel. The BBI is anticipated to be completed in 2019. The estimated expenditure for the BBI in 2019-20 is about \$50 million.

The Government will continue to explore the provision of enhanced interchange facilities at other suitable locations with stakeholders concerned.

### **Q3:**

In support of the development of Tuen Mun, the widening of Castle Peak Road - Castle Peak Bay project was originally scheduled to commence in 2016 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.

The HyD conducted extensive public consultations with various stakeholders including the Tuen Mun District Council and residents of the estates along the road section since 2013. Subject to the outcome of the judicial review, the HyD will review the implementation of the project.

**Q4:**

Under the “Original Programme” and “Expanded Programme” of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work.

Under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase”, with a view to commencing construction works progressively starting from 2021.

The expenditures on the UA Programme in 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 were \$554.3 million, \$779.0 million, \$801.9 million, \$855.0 million and \$751.6 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure of the UA Programme in 2019-20 is \$652.8 million. Apart from deploying existing staff resources to take forward previous phases of the UA Programme, the HyD will deploy one Senior Engineer and three Engineers/Assistant Engineers (supported by a Clerical Assistant) in 2019-20 to oversee the “Third Phase” mentioned above.

**Q5, Q8 and Q9:**

The engineering consultants/ M&V consultants of large-scale infrastructural projects, the SCL project and the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project with relevant expenditures are as listed below-

Project	Consultant	Approx. annual expenditure (\$ million) (Consultancy Fee + Investigation)					Forecast Expenditure (\$ million) (Consultancy Fee + Investigation)
		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
HZMB HKBCF (Superstructures and Infrastructures) – Design and Construction	AECOM Asia Company Limited	72	53	45	28	20	54
HZMB HKBCF (Reclamation Works) – Design and Construction	Ove Arup & Partners Hong Kong Limited	1.3	1.4	0.6	0	0.7	2.7
Tender and Construction of HZMB HKLR – Design and Construction	Ove Arup & Partners Hong Kong Limited	3.5	3.3	3.2	4.1	2	2.8
TM-CLKL – Design and Construction	AECOM Asia Company Limited	26.8	18.7	37.8	69.2	13.9	4.6
Independent Review on the Procedures for HKLR (Section between Scenic Hill and HKBCF) - Investigation	PYPUN-KD & Associates Ltd.	0	0	0	0	2.3	0
Central Kowloon Route	Arup-Mott MacDonald Joint Venture	7.3	7.4	5.5	8.3	18.0	13.3
Central - Wan Chai Bypass and Island Eastern Corridor Link	AECOM Asia Company Limited	9.8	10.1	8.6	5.2	1.6	1.0
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2	Hyder-Arup- Black & Veatch Joint Venture and AECOM Asia Company Limited	0.2	0.64	0.56	6.45	0.43	0.1
SCL – M&V for Construction, Testing and Commissioning Phase	PYPYN-KD & Associates Limited	22.8	24.6	25.1	21.2	25.9	26
XRL – M&V for Construction, Testing and Commissioning Phase	Jacobs China Ltd.	15.8	21.4	29.7	30.2	26.8	16

The HyD has been managing the concerned consultancies in accordance with the Handbook on Selection, Appointment and Administration of Engineering and Associated Consultants, relevant guidelines promulgated by the Development Bureau and the M&V consultancy agreements. The relevant expenses are absorbed by the existing staff resources of the HyD. There is no separate breakdown of expenditure and manpower for this particular task.

**Q6:**

Having regard to the indicative implementation window recommended in the RDS-2014, the THB had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the HyD and relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

As at March 2019, one Chief Engineer, five Senior Engineers and six Engineers in the HyD are tasked with assisting the THB in studying the railway projects recommended in the RDS-2014, with a total estimated staff cost of about \$14 million in 2019-20.

**Q7:**

As of 31 December 2018, the overall works for SCL project were 89% complete.

The Approved Project Estimate for the entire SCL project was adjusted upward from the original estimate of \$79,800 million to \$80,700 million (in money-of-the-day prices) in June 2017. The estimated expenditure of various subheads for the SCL project as at February 2019 are tabulated below –

<b>Subhead</b>	<b>Project Title</b>	<b>Approved Project Estimate (\$ million)</b>	<b>Estimated Expenditure (\$ million)</b>
6059TR	SCL – construction of railway works – protection works in Wan Chai Development Phase II	152.6	119.4
6058TR	SCL – construction of railway works – protection works	541.6	429.86
6063TR	SCL – construction of railway works – advance works	7,102.6	(Note 1)
6064TR	SCL – construction of non-railway works – advance works	1,448.2	(Note 1)
6061TR	SCL – construction of railway works – remaining works	65,433.3	(Note 2)
6062TR	SCL – construction of non-railway works – remaining works	5,983.1	(Note 2)

Note 1: Estimated expenditure is subject to an on-going process of contract finalisation.

Note 2: The Government received the revised cost estimate of the main works of the SCL project from the MTRCL on 5 December 2017. The MTRCL indicated the need to adjust upward the entrustment cost of the main works of the SCL project, from \$70.8 billion to \$87.3 billion, i.e. an increase of about \$16.5 billion. The Government is conducting a detailed review of the MTRCL's revised cost estimate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)263**

**(Question Serial No. 7266)**

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) Please provide the details of the following reclamation project:

	Area of reclamation (approximately) (ha)	Capital cost of the entire project (HK\$)	Cost required for reclamation (HK\$)	Volume of reclamation materials required (approximately) (tonnes)	Distribution by ratio of the volume of reclamation materials required (%)			Prices of the reclamation materials required (tonnes/HK\$)		
					Marine sand	Public fill	Others (Please specify)	Marine sand	Public fill	Others (Please specify)
Hong Kong Boundary Crossing Facilities (HKBCF) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project										

(2) What is the origin of the marine sand used in the above project?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 142)

Reply:

(1)

Project	Area of reclamation (approximately) (ha)	Capital cost of the entire project (HK\$)	Cost required for reclamation (HK\$)	Volume of reclamation materials required (approximately) (tonnes)	Distribution by ratio of the volume of reclamation materials required (%)			Prices of the reclamation materials required (tonnes/HK\$)		
					Marine sand	Public fill	Others (Please specify)	Marine sand	Public fill	Others (Please specify)
PWP Item 845TH HZMB HKBCF – reclamation and superstructures	130	35,895 million	5,766 million	43 million	83%	8%	9% (Rock)	Tendered prices of the filling materials in the contract cover the costs of labour, plant and materials. There is no separate breakdown on materials costs.		

(2)

The marine sand used in the HZMB HKBCF project was imported from the Mainland.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)264**

**(Question Serial No. 4756)**

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the outsourcing of services in the Highways Department (HyD), please provide the following information:

	<b>2018-19</b>	<b>Increase over last year</b>
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		

	<b>2018-19</b>	<b>Increase over last year</b>
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 the accrued benefits attributable to employer's contributions to Mandatory Provident Fund / the amount involved		

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 351)

Reply:

The information on the employment of outsourced staff in 2018-19 is as follows:

	<b>2018-19</b>	<b>Increase over last year</b>
Number of outsourced service contracts (note 1)	136 [works-related: 101; non-works related: 35]	+3 [works-related: +10; non-works related: -7]
Number of outsourced service staff employed by outsourced service providers (note 2)	426	+263
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	96	+23
\$15,001 to \$30,000	307	+245
\$10,001 to \$15,000	2	+2
\$8,001 to \$10,000	6	-7
\$6,760 to \$8,000	2	0
under \$6,760	13	0
Average length of service of outsourced staff (note 2)	3 to 84 months	roughly the same

	<b>2018-19</b>	<b>Increase over last year</b>
Percentage of outsourced staff against total number of staff in the department (note 2)	18.0%	+10.7%
Number of outsourced staff working – (note 2)		
1 day per week	3	+2
2 days per week	2	-5
5 days per week	42	-2
6 days per week	379	+268
Weekly working hours for outsourced staff – (note 2)		
longest working hours per week	54	0
average working hours per week	51.5	+5.0
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	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 is unable to 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)265**

**(Question Serial No. 6330)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Capital projects under design and construction are mainly undertaken by in-house staff of the Highways Department (HyD) and consultants. In this regard, will the Administration advise this Committee of the following -

What were the respective project titles, expenditures involved and duration of each of the capital projects undertaken by the HyD's in-house staff over the past five years?

What were the respective project titles, expenditures involved and duration of each of the capital projects undertaken by consultants over the past five years?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 420)

Reply:

In the past five calendar years from 2014 to 2018, capital works projects under design and construction implemented by the HyD are listed in Table 1 (by in-house staff) and Table 2 (by consultants) below.

**Table 1 - Capital works projects implemented by in-house staff of HyD in past five years**

<b>PWP item No.</b>	<b>Project title</b>	<b>Approved Project Estimate (\$million)</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Total expenditure in past five calendar years (\$million)</b>
6157TB	Centre Street escalator link (stage 1)	60.7	Sep-09	Feb-14	7.2
6158TB	Elevated walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O	221.6	Jan-17	Aug-19 (estimated)	42.4
6164TB	Footbridge connecting Tsuen Wan Plaza, Skyline Plaza and adjacent landscaping area	146.2	May-17	Nov-19 (estimated)	25.6
6168TB	Proposed lift and pedestrian walkway system at Waterloo Hill	116.7	Dec-16	Jun-19 (estimated)	34.9
6169TB	Lift and pedestrian walkway system at Cheung Hang Estate, Tsing Yi	222.7	Feb-17	Aug-19 (estimated)	53.4
6173TB	Extension of the CITIC Tower footbridge to Legislative Council Complex at Tamar	74.3	Jul-13	Feb-16	46.3

**Total: 209.8**

**Table 2 - Capital works projects implemented by consultants in past five years**

<b>PWP item No.</b>	<b>Project title</b>	<b>Approved Project Estimate (\$million)</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Total expenditure in past five calendar years (\$million)</b>
6067TI	Public transport interchange at Hung Hom Bay Reclamation	48.1	Jan-12	Dec-18	0.4
6167TB	Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - design works and phase 1 construction works	292.1	Aug-11	Jan-16  (The construction works under PWP Item No. 6167TB were completed in Jan-16. The design works for most of the items have been completed by 2017 as scheduled. Due to late availability of site, site constraints, etc., the design works for a few items will go beyond 2018.)	154.5
6175TB	Lift and pedestrian walkway system between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	239.4	Jun-17	May-20 (estimated)	37.9
6185TB	Lift and pedestrian walkway system between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	249.4	Jun-18	Dec-21 (estimated)	1.7
6461TH	Central Kowloon Route - main works	42,363.9	Dec-17	2025 (estimated)	1,291.9
6557TH	Central-Wan Chai Bypass and Island Eastern Corridor Link - consultants' fees and investigations	215.0	Mar-95	Sep-19	2.1

<b>PWP item No.</b>	<b>Project title</b>	<b>Approved Project Estimate (\$million)</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Total expenditure in past five calendar years (\$million)</b>
6561TH	Widening of Tolo Highway between Island House interchange and Ma Liu Shui interchange	2,507.2	Sep-99	Dec-20 (estimated)	3.0
6579TH	Central-Wan Chai Bypass and Island Eastern Corridor Link	36,038.9	Jul-09	Feb-19	17,920.5
6582TH	Central Kowloon Route - consultants' design fees and site investigations	192.3	Jun-98	Dec-21 (estimated)	48.1
6703TH	Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung	1,774.4	Mar-16	Dec-20 (estimated)	431.4
6720TH	Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2	4,320.0	Jul-13	2019 (estimated)	2,509.0
6736TH	Deep Bay Link	4,594.6	Jun-03	Dec-29 (estimated)	20.7
6746TH	Reconstruction and improvement of Tuen Mun Road	6,804.3	Oct-08	Dec-14	1,744.5
6751TH	Widening of Tolo Highway/ Fanling Highway between Island House Interchange and Fanling - detailed design and ground investigation	71.9	Mar-01	Dec-20 (estimated)	11.4
6792TH	Reconstruction and improvement of Tuen Mun Road - detailed design and associated site investigations	71.6	Jun-04	Dec-14	1.0
6798TH	Improvement to Pok Oi Interchange	264.8	Nov-12	Oct-16	234.6

<b>PWP item No.</b>	<b>Project title</b>	<b>Approved Project Estimate (\$million)</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Total expenditure in past five calendar years (\$million)</b>
6804TH	Retrofitting of Noise Barriers on Tai Po Road (Sha Tin section)	851.8	Jul-18	Sep-23 (estimated)	2.4
6810TH	Retrofitting of noise barriers on Tuen Mun Road (Town Centre section)	826.5	Dec-15	Mar-20 (estimated)	307.0
6814TH	Retrofitting of noise barriers on Tuen Mun Road (Fu Tei Section)	786.2	Jun-16	Dec-19 (estimated)	305.4
6819TH	Traffic improvements to Tuen Mun Road Town Centre Section	1,967.9	Dec-09	Feb-14	431.8
6828TH	Tuen Mun-Chek Lap Kok Link and Tuen Mun Western Bypass - investigation and preliminary design	103.6	May-08	Dec-20 (estimated)	6.0
6836TH	Improvement to Sham Tseng Interchange	99.6	Aug-09	Feb-14	5.8
6843TH	Widening of Tolo Highway between Island House Interchange and Tai Hang	4,486.9	Aug-09	Feb-16	977.2
6844TH	Hong Kong-Zhuhai-Macao Bridge - Hong Kong Link Road	25,047.2	May-12	Oct-18	18,035.9
6845TH	Hong Kong-Zhuhai-Macao Bridge - Hong Kong Boundary Crossing Facilities - reclamation and superstructures	35,895.0	Nov-11	Oct-18	29,113.2
6846TH	Tuen Mun-Chek Lap Kok Link - detailed design, site investigations and advance works	1,909.6	Nov-11	Jun-18	1,221.1
6848TH	Retrofitting of noise barriers on Tai Po Tai Wo Road near Po Nga Court	96.6	Mar-12	May-14	39.7
6855TH	Road improvement works for West Kowloon Reclamation Development	845.8	Mar-15	Dec-19 (estimated)	495.2



<b>PWP item No.</b>	<b>Project title</b>	<b>Approved Project Estimate (\$million)</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Total expenditure in past five calendar years (\$million)</b>
	(Phase 1)				
6857TH	Tuen Mun-Chek Lap Kok Link - construction works	44,798.4	Jun-13	2020 (estimated)	30,226.5

**Total: 105,579.9**

Remarks:

Category D items under Block Vote are excluded from the above tables.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)266**

**(Question Serial No. 6331)**

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

Question:

Early this year, a tendon wire on the Shenzhen Bay Bridge was found snapped. The Department then stated that no rupture was found on the wires in the inspection conducted two weeks before the incident. In this regard, will the Administration inform this Committee of the following -

Please set out, in table form, the dates of bridge inspections and materials strength tests conducted since the commissioning of the Shenzhen Bay Bridge, the company responsible for inspection and maintenance, follow-up actions taken by the Highways Department (HyD) so far and the contractor responsible for the repair works.

The HyD stated that it will conduct inspections on other similar bridges. Please set out, in table form, the names of the bridges concerned, the companies responsible for routine inspection and maintenance (if any), the dates of structural inspections and material strength tests conducted and the contractors responsible for the repair works.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 421)

Reply:

The Shenzhen Bay Bridge (the Bridge) was commissioned in 2007. Since its commissioning, the Bridge had been maintained by the maintenance term contractor of HyD while the inspections were conducted by an Independent Inspection Consultant (IIC). The current maintenance term contractor and the IIC are China Road and Bridge Corporation and AECOM Asia Co Ltd. respectively.

There are three main types of inspections. The six-monthly inspection mainly involves visual inspection of the condition of facilities of the bridge deck and main structures as well as ancillary components of the Bridge. The biennial general inspection mainly involves close visual inspection of the condition of the Bridge. The ten-yearly principal inspection mainly involves more in-depth examination of the concealed components of the Bridge by removing the decorative cladding panels and covering materials as well as conducting tests such as concrete carbonation, chloride content and concrete cover. The inspections of the Bridge had been carried out according to the above schedule, with the principal inspection carried out in 2013.

As soon as an external pre-stressed tendon of the Bridge was found broken on 15 February 2019, HyD immediately verified the overall integrity and confirmed the structural safety of the Bridge. For prudent's sake, two lanes of the Bridge were closed. HyD carried out inspections on other external pre-stressed tendons of the Bridge and found no irregularities. The replacement works for the broken tendon were completed in mid-March 2019 and all the closed road sections were reopened to traffic on 21 March 2019. With the assistance of independent experts, HyD has also set up an investigation team to investigate the cause of the incident.

Inspections of other bridges maintained by HyD with external pre-stressed tendons have been carried out since the incident in February 2019. The bridges include Tsing Yi Bridge, Kwai Tsing Bridge, Cheung Tsing Bridge, Tsing Sha Highway, Tsing Long Highway, Penny's Bay Highway, Cheung Tsing Highway, Tsing Yi North Coastal Road, Kong Sham Western Highway, Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road and Tuen Mun-Chek Lap Kok Link. The inspections have been conducted by corresponding IICs except bridges in the Tsing Ma Control Area and Tsing Sha Control Area the inspections of which have been carried out by the respective operators. The name of the respective maintenance term contractors, IICs/Operators and the dates of last inspection are shown in the table below:

<b>Bridge</b>	<b>Maintenance Term Contractor</b>	<b>Independent Inspection Consultant / Operator</b>	<b>Date of Last Inspection</b>
Tsing Yi Bridge	Shun Yuen Construction Company Limited	Greg Wong & Associates Ltd.	October 2018
Kwai Tsing Bridge	Shun Yuen Construction Company Limited	Greg Wong & Associates Ltd.	November 2018
Cheung Tsing Bridge	TMIL MOM Limited	TMIL MOM Limited	November 2018
Tsing Sha Highway	Gamon-Welcome Joint Venture & Serco Lam JV	Atkins China Limited & Serco Lam JV	January 2019
Tsing Long Highway	China Road and Bridge Corporation	AECOM Asia Co Ltd	March 2019
Penny's Bay Highway	China Road and Bridge Corporation	AECOM Asia Co Ltd & FL Engineering Consultant Ltd.	March 2019
Cheung Tsing Highway	TMIL MOM Limited	TMIL MOM Limited	October 2018
Tsing Yi North Coastal Road	TMIL MOM Limited	TMIL MOM Limited	December 2018

<b>Bridge</b>	<b>Maintenance Term Contractor</b>	<b>Independent Inspection Consultant / Operator</b>	<b>Date of Last Inspection</b>
Kong Sham Western Highway	China Road and Bridge Corporation	AECOM Asia Co Ltd	March 2019
Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road	China Road and Bridge Corporation	Atkins China Limited	March 2019
Tuen Mun - Chek Lap Kok Link - Southern Connection	China Road and Bridge Corporation	Atkins China Limited	March 2019

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)267****(Question Serial No. 6493)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please specify the numbers and details of any visits to various District Councils (DCs) made and any district activities attended by the Director of Highways in the past two years.

Districts	District Council meetings attended	Visits made to the district	Participated in events held by residents	Events hosted by the Government
Central and Western	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Eastern	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Southern	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Wan Chai	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kowloon City	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kwun Tong	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sham Shui Po	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Yau Tsim Mong	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:

Wong Tai Sin	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Islands	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kwai Tsing	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
North	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sai Kung	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sha Tin	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Tai Po	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Tsuen Wan	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Tuen Mun	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Yuen Long	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 473)

Reply:

District	DC Meetings Attended	District Visits Made	Community Activities Attended	Government Activities Attended
Central and Western	Date: 3 January 2019 Venue: Conference Room at Central & Western DC Details: To attend Central & Western DC Meeting	Date: Venue: Details:	Date: 6 January 2019 Venue: Edinburgh Place Details: To attend the Starting Ceremony of the Community Chest 50th Anniversary Walk for Millions (Central-Wan Chai Bypass) (CWB)	Date: 19 January 2019 Venue: CWB Tunnel Central Portal Details: To attend the Commissioning Ceremony of the CWB and Island Eastern Corridor Link
Southern	Date: 28 September 2018 Venue: CWB Central Community Liaison Centre Details: To meet with Southern DC members	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Wan Chai	Date: 13 November 2018 Venue: Conference Room at Wan Chai DC Details: To attend Wan Chai DC Meeting	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kowloon City	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: 27 November 2017 Venue: Shatin to Central Link (SCL) Sung Wong Toi Station Details: To attend the ceremony of the structural completion of SCL Stations in Kowloon City Section
Kwun Tong	Date: 8 May 2018 Venue: Conference Room at Kwun Tong DC Details: To attend Kwun Tong DC Meeting	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sham Shui Po	Date: 5 September 2017 Venue: Conference Room at Sham Shui Po DC Details: To attend Sham Shui Po DC Meeting	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:

District	DC Meetings Attended	District Visits Made	Community Activities Attended	Government Activities Attended
Yau Tsim Mong	Date: Venue:  Details:	Date: Venue:  Details:	Date: Venue:  Details:	Date: 22 September 2018 Venue: West Kowloon Station Details: To attend the Commissioning Ceremony of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link
Islands	Date: 17 December 2018 Venue: Conference Room at Islands DC  Details: To attend Islands DC Meeting	Date: Venue:  Details:	Date: Venue:  Details:	Date: 20 October 2018 Venue: Hong Kong Port and Hong Kong Link Road of the Hong Kong-Zhuhai-Macao Bridge Details: To join the visit for Members of LegCo Panel on Transport
North	Date: 12 April 2018 Venue: Conference Room at North DC Details: To attend North DC Meeting	Date: Venue:  Details:	Date: Venue:  Details:	Date: Venue:  Details:
Tai Po	Date: 2 November 2017 Venue: Conference Room at Tai Po DC Details: To attend Tai Po DC Meeting	Date: Venue:  Details:	Date: Venue:  Details:	Date: Venue:  Details:
Yuen Long	Date: 27 June 2017 Venue: Conference Room at Yuen Long DC Details: To attend Yuen Long DC Meeting	Date: Venue:  Details:	Date: Venue:  Details:	Date: Venue:  Details:

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)268**

**(Question Serial No. 6506)**

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

Question:

It is mentioned in Matters Requiring Special Attention in 2019-20 that the Department will continue to take forward the proposed railway schemes recommended under the Railway Development Strategy 2014 (RDS-2014) in an orderly manner, including carrying on with the detailed planning for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station), the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line, as well as taking forward detailed planning for Hung Shui Kiu Station and the South Island Line (West). In this regard, will the Administration set out, by railway lines, the implementation timetables for, the current progresses and target completion dates of the above projects?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 488)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of

individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)269**

**(Question Serial No. 3434)**

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

Question:

Regarding the technical standards for road constructions and maintenance, please inform this Committee of the following -

- (1) Has the Administration conducted inspection upon completion of construction or maintenance by the contractors to check whether the actual road conditions comply with the relevant standards?
- (2) Road users complained that there are inconveniences of all kinds in the actual use of the roads (e.g. it is not possible for buses which are currently 12.8 metres in length to use some of the roundabouts and the buses have to reverse) while some criticised that the road designs are not suitable for use. Has the Administration consulted the views of the users when designing the roads?
- (3) Comparing with some overseas regions, roads in Hong Kong are rugged and uneven. Has the Government made references to road construction standards overseas and adopted appropriate materials and workmanship to make our roads flat and smooth?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 70)

Reply:

- (1)  
The Government attaches great emphasis on quality control of road construction and maintenance works.

For road construction works, works departments will engage professional engineering consultants and resident site staff to design and supervise the construction of the projects. The consultants have to follow the requirements set out by the Government and ensure that the construction carried out by the contractors are in strict accordance with relevant contract specifications. All completed road works projects will be inspected by the consultants or the Highways Department (HyD) to ensure that the works comply with the specified requirements and standards.

For road maintenance, the HyD currently arranges contractors through eight maintenance contracts to conduct regular inspection of public roads in the territory and repair wear and tear as well as damaged road surfaces. The HyD is responsible for supervising and auditing the contractor's works to ensure that the completed works comply with the specified standards under the maintenance contracts.

(2)

Due to various site constraints, roads in Hong Kong are normally designed for vehicles up to 12 metres long, which is the maximum overall length of buses as stipulated in the First Schedule of "Road Traffic (Construction and Maintenance of Vehicles) Regulations" (Cap. 374A). The design is able to cater for the great majority of vehicles on the roads. If an application for the use of 12.8-metre-long buses to operate on a specific route is received from a franchised bus operator, the Transport Department will, based on the results of trial runs, review and consider whether the road conditions along the proposed route are suitable for the operation of such buses on a case-by-case basis.

(3)

While up-keeping our road surfaces is a challenging task given the heavy traffic in Hong Kong, we strive to maintain the roads in safe and proper conditions for public use. In addition to regular maintenance and systematic re-surfacing, we have been collaborating with local universities to make use of state of the art materials to improve road pavement with reference to overseas experience. We also carry out tests on surface regularity for repaired road sections to ensure compliance with the required standards.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)270**

**(Question Serial No. 4419)**

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

Question:

- (1) Under Programme (2), provision for 2019-20 has seen a significant increase of \$754.2 million (40.9%) and 30 posts will be created. What are the reasons and details?
- (2) Please provide a breakdown of the 30 new posts by their respective programmes, ranks, natures of work and salaries.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 500)

Reply:

The provision for Programme (2) District and Maintenance Works in 2019-20 is \$754 million higher than the revised estimate for 2018-19. The estimated increase is mainly due to the increase in the cost of works, additional provisions to cater for the projects commissioned in 2018-19 or scheduled to be commissioned in 2019-20, and filling of vacancies as well as creation of new posts in 2019-20.

Under Programme (2), the Highways Department will create 33 new posts in 2019-20. However, in the same year, three time-limited posts including one Senior Engineer and two Engineer/Assistant Engineer posts will lapse. Therefore, there is a net increase of 30 posts in the staff establishment under Programme (2) in 2019-20.

The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 33 new posts are summarised below –

<b>Rank</b>	<b>Number of Posts</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Chief Engineer (subject to the approval of the Legislative Council)	2	3,673,200	To take over maintenance responsibilities of new connecting roads and associated highway facilities, to implement maintenance works of the aged highway structures and to handle various tasks associated with the land supply and site production initiatives in the New Territories and Urban regions.
Senior Engineer	2*	2,891,880	To provide input on and coordinate land supply and site production matters in the New Territories and Urban regions
Engineer/Assistant Engineer	3*	2,341,710	
Senior Engineer	1	1,445,940	To take over maintenance responsibilities of new connecting roads and associated highway facilities constructed under the Hong Kong-Zhuhai-Macao Bridge and related projects, as well as Liantang / Heung Yuen Wai Boundary Control Point
Engineer/Assistant Engineer	2	1,561,140	
Senior Electrical and Mechanical Engineer	1	1,445,940	
Estate Surveyor	1	983,700	
Senior Inspector of Works	1	897,960	
Inspector of Works	2	1,400,280	
Assistant Inspector of Works	2	879,960	
Works Supervisor I	2	723,960	
Works Supervisor II	3	873,720	
Principal Technical Officer	1	841,080	
Senior Technical Officer	1	609,900	
Technical Officer/Technical Officer Trainee	1	280,710	
Senior Executive Officer	1	1,073,520	
Clerical Officer	1	439,980	
Assistant Clerical Officer	2	548,760	
Personal Secretary II	1	274,380	
Clerical Assistant	1	214,260	
Assistant Information Officer	1	485,040	To establish a new Media Communication Unit
Assistant Clerical Officer	1	274,380	To strengthen clerical support to the Personnel Section of the Administration Division
<b>Total:</b>	<b>33</b>	<b>24,161,400</b>	

\* Three existing time-limited (one Senior Engineer and two Engineer/Assistant Engineer) posts which will lapse this year are converted into permanent posts.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)271**

**(Question Serial No. 4395)**

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

Question:

In the past year, Hong Kong was attacked by typhoons on several occasions. Roads were obstructed by fallen trees in the aftermath of typhoons, affecting the commuting of the public to and from work. In this regard, please advise the Committee of the following -

- (a) What was the number of cases of road obstruction due to fallen trees being handled by the Highways Department (HyD) in the past year?
- (b) Regarding the removal of fallen trees from the roads, what were the times required by the HyD for handling each of the cases in the past year?
- (c) Whether the HyD has adequate manpower and adopted any mechanism to tackle the road obstruction problems due to fallen trees in the aftermath of typhoons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 39)

Reply:

- (a) In 2018, the HyD handled a total of 4 852 cases of road blockage due to fallen tree.
- (b) Upon the receipt of reported fallen tree cases, the HyD would conduct site inspection as soon as possible. For urgent cases where the fallen tree blocks traffic or affects road safety, clearance operation would commence within a few hours. Occasionally, fallen trees might affect footpaths or cycle tracks, these cases could generally be cleared within 48 hours. For tree debris on slopes, at remote locations or where it is inaccessible by vehicles, more substantial preparation such as temporary traffic arrangements, deployment of plant and access arrangement would be required, the clearance works for these cases therefore take a longer time. Owing to the unprecedented massive amount of fallen trees over the territory after the passage of the super typhoon Mangkhut, the clearance works have taken a longer time than usual.
- (c) The HyD deploys maintenance contractors under its management to handle the emergency recovery, rectification works and clearance works after typhoon. The HyD is conducting a review with the contractors on the level of emergency stand-by resources (e.g. labour, plant and equipment) to be provided so as to enhance the response time and handling capacity during the initial recovery stage after a typhoon attack.

**CONTROLLING OFFICER'S REPLY**

**THB(T)272**

**(Question Serial No. 4396)**

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

Question:

The Highways Department (HyD) stated that it will continue to take forward the study on the proposed railway schemes recommended under the Railway Development Strategy 2014 (RDS-2014) in an orderly manner in 2019-20. In this regard, will the Government advise this Committee of the following -

- (a) What is the current progress in taking forward the study on the proposed railway schemes recommended under the RDS-2014?
- (b) What is the specific timetable for announcing the findings of the above-mentioned study?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 40)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. The MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the HyD and relevant bureaux/departments have evaluated the proposals and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of



individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)273**

**(Question Serial No. 3518)**

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

Question:

The Department stated that it will continue to take forward the pedestrian footbridge system in Mong Kok for early implementation of the project. Please inform this Committee of the following -

- (a) What are the estimated costs for individual items of the project? When will the project commence and what are the details?
- (b) Will district consultation exercises be conducted for the project in the future? What are the estimated costs and plans?
- (c) Will the underground strata of buildings along the alignment be resumed due to the project and what are the details? Please set out respectively the names and addresses of the buildings affected and the related impact.
- (d) What is the expected utilisation rate upon completion of the project? When will the projection be made?

Asked by: Hon MO Claudia (LegCo internal reference no.: 58)

Reply:

The Highways Department (HyD) conducted a public consultation exercise for the preliminary scheme of the proposed pedestrian footbridge system in 2017-2018. Taking into account the public views received, the HyD is reviewing the preliminary scheme and making necessary refinement. The HyD will further consult the Yau Tsim Mong District Council and other stakeholders upon completion of the review.

Subject to the outcome of the consultation, the HyD will arrange for gazettal of the preferred scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). The HyD will commence the detailed design as well as formulate the implementation schedule of the construction works. The estimated project cost and utilisation rate, and whether any private land may be affected can only be ascertained upon completion of the detailed design.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)274**

**(Question Serial No. 3530)**

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

Question:

The Department stated that it will commence the investigation for additional noise enclosures at Gascoigne Road Flyover. Please advise this Committee of the following –

- (a) What are the estimated costs for individual items of the project? When will the project commence and what are the details?
- (b) Will district consultation exercises be conducted for the project in the future? What are the estimated costs and plans?

Asked by: Hon MO Claudia (LegCo internal reference no.: 70)

Reply:

In the course of funding application for the construction of the Central Kowloon Route, to respond to the concerns of the Legislative Council (LegCo) members, the Government committed to implement two additional noise enclosures at Gascoigne Road Flyover beyond the requirements of the Environmental Impact Assessment Ordinance.

The Highways Department (HyD) appointed a consultant in February 2018 to conduct technical assessments of the proposed additional noise enclosures. Upon confirmation of technical feasibility, the HyD consulted the relevant local stakeholders and the Yau Tsim Mong District Council from August to September 2018 and obtained the stakeholders' general support. The HyD is finalising the preliminary design and will proceed to detailed design in Q2 2019.

Subject to availability of resources, the completion of statutory procedures and funding approval by the LegCo, the HyD plans to commence the construction works in 2021. The estimated construction cost for the project can only be ascertained upon completion of the detailed design.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)275**

**(Question Serial No. 3548)**

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

Question:

The Department stated that it will continue to provide barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme. Please advise what are the locations, current progress, expenditures and anticipated completion dates of these items?

Asked by: Hon MO Claudia (LegCo internal reference no.: 88)

Reply:

Under the “Original Programme” and “Expanded Programme” of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work (the relevant information listed at **Annex 1**).

Under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items (the relevant information listed at **Annex 2**) and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways at various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase” (the relevant information listed at **Annex 3**) with a view to commencing construction works progressively starting from 2021.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 were \$6.6 million, \$28.5 million, \$232.2 million,

\$554.3 million, \$779.0 million, \$801.9 million, \$855.0 million and \$751.6 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure of the UA Programme in 2019-20 is \$652.8 million.

**List of Projects under the Original Programme and  
Expanded Programme and Their Present Status**

**Original Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
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
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Completed
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Completed
HF137	Across Connaught Road Central near Pottinger Street	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Completed
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
<b>Wan Chai District</b>		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF144	Across Gloucester Road and Tonnochy Road	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
<b>Kowloon City District</b>		
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Completed
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling 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	Under design

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
	Dianthus Road	
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
<b>Kwun Tong District</b>		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under construction
<b>Sham Shui Po District</b>		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Completed
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
<b>Yau Tsim Mong District</b>		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KF3	Across Hong Chong Road and Salisbury Road near	Completed



<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
	Hung Hom Cross Harbour Tunnel	
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Completed
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	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	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
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
N546	Tsing Tsuen Bridge	Under construction
<b>North District</b>		

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF76	Across Jockey Club Road near Tin Ping Estate	Completed
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Completed
NF247	Across Pak Wo Road near Wai Ming Street	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Completed
<b>Sha Tin District</b>		
NF89	Across Sha Tin Wai Road near Sha Kok Street	Completed
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under design
<b>Tai Po District</b>		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
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
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	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
<b>Tuen Mun District</b>		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Completed
NF101	Across Wu Shan Road near Wu King Road	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
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
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF234	Across Yeung Uk Road and Texaco Road	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
<b>Yuen Long District</b>		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road - Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

**Expanded Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF46	Across Possession Street near Lower Lascar Row	Completed
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
<b>Eastern District</b>		
HF63	Across Chai Wan Road near Shan Tsui Court	Completed
HF92 & HF92A <sup>#</sup>	Across Island Eastern Corridor near Quarry Bay Park	Completed
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
<b>Southern District</b>		
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
<b>Wan Chai District</b>		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Completed
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
<b>Kwun Tong District</b>		
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
KS56	Across Kwun Tong Road near Ting On Street	Under construction
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
<b>Wong Tai Sin District</b>		
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Completed
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
<b>Yau Tsim Mong District</b>		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Completed
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
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
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 <sup>#</sup>	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Completed
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Completed
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF309	Across Po Ning Road near Po Shun Road	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
<b>Tai Po District</b>		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Completed
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Completed
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tuen Mun District</b>		
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Completed
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NS42	Across Tuen Hing Road near Tuen Mun Road	Completed
<b>Tsuen Wan District</b>		
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Completed
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
<b>Yuen Long District</b>		
NF148 & NF306 <sup>#</sup>	Connecting Yuen Long Plaza and Long Ping West Rail Station	Completed
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Completed
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Notes:

<sup>#</sup> Walkway involving more than one structure (item)

## List of Projects under the Second Phase and Their Present Status

**Second Phase:**

Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HF135	Across Robinson Road near Vantage Park	Under design
<b>Eastern District</b>		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under design
HF138	Across Siu Sai Wan Road near Bus Terminus	Under design
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under design
<b>Southern District</b>		
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
<b>Kowloon City District</b>		
KS8	Across Prince Edward Road West near Lion Rock Road	Under design
K64	Across Hung Hom Road near Dyer Avenue	Under design
KC01*	Across Junction Road near Renfrew Road	Under investigation
<b>Kwun Tong District</b>		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under design
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
<b>Sham Shui Po District</b>		
KF98	Across Lung Yuet Road near Chak On Road	Under design
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under design
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under design
<b>Wong Tai Sin District</b>		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under design
KF92A	Across Lung Poon Street near Fung Tak Road	Under design



<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under design
<b>Islands District</b>		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
<b>Kwai Tsing District</b>		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
<b>North District</b>		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
<b>Sai Kung District</b>		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
<b>Sha Tin District</b>		
NF137	Across Sha Kok Street near Sha Kok Estate	Under design
NS225, NS284 & NS285 <sup>#</sup>	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
<b>Tai Po District</b>		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under design
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
<b>Tuen Mun District</b>		
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under design

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
<b>Tsuen Wan District</b>		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under design
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under design
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
<b>Yuen Long District</b>		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

# Walkway involving more than one structure (item)

\* Walkway that is not maintained by Highways Department

## List of Projects under the Third Phase

**Third Phase:**

Structure No.	Location
<b>Eastern District</b>	
HF88	Across King's Road near Pan Hoi Street
HKE01*	Across King's Road near Tong Chong Street
<b>Kowloon City District</b>	
KF26	Across Prince Edward Road West near St. Teresa's Church
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street
KF111	Across Boundary Street near Embankment Road
KS21	Across Fat Kwong Street near Wo Chung Street
<b>Kwun Tong District</b>	
KF50	Across Wang Chiu Road near Wang Kwong Road
KF101	Across Kwun Tong Road near Tsun Yip Lane
KF148	Across Eastern Harbour Crossing Toll Plaza
KS62	Across Choi Wing Road near Choi Tak Shopping Centre
KT01*	Across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court
KT03*	Across Kai Tin Road connecting Lam Tin MTR Station Exit A and Kai Tin Shopping Centre
KT04*	Across Wai Yip Street near Kwun Tong Harbour Plaza
KT05*	Across Chun Wah Road near Jordan Valley Playground
KT06*	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate
<b>Sham Shui Po District</b>	
KF80	Across Shek Kip Mei Street near Berwick Street
<b>Wong Tai Sin District</b>	
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate
KF77	Across Lung Cheung Road near Hammer Hill Road
KS14& KS14A@#	Across Prince Edward Road East near Kwun Tong Road
WTS01*	Across Ngau Chi Wan Street near Fung Chak House Choi Wan Estate
WTS02*	Across New Clear Water Bay Road near Ping Shek Playground
WTS03*	Across Clear Water Bay Road near Yau Lung House Choi Wan Estate
WTS05*	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate
WTS06*	Across Clear Water Bay Road near Cheung Bor House Choi Wan Estate

<b>Structure No.</b>	<b>Location</b>
<b>Kwai Tsing District</b>	
NF123	Across Chung Mei Road near Sheung Ko Tan Street
NF124	Across Chung Mei Road near Cheung Hong Estate
NF125	Across Ching Hong Road near Ching Shing Court
NF126	Across Tsing Yi Road West near Ching Wah Court
NF213	Across Fung Shue Wo Road near Tsing Sum Street
NF215	Across Fung Shue Wo Road near Tsing Yi Rural Committee
NF225	Across Hing Fong Road and Kwai Foo Road
NF233	Across Hing Fong Road near Kwai Yik Road
NF275	Across On Chit Street near On Yam Shopping Centre
NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station
NF322	Across Tsing King Road near Tsing Yi Park
NF323	Across Tsing King Road near Tivoli Garden
NF325	Tsing Luk Street near Tsing Yi Town Clinic
N423	Tai Wo Interchange Flyover across Castle Peak Road - Kwai Chung
K&T03*	Across Tsing King Road near On Wu House Cheung On Estate
K&T04*	Across Kwai Yan Road near Metroplaza
K&T05*	Across Tsing King Road connecting Maritime Square and Tsing Yi Park
K&T06*	Across Tai Pak Tin Street connecting Skek Yam Estate and Shek Yam East Estate
<b>North District</b>	
NF121	Across San Wan Road near Sheung Shui MTR Station Exit A4
NF133	Across Fanling Highway near Pak Fuk Tin Sum Playground
NF157	Across Fanling Highway near Sheung Yue River
NF158	Across Fanling Highway near Kwu Tung
NF165	Across Fanling Highway near Kam Tsin Village Ho Tung School
NF252	Across Luen On Street near Wo Mun Street
NF262	Across Jockey Club Road near Tin Ping Road
NF304	Across Yat Ming Road near King Shing Court Commercial Complex
NS50	Across Jockey Club Road near Fu Hing Street
NS112 & NS113 <sup>#</sup>	Across Pak Wo Road and Po Kin Road near Tai Ping Estate
NS120	Across Jockey Club Road and Po Shek Wu Road near Hing Yan Tsuen
N499	Pak Wo Road Flyover across Fanling Highway
<b>Sai Kung District</b>	
NF294	Across Clear Water Bay Road near Pik Uk Correctional Institution
NS149	Across Po Ning Road near Tseung Kwan O Health Centre
SK03*	Across King Ling Road near Hong Kong Design Institute
<b>Sha Tin District</b>	

<b>Structure No.</b>	<b>Location</b>
NF63	Across Sha Tin Rural Committee Road near Sha Tin Centre Street
NF66	Across Tai Po Road - Shatin near Wo Che Estate
NF299	Across Sai Sha Road near Chung On Estate
NF338	Across On Chun Street near Ma On Shan Park
NF414	Across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station
NF446	Across East Rail Line Track near Chung Ling Lane
NF447	Across Mei Tin Road connecting Mei Lam Estate
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road
NS41	Across Tin Sam Street near Che Kung Miu Road
NS57	Across Chui Tin Street near Che Kung Miu Road
NS168	At Shek Mun Interchange near On King Street
NS179	Across Sai Sha Road near On Chiu Street
NS183	Across Ma On Shan Road near Ma On Shan Police Station
NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street
NS286	Across Ma On Shan Road and Hang Tak Street near Ma On Shan Rail Tai Shui Hang Station
ST01*	Across Kam Ying Road near Kam Ying Shopping Centre
ST02*	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court
ST03*	Across Tai Chung Kiu Road near Belair Gardens
ST05*	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park
<b>Tai Po District</b>	
NF79	Across Fanling Highway near Tai Wo Village
NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre
TP01*	Across On Po Road connecting Fu Shin Shopping Centre and Yee Nga Court
<b>Tsuen Wan District</b>	
NF166	Across Tai Chung Road near Hoi Shing Road
NF343	Across the Junction of Tai Ho Road and Sha Tsui Road
NF390	Across Castle Peak Road - New Ting Kau near Ting Kau Villa
NF427	Across Hoi On Road near Yau Kom Tau Pier
NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden
NF438	Across Castle Peak Road - Tsing Lung Tau near Lung Yue Road and Tsing Lung Tau Tsuen
NF439	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3)
NF440	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 4)
NS9	Across Texaco Road at Tak Tai Path
TW01*	Across Castle Peak Road - Tsuen Wan near Discovery Park
TW02*	Across Yuen Tun Circuit near Tsuen Wan Plaza
<b>Tuen Mun District</b>	
NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road

<b>Structure No.</b>	<b>Location</b>
NF65	Across Castle Peak Road - Castle Peak Bay near Sam Shing Street
NF93	Across Ming Kum Road near King Lok House Shan King Estate
NF94	Across Ming Kum Road near King Wah House, Shan King Estate
NF99 & NF99A <sup>#</sup>	Across Wu King Road near Wu Yuet Street
NF100	Across Wu King Road near Wu Hong Street
NF102	Across Wu Shan Road near Lung Mun Road
NF103	Across Lung Mun Road near Light Rail Butterfly Station
NF150	Across Castle Peak Road - Lam Tei near Light Rail Nai Wai Station
NF151	Across Castle Peak Road - Hung Shui Kiu near Light Rail Chung Uk Tsuen Station
NF161	Across Tuen Mun River Channel, Tuen Mun Road and Castle Peak Road near Light Rail Fung Tei Station
NF169	Across Tsun Wen Road connecting Tai Hing Estate and Tai Hing Sports Complex
NF189	Across Castle Peak Road - Lam Tei near Lam Tei Main Street
NF197	Across Tsing Tin Road and Ming Kum Road
NF198	Across Ming Kum Road near Tin King Road
NF209	Across light rail near Siu Hei Court and Yuet Wu Villa
NF231	Across Tuen Mun Heung Sze Wui Road near Hoi Chu Road
NF232	Across Hoi Wing Road near Sam Shing Terminus
NF314	Across Tuen Mun River near Glorious Garden
NF319	Across Castle Peak Road - Lingnan near Tuen Kwai Road
NF339	Across Castle Peak Road - Tai Lam near Tsing Tai Road
NF410 & NF411 <sup>#</sup>	Across West Rail Line near Light Rail Tuen Mun Hospital Station
NS64	Across Castle Peak Road - San Hui near Tsing Min Path
N486	Across Tuen Mun Road near San Hui Path
<b>Yuen Long District</b>	
NF70	Across On Lok Road and Long Yip Street near Long Ping West Rail Station
NF143	Across Castle Peak Road - Yuen Long near Yuen Long Tung Shing Lei Road, connecting a bus stop and Pok Oi Hospital
NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane
NS223	Across Tin Shing Road and Tin Yan Road near Tin Lung Road
NF259	Across San Tin Highway connecting Chuk Yuen to San Wai
NF273	Across San Tin Highway near Pok Wai
NF307	Across Castle Peak Road - Yuen Long near Fung Nin Road, connecting Yuen Long Plaza
NF340	Across Tin Wah Road near Tin Shing Road
NF341	Across Tin Shui Road and Tin Sau Road
NF383	Across Wetland Park Road near Tin Shui Road

<b>Structure No.</b>	<b>Location</b>
NF392	Across Tin Kwai Road and Wetland Park Road
NF393	Across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road
NF404	Across Long Wo Road connecting Exit G2 of Yuen Long Station and Ng Wo Villages of Shap Pat Heung
YL01*	Across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre

Notes:

- # Walkway involving more than one structure (item)
- \* Walkway that is not maintained by Highways Department
- @ Walkway spans across Wong Tai Sin District and Kwun Tong District

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)276**

**(Question Serial No. 3549)**

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

Question:

The Department stated that it will continue with the investigation and detailed design for the proposals for provision of hillside escalator links and elevator systems (HEL). Please advise what are the locations, current progress, expenditures and anticipated completion dates of the projects concerned?

Asked by: Hon MO Claudia (LegCo internal reference no.: 89)

Reply:

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for HEL 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. Two proposals were screened out, 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 conducted first by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals.

At present, of the 18 ranked HEL proposals, three are completed and opened for public use (ranked 1, 13 and 14<sup>1</sup>); five proposals are under construction (ranked 3, 5, 6, 9 and 11). The cost estimates for these proposals are as follows:

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<sup>1</sup> There are two proposals with the same ranking of 14. The one completed is "Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital", which was implemented and completed by the Hospital Authority (HA), and mainly involved the construction of one lift.



Rank	Proposal	Cost Estimate (in money-of-the-day (MOD) prices) (\$ million)
1	Pedestrian Link at Tsz Wan Shan	608.0
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
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
13	Yuet Wah Street Pedestrian Linkage	78.0
14 <sup>1</sup>	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

Eight proposals are at various stages of investigation and design (ranked 2, 4, 7, 8, 12, 14<sup>2</sup>, 16 and 17). As at February 2019, the total expenditure for the design and study of these proposals is about \$19 million. One proposal is in the preliminary technical feasibility study stage (ranked 10); and one proposal is having its scope determined for subsequent preliminary technical feasibility study (ranked 18). The current progress of the 18 HEL proposals is summarised at **Annex**.

The taking forward of the HEL proposals involves various considerations such as the alignment of the HEL, the flow of the pedestrians, the layout of the structures and the engineering designs, the impact on the surrounding environment, the views of the affected residents, the diversion of underground utilities and the associated land resumption (if needed). The proposals can be considerably complex and, in some districts, controversial. The time required for implementing each project thus varies. When a proposal has reached a mature stage after completion of its investigation and design, we will arrange to seek funding approval from the LegCo for commencing the construction works as early as possible.

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<sup>2</sup> The other proposal ranked 14 is the “Escalator Link System between Hong Sing Garden and Po Hong Road”, for which consultants are being engaged to carry out the investigation and preliminary design.

**Current Status of the Ranked HEL Proposals**

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.
2	Braemar Hill Pedestrian Link	<p>The Highways Department (HyD) consulted and obtained the support from the Planning, Works and Housing Committee (PWHC) of the Eastern District Council (EDC) on the design scheme in September 2016. Prior to gazettal of the works, HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. In view of the comments raised by various parties, HyD reviewed the scheme with a view to obtaining a majority consensus for the project scheme.</p> <p>HyD attended the PWHC meeting in February 2018, arranged site visits with EDC members, LegCo members and residents in March 2018, held a public meeting in April 2018 and conducted focus group meetings with schools and residents in May and June 2018 to introduce the revised design scheme and discuss with various stakeholders.</p> <p>In view of the comments from various stakeholders, HyD consulted PWHC again on 19 June 2018. HyD presented various design revisions under study and the recommended revised design scheme, and obtained the support of the majority of PWHC members. HyD is now carrying out the detailed design, and preparing for the gazettal of the project scheme under the Roads (Works, Use and Compensation) Ordinance.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in February 2017 for anticipated completion in mid-2019.

Rank	Proposal	Progress of Project
4	Escalator Link and Pedestrian Walkway System at Pound Lane	HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. In view of the diverse views received and the many issues involved, HyD plans to consult the C&WDC further on the project.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in June 2017 for anticipated completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	The Government obtained funding approval from the LegCo in June 2018. The advance works for ground investigation commenced in January 2019. The tender for the main works was invited on 22 February 2019. It is targeted to commence the main works in the second quarter of 2019 for anticipated completion in the second quarter of 2023.
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. HyD has engaged consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	HyD consulted and obtained the general support from the Traffic and Transport Committee (T&TC) of the Wong Tai Sin District Council on the preliminary design in July 2016 and March 2017. However, some schools and some of the residents in the district subsequently raised objections. After consideration of their objections, HyD revised the design and consulted the T&TC again in January 2018; the support from the T&TC was obtained. In the first half of 2018, HyD and other relevant government departments received different views from the stakeholders. Transport Department (TD) and HyD are now collating and analysing the relevant views and actively reviewing the details of the proposal. Relevant stakeholders and the T&TC will then be consulted on the latest developments.
9	Lift and Pedestrian Walkway System at Waterloo Hill	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in December 2016 for anticipated completion in the third quarter of 2019.

Rank	Proposal	Progress of Project
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes completed the repair works for the slopes in February 2018. HyD has resumed the preliminary technical feasibility study for the project.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	The Government obtained funding approval from the LegCo in December 2017. The advance works for diversion of utilities commenced in January 2018. The main works also commenced in February 2019 with the scheduled completion in the fourth quarter of 2021.
12	Lift and Pedestrian Walkway System at Luen On Street	HyD consulted and obtained support from the Traffic and Transport Committee of the Kwun Tong District Council (KTDC) on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, HyD consulted the relevant residents and stakeholders in the fourth quarter of 2018 as suggested by the KTDC. Most of the comments requested realignment of the project and suggested an alternative alignment within Kung Lok Road Playground and Kwun Tong Garden Estate. HyD and TD are now liaising with relevant stakeholders on the feasibility of the alternative alignment.
13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now preparing to commence the next phase of the pre-construction stage.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The Hospital Authority commenced the project in November 2015. The works have been completed and the facility has been opened for public use since January 2017.

Rank	Proposal	Progress of Project
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	The proposed item involves works of relatively large scale and is rather complex as a substantial part of the proposed alignment runs through lots held by the Hong Kong Housing Authority and private owners. TD is actively following up on the proposal with a view to determining its scope as soon as possible, so as to allow the relevant department to commence the preliminary technical feasibility study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)277**

**(Question Serial No. 3598)**

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

Question:

Regarding the expenditures of the Shatin to Central Link (SCL) project, please advise this Committee of the following -

- (1) Details on the claims of all awarded contracts as at March 2019, including (i) contract title; (ii) amount of claims made as at March 2019; (iii) amount of claims awarded as at March 2019; (iv) amount of claims rejected as at March 2019; (v) amount of claims outstanding.
- (2) List out, by contract, the number and amount of claims made relating to Extension of Time and Variation Order.
- (3) List out, by total amount of claims, the 15 contracts with the highest amount of claims and their respective amount.
- (4) As one of the main contractors is involved in the quality problem in relation to works at Hung Hom Station, will the Government suspend handling all its requests for claims? If not, what are the reasons?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 52)

Reply:

(1), (2) & (3)

According to the information provided by the MTR Corporation Limited (MTRCL), as at 31 December 2018, the MTRCL received 992 substantiated claims from contractors in respect of the main works of the SCL. The amount claimed in total was about \$7,403.7 million, accounting for 12.8% of the awarded contract sum. As at the same date, 310 cases of claims were resolved and the MTRCL awarded about \$1,780.8 million, accounting for about 3.1% of the awarded contract sum. Moreover, interim award amounting to about \$1,135.5 million was made for some unresolved cases of claims. Details of the claims according to the scope of works 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	43,828.1	301	3,039.2	1,780.8	541	2,798.7	776.3
Electrical and Mechanical works	13,901.8	9*	0	0	141	1,565.8	359.2
<b>Total</b>	<b>57,729.9</b>	<b>310</b>	<b>3,039.2</b>	<b>1,780.8</b>	<b>682</b>	<b>4,364.5</b>	<b>1,135.5</b>

\* The claims only involved extension of time without cost implication.

According to the relevant terms of the works contracts, the Government cannot divulge the information on individual claims without the consent of the contractors.

For details of the major awarded contracts for the main works, including the contract titles, contract numbers, awarded contract sums and the names of contractors, please refer to **Annex**.

(4)

The Government has entrusted the design, construction and commissioning of the SCL project to MTRCL. MTRCL is required under the Entrustment Agreements to carry out the entrusted works through various third party contracts including Contract 1112 for Hung Hom Station and Stabling Sidings. As the project manager of the SCL project, it is the duty of the MTRCL to assess the claims submitted by the contractor as well as dealing with the unveiled quality issues according to the provisions of the Contract 1112.

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
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 Sung Wong Toi and To Kwa Wan stations	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 PHD	Chun Wo - Henryvicy - GTECH Joint Venture	105,600,001
1120	Trackwork and Overhead Line for SCL Phase 1	Alstom Hong Kong Ltd	425,910,954
1120B	Trackwork and Overhead Line for SCL Phase 2	Eiffage Infra-Bau Tak Yue Joint Venture	204,999,695
1121	North South Line (NSL) 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 Centre Station and Western Approach Tunnel	Leighton - China State Joint Venture	5,869,282,300



<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1124	Admiralty SCL Related Works	Build King SCL1124 Joint Venture	833,606,000
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	Build King SCL1126 Joint Venture	871,022,808
1128	South Ventilation Building to Admiralty Tunnels	Dragages-Bouygues J.V.	5,226,570,173
1129	SCL - Advance Works for NSL	Hsin Chong Construction Company Limited	299,938,960
11209	Platform Modification and Associated Works at East Rail Line (EAL)	Chun Wo Construction and Engineering Company Limited	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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1159	Lifts for SCL Phase 1	OTIS Elevator Company (H.K.) Limited	72,194,842
1162	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
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
1164B	Building Services for SCL Hong Kong Island Section	Gammon E&M Limited	346,800,000
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 Sung Wong Toi Station and Ancillary Building	Leighton M&E Limited	183,341,320
1177	Building Services for To Kwa Wan 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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1191	Floodgate System for SCL Phase 2	The Jardine Engineering Corporation, Limited	60,259,267

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)278**

**(Question Serial No. 3599)**

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

Question:

Regarding the Universal Accessibility (UA) Programme, please inform this Committee of -  
(1) the details of the works items completed in 2018-19;  
(2) the progresses, rates of completion and anticipated completion dates of the works items under construction.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 53)

Reply:

Under the “Original Programme” and “Expanded Programme” of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work (the relevant information listed at **Annex 1**).

Under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items (the relevant information listed at **Annex 2**) and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase” (the relevant information listed at **Annex 3**), with a view to commencing construction works progressively starting from 2021.

**List of Projects under the Original Programme and  
Expanded Programme and Their Present Status**

**Original Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
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
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Completed
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Completed
HF137	Across Connaught Road Central near Pottinger Street	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	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

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Completed
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
<b>Wan Chai District</b>		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF144	Across Gloucester Road and Tonnochy Road	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
<b>Kowloon City District</b>		
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Completed
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling 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

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
<b>Kwun Tong District</b>		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under construction
<b>Sham Shui Po District</b>		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Completed
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
<b>Yau Tsim Mong District</b>		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Completed
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	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	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
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
N546	Tsing Tsuen Bridge	Under construction
<b>North District</b>		
NF76	Across Jockey Club Road near Tin Ping Estate	Completed



<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Completed
NF247	Across Pak Wo Road near Wai Ming Street	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Completed
<b>Sha Tin District</b>		
NF89	Across Sha Tin Wai Road near Sha Kok Street	Completed
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under design
<b>Tai Po District</b>		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
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
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	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
<b>Tuen Mun District</b>		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Completed
NF101	Across Wu Shan Road near Wu King Road	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
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
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF234	Across Yeung Uk Road and Texaco Road	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
<b>Yuen Long District</b>		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road - Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

**Expanded Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF46	Across Possession Street near Lower Lascar Row	Completed
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
<b>Eastern District</b>		
HF63	Across Chai Wan Road near Shan Tsui Court	Completed
HF92 & HF92A <sup>#</sup>	Across Island Eastern Corridor near Quarry Bay Park	Completed
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
<b>Southern District</b>		
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
<b>Wan Chai District</b>		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Completed
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
<b>Kwun Tong District</b>		
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
KS56	Across Kwun Tong Road near Ting On Street	Under construction
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
<b>Wong Tai Sin District</b>		
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Completed
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
<b>Yau Tsim Mong District</b>		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Completed
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
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
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 <sup>#</sup>	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Completed
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Completed
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF309	Across Po Ning Road near Po Shun Road	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
<b>Tai Po District</b>		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Completed
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Completed
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tuen Mun District</b>		
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Completed
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NS42	Across Tuen Hing Road near Tuen Mun Road	Completed
<b>Tsuen Wan District</b>		
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Completed
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
<b>Yuen Long District</b>		
NF148 & NF306 <sup>#</sup>	Connecting Yuen Long Plaza and Long Ping West Rail Station	Completed
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Completed
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Notes:

<sup>#</sup> Walkway involving more than one structure (item)

## List of Projects under the Second Phase and Their Present Status

**Second Phase:**

Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HF135	Across Robinson Road near Vantage Park	Under design
<b>Eastern District</b>		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under design
HF138	Across Siu Sai Wan Road near Bus Terminus	Under design
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under design
<b>Southern District</b>		
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
<b>Kowloon City District</b>		
KS8	Across Prince Edward Road West near Lion Rock Road	Under design
K64	Across Hung Hom Road near Dyer Avenue	Under design
KC01*	Across Junction Road near Renfrew Road	Under investigation
<b>Kwun Tong District</b>		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under design
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
<b>Sham Shui Po District</b>		
KF98	Across Lung Yuet Road near Chak On Road	Under design
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under design
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under design
<b>Wong Tai Sin District</b>		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under design
KF92A	Across Lung Poon Street near Fung Tak Road	Under design

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under design
<b>Islands District</b>		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
<b>Kwai Tsing District</b>		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
<b>North District</b>		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
<b>Sai Kung District</b>		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
<b>Sha Tin District</b>		
NF137	Across Sha Kok Street near Sha Kok Estate	Under design
NS225, NS284 & NS285#	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
<b>Tai Po District</b>		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under design
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
<b>Tuen Mun District</b>		
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under design
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation



<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
<b>Tsuen Wan District</b>		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under design
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under design
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
<b>Yuen Long District</b>		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- \* Walkway that is not maintained by Highways Department

## List of Projects under the Third Phase

**Third Phase:**

Structure No.	Location
<b>Eastern District</b>	
HF88	Across King's Road near Pan Hoi Street
HKE01*	Across King's Road near Tong Chong Street
<b>Kowloon City District</b>	
KF26	Across Prince Edward Road West near St. Teresa's Church
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street
KF111	Across Boundary Street near Embankment Road
KS21	Across Fat Kwong Street near Wo Chung Street
<b>Kwun Tong District</b>	
KF50	Across Wang Chiu Road near Wang Kwong Road
KF101	Across Kwun Tong Road near Tsun Yip Lane
KF148	Across Eastern Harbour Crossing Toll Plaza
KS62	Across Choi Wing Road near Choi Tak Shopping Centre
KT01*	Across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court
KT03*	Across Kai Tin Road connecting Lam Tin MTR Station Exit A and Kai Tin Shopping Centre
KT04*	Across Wai Yip Street near Kwun Tong Harbour Plaza
KT05*	Across Chun Wah Road near Jordan Valley Playground
KT06*	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate
<b>Sham Shui Po District</b>	
KF80	Across Shek Kip Mei Street near Berwick Street
<b>Wong Tai Sin District</b>	
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate
KF77	Across Lung Cheung Road near Hammer Hill Road
KS14& KS14A@#	Across Prince Edward Road East near Kwun Tong Road
WTS01*	Across Ngau Chi Wan Street near Fung Chak House Choi Wan Estate
WTS02*	Across New Clear Water Bay Road near Ping Shek Playground
WTS03*	Across Clear Water Bay Road near Yau Lung House Choi Wan Estate
WTS05*	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate
WTS06*	Across Clear Water Bay Road near Cheung Bor House Choi Wan Estate

<b>Structure No.</b>	<b>Location</b>
<b>Kwai Tsing District</b>	
NF123	Across Chung Mei Road near Sheung Ko Tan Street
NF124	Across Chung Mei Road near Cheung Hong Estate
NF125	Across Ching Hong Road near Ching Shing Court
NF126	Across Tsing Yi Road West near Ching Wah Court
NF213	Across Fung Shue Wo Road near Tsing Sum Street
NF215	Across Fung Shue Wo Road near Tsing Yi Rural Committee
NF225	Across Hing Fong Road and Kwai Foo Road
NF233	Across Hing Fong Road near Kwai Yik Road
NF275	Across On Chit Street near On Yam Shopping Centre
NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station
NF322	Across Tsing King Road near Tsing Yi Park
NF323	Across Tsing King Road near Tivoli Garden
NF325	Tsing Luk Street near Tsing Yi Town Clinic
N423	Tai Wo Interchange Flyover across Castle Peak Road - Kwai Chung
K&T03*	Across Tsing King Road near On Wu House Cheung On Estate
K&T04*	Across Kwai Yan Road near Metroplaza
K&T05*	Across Tsing King Road connecting Maritime Square and Tsing Yi Park
K&T06*	Across Tai Pak Tin Street connecting Skek Yam Estate and Shek Yam East Estate
<b>North District</b>	
NF121	Across San Wan Road near Sheung Shui MTR Station Exit A4
NF133	Across Fanling Highway near Pak Fuk Tin Sum Playground
NF157	Across Fanling Highway near Sheung Yue River
NF158	Across Fanling Highway near Kwu Tung
NF165	Across Fanling Highway near Kam Tsin Village Ho Tung School
NF252	Across Luen On Street near Wo Mun Street
NF262	Across Jockey Club Road near Tin Ping Road
NF304	Across Yat Ming Road near King Shing Court Commercial Complex
NS50	Across Jockey Club Road near Fu Hing Street
NS112 & NS113 <sup>#</sup>	Across Pak Wo Road and Po Kin Road near Tai Ping Estate
NS120	Across Jockey Club Road and Po Shek Wu Road near Hing Yan Tsuen
N499	Pak Wo Road Flyover across Fanling Highway
<b>Sai Kung District</b>	
NF294	Across Clear Water Bay Road near Pik Uk Correctional Institution
NS149	Across Po Ning Road near Tseung Kwan O Health Centre
SK03*	Across King Ling Road near Hong Kong Design Institute
<b>Sha Tin District</b>	

<b>Structure No.</b>	<b>Location</b>
NF63	Across Sha Tin Rural Committee Road near Sha Tin Centre Street
NF66	Across Tai Po Road - Shatin near Wo Che Estate
NF299	Across Sai Sha Road near Chung On Estate
NF338	Across On Chun Street near Ma On Shan Park
NF414	Across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station
NF446	Across East Rail Line Track near Chung Ling Lane
NF447	Across Mei Tin Road connecting Mei Lam Estate
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road
NS41	Across Tin Sam Street near Che Kung Miu Road
NS57	Across Chui Tin Street near Che Kung Miu Road
NS168	At Shek Mun Interchange near On King Street
NS179	Across Sai Sha Road near On Chiu Street
NS183	Across Ma On Shan Road near Ma On Shan Police Station
NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street
NS286	Across Ma On Shan Road and Hang Tak Street near Ma On Shan Rail Tai Shui Hang Station
ST01*	Across Kam Ying Road near Kam Ying Shopping Centre
ST02*	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court
ST03*	Across Tai Chung Kiu Road near Belair Gardens
ST05*	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park
<b>Tai Po District</b>	
NF79	Across Fanling Highway near Tai Wo Village
NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre
TP01*	Across On Po Road connecting Fu Shin Shopping Centre and Yee Nga Court
<b>Tsuen Wan District</b>	
NF166	Across Tai Chung Road near Hoi Shing Road
NF343	Across the Junction of Tai Ho Road and Sha Tsui Road
NF390	Across Castle Peak Road - New Ting Kau near Ting Kau Villa
NF427	Across Hoi On Road near Yau Kom Tau Pier
NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden
NF438	Across Castle Peak Road - Tsing Lung Tau near Lung Yue Road and Tsing Lung Tau Tsuen
NF439	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3)
NF440	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 4)
NS9	Across Texaco Road at Tak Tai Path
TW01*	Across Castle Peak Road - Tsuen Wan near Discovery Park
TW02*	Across Yuen Tun Circuit near Tsuen Wan Plaza
<b>Tuen Mun District</b>	
NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road

<b>Structure No.</b>	<b>Location</b>
NF65	Across Castle Peak Road - Castle Peak Bay near Sam Shing Street
NF93	Across Ming Kum Road near King Lok House Shan King Estate
NF94	Across Ming Kum Road near King Wah House, Shan King Estate
NF99 & NF99A <sup>#</sup>	Across Wu King Road near Wu Yuet Street
NF100	Across Wu King Road near Wu Hong Street
NF102	Across Wu Shan Road near Lung Mun Road
NF103	Across Lung Mun Road near Light Rail Butterfly Station
NF150	Across Castle Peak Road - Lam Tei near Light Rail Nai Wai Station
NF151	Across Castle Peak Road - Hung Shui Kiu near Light Rail Chung Uk Tsuen Station
NF161	Across Tuen Mun River Channel, Tuen Mun Road and Castle Peak Road near Light Rail Fung Tei Station
NF169	Across Tsun Wen Road connecting Tai Hing Estate and Tai Hing Sports Complex
NF189	Across Castle Peak Road - Lam Tei near Lam Tei Main Street
NF197	Across Tsing Tin Road and Ming Kum Road
NF198	Across Ming Kum Road near Tin King Road
NF209	Across light rail near Siu Hei Court and Yuet Wu Villa
NF231	Across Tuen Mun Heung Sze Wui Road near Hoi Chu Road
NF232	Across Hoi Wing Road near Sam Shing Terminus
NF314	Across Tuen Mun River near Glorious Garden
NF319	Across Castle Peak Road - Lingnan near Tuen Kwai Road
NF339	Across Castle Peak Road - Tai Lam near Tsing Tai Road
NF410 & NF411 <sup>#</sup>	Across West Rail Line near Light Rail Tuen Mun Hospital Station
NS64	Across Castle Peak Road - San Hui near Tsing Min Path
N486	Across Tuen Mun Road near San Hui Path
<b>Yuen Long District</b>	
NF70	Across On Lok Road and Long Yip Street near Long Ping West Rail Station
NF143	Across Castle Peak Road - Yuen Long near Yuen Long Tung Shing Lei Road, connecting a bus stop and Pok Oi Hospital
NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane
NS223	Across Tin Shing Road and Tin Yan Road near Tin Lung Road
NF259	Across San Tin Highway connecting Chuk Yuen to San Wai
NF273	Across San Tin Highway near Pok Wai
NF307	Across Castle Peak Road - Yuen Long near Fung Nin Road, connecting Yuen Long Plaza
NF340	Across Tin Wah Road near Tin Shing Road
NF341	Across Tin Shui Road and Tin Sau Road
NF383	Across Wetland Park Road near Tin Shui Road

<b>Structure No.</b>	<b>Location</b>
NF392	Across Tin Kwai Road and Wetland Park Road
NF393	Across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road
NF404	Across Long Wo Road connecting Exit G2 of Yuen Long Station and Ng Wo Villages of Shap Pat Heung
YL01*	Across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre

Notes:

- # Walkway involving more than one structure (item)
- \* Walkway that is not maintained by Highways Department
- @ Walkway spans across Wong Tai Sin District and Kwun Tong District

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)279**

**(Question Serial No. 3600)**

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

Question:

Regarding the provision of hillside escalator links and elevator systems (HEL), please inform this Committee of the following:

- (1) What were the details on the planning and investigation for various works items and their progresses in 2018-19?
- (2) Up to now which works 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 works items that must be shelved?
- (4) There are views from the districts that other departments like the Housing Department should be included in the project, e.g. in the provision of elevators to connect Pak Fung House of Choi Wan Estate to Clear Water Bay Road. Will the Highways Department conduct a review and jointly consider these cases?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 54)

Reply:

(1) - (3)

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for HEL 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. Two proposals were screened out, 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 conducted first by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals.

At present, of the 18 ranked HEL proposals, three are completed and opened for public use (ranked 1, 13 and 14<sup>1</sup>); five proposals are under construction (ranked 3, 5, 6, 9 and 11). The cost estimates for these proposals are as follows:

<b>Rank</b>	<b>Proposal</b>	<b>Cost Estimate (in money-of-the-day (MOD) prices) (\$ million)</b>
1	Pedestrian Link at Tsz Wan Shan	608.0
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
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
13	Yuet Wah Street Pedestrian Linkage	78.0
14 <sup>1</sup>	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

Eight proposals are at various stages of investigation and design (ranked 2, 4, 7, 8, 12, 14<sup>2</sup>, 16 and 17). As at February 2019, the total expenditure for the design and study of these proposals is about \$19 million. One proposal is in the preliminary technical feasibility study stage (ranked 10); and one proposal is having its scope determined for subsequent preliminary technical feasibility study (ranked 18). The current progress of the 18 hillside escalator links proposals is summarised at **Annex**.

The taking forward of the HEL proposals involves various considerations such as the alignment of the HEL, the flow of the pedestrians, the layout of the structures and the engineering designs, the impact on the surrounding environment, the views of the affected residents, the diversion of underground utilities and the associated land resumption (if needed). The proposals can be considerably complex and, in some districts, controversial. The time required for implementing each project thus varies. When a proposal has progressed to a mature stage after completion of its investigation and detailed design, we

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

<sup>2</sup> There are two proposals with the same ranking of 14. The one is engaging consultants to carry out the investigation and preliminary design is “Escalator Link System between Hong Sing Garden and Po Hong Road”.



will arrange to seek funding approval from the LegCo for commencing the construction works of the proposal as early as possible. We are continuing to take forward all the HEL projects ranked.

(4)

The Transport Department (TD) commenced a consultancy study in December 2017 to review and improve the assessment mechanism on HEL proposals established in 2009. Based on the revised assessment mechanism, TD will carry out screening, shortlisting and prioritisation of 114 HEL proposals received in the past few years (including the one connecting the green minibus terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate). On 14 December 2018, the Administration consulted the LegCo Panel on Transport on the proposed revised assessment mechanism and the way forward for the assessment of the 114 proposals. The consultancy study is expected to be completed by 2020.

**Current Status of the Ranked HEL Proposals**

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.
2	Braemar Hill Pedestrian Link	<p>The Highways Department (HyD) consulted and obtained the support from the Planning, Works and Housing Committee (PWHC) of the Eastern District Council (EDC) on the design scheme in September 2016. Prior to gazettal of the works, HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. In view of the comments raised by various parties, HyD reviewed the scheme with a view to obtaining a majority consensus for the project scheme.</p> <p>HyD attended the PWHC meeting in February 2018, arranged site visits with EDC members, LegCo members and residents in March 2018, held a public meeting in April 2018 and conducted focus group meetings with schools and residents in May and June 2018 to introduce the revised design scheme and discuss with various stakeholders.</p> <p>In view of the comments from various stakeholders, HyD consulted PWHC again on 19 June 2018. HyD presented various design revisions under study and the recommended revised design scheme, and obtained the support of the majority of PWHC members. HyD is now carrying out the detailed design, and preparing for the gazettal of the project scheme under the Roads (Works, Use and Compensation) Ordinance.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in February 2017 for anticipated completion in mid-2019.

Rank	Proposal	Progress of Project
4	Escalator Link and Pedestrian Walkway System at Pound Lane	HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. In view of the diverse views received and the many issues involved, HyD plans to consult the C&WDC further on the project.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in June 2017 for anticipated completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	The Government obtained funding approval from the LegCo in June 2018. The advance works for ground investigation commenced in January 2019. The tender for the main works was invited on 22 February 2019. It is targeted to commence the main works in the second quarter of 2019 for anticipated completion in the second quarter of 2023.
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. HyD has engaged consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	HyD consulted and obtained the general support from the Traffic and Transport Committee (T&TC) of the Wong Tai Sin District Council on the preliminary design in July 2016 and March 2017. However, some schools and some of the residents in the district subsequently raised objections. After consideration of their objections, HyD revised the design and consulted the T&TC again in January 2018; the support from the T&TC was obtained. In the first half of 2018, HyD and other relevant government departments received different views from the stakeholders. Transport Department (TD) and HyD are now collating and analysing the relevant views and actively reviewing the details of the proposal. Relevant stakeholders and the T&TC will then be consulted on the latest developments.
9	Lift and Pedestrian Walkway System at Waterloo Hill	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in December 2016 for anticipated completion in the third quarter of 2019.

Rank	Proposal	Progress of Project
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes completed the repair works for the slopes in February 2018. HyD has resumed the preliminary technical feasibility study for the project.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	The Government obtained funding approval from the LegCo in December 2017. The advance works for diversion of utilities commenced in January 2018. The main works also commenced in February 2019 with the scheduled completion in the fourth quarter of 2021.
12	Lift and Pedestrian Walkway System at Luen On Street	HyD consulted and obtained support from the Traffic and Transport Committee of the Kwun Tong District Council (KTDC) on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, HyD consulted the relevant residents and stakeholders in the fourth quarter of 2018 as suggested by the KTDC. Most of the comments requested realignment of the project and suggested an alternative alignment within Kung Lok Road Playground and Kwun Tong Garden Estate. HyD and TD are now liaising with relevant stakeholders on the feasibility of the alternative alignment.
13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now preparing to commence the next phase of the pre-construction stage.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The Hospital Authority commenced the project in November 2015. The works have been completed and the facility has been opened for public use since January 2017.

Rank	Proposal	Progress of Project
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	The proposed item involves works of relatively large scale and is rather complex as a substantial part of the proposed alignment runs through lots held by the Hong Kong Housing Authority and private owners. TD is actively following up on the proposal with a view to determining its scope as soon as possible, so as to allow the relevant department to commence the preliminary technical feasibility study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)280**

**(Question Serial No. 3601)**

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

Question:

Regarding the East Kowloon Line (EKL), please inform this Committee of the following -

- (1) Whether the Government has completed examining the proposal submitted by the MTR Corporation Limited (MTRCL) in July 2017? What are the differences between the proposed alignment of the EKL and that mentioned in the Railway Development Strategy 2014 (RDS-2014)? As anticipated by the Government, what are the timings for consulting the public on the railway alignment and commencing the detailed design work of the project with a view to achieving the target of commencing the railway project by 2025?
- (2) What are the work, expenditure and manpower involved for the EKL project as anticipated by the Highways Department (HyD) in 2019-20?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 55)

Reply:

- (1) Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTRCL to submit a proposal for the implementation of the EKL. MTRCL submitted a proposal for EKL to the Government in end July 2017. THB, HyD and relevant bureaux/departments have evaluated the proposal and requested MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposal submitted by MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014, including the EKL, have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be

subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- (2) As at March 2019, 0.5 Chief Engineer, one Senior Engineer and one Engineer in the HyD are tasked with assisting the THB in studying the EKL, with a total estimated staff cost of about \$3 million in 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)281****(Question Serial No. 3602)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the maintenance of highways and associated facilities by the Highways Department (HyD), please advise the Committee of the following -

- (1) What are the respective numbers of maintenance work orders issued to contractors by the Offices of the HyD's Urban Region (Hong Kong), Urban Region (Kowloon) and the New Territories Region in 2017-18 and 2018-19?
- (2) What are the respective numbers of outsourced contractors currently engaged by the Offices of the HyD's Urban Region (Hong Kong), Urban Region (Kowloon) and the New Territories Region?
- (3) Please set out by region the respective numbers of maintenance work orders that the contractor concerned failed to complete on time in 2017-18 and 2018-19.
- (4) What are the respective numbers of complaints against the HyD for excessively long period of road maintenance in 2017-18 and 2018-19?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 56)

Reply:

- (1) For road maintenance, the works orders issued in 2017-18 and 2018-19 (up to February 2019) are set out below:

<b>Financial Year</b>	<b>Urban Region (Hong Kong)</b>	<b>Urban Region (Kowloon)</b>	<b>New Territories Region</b>	<b>Total</b>
2017-18	1 846	2 873	6 938	11 657
2018-19 (up to February 2019)	1 429	2 191	6 347	9 967

- (2) There are currently ten term contracts (two under Urban Region (Hong Kong), two under Urban Region (Kowloon) and six under New Territories Region).



- (3) The respective numbers of road maintenance works orders for 2017-18 and 2018-19 (up to February 2019) which could not be completed on time are set out below:

<b>Financial Year</b>	<b>Urban Region (Hong Kong)</b>	<b>Urban Region (Kowloon)</b>	<b>New Territories Region</b>	<b>Total</b>
2017-18	122	135	127	384
2018-19 (up to February 2019)	118	30	129	277

- (4) There were 21 and 24 complaints on excessively long period of maintenance for 2017-18 and 2018-19 (up to February 2019) respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)282**

**(Question Serial No. 4306)**

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

Question:

Regarding the Universal Accessibility (UA) Programme, will the Administration inform this Committee of the following -

- (1) Please set out by District Council district, so far since the launch of the UA Programme, projects that are in the process of investigation or design, under construction and have planned to commence in the coming year, including the commencement dates, anticipated completion dates, the barrier-free access (BFA) facilities to be retrofitted and the relevant estimated expenditures of the projects.
- (2) There are views that the implementation of the UA Programme is too slow. What measures will the Government adopt to speed up the works progress, including whether it will consider allocating additional resources and manpower as well as strengthening the management and supervision of contractors' performance? If so, what are the staff establishment and estimated expenditures involved?
- (3) The Government stated that it will commence the feasibility study under the third phase of the UA Programme. As quite a number of walkways may involve private ownership, including those connected to private housing estates, MTR stations, malls managed by Link Real Estate Investment Trust, etc., will the Government consider expanding the scope of the UA Programme or adopting other supportive measures to encourage relevant organisations to retrofit the proposed BFA facilities for the convenience of local residents?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 52)

Reply:

Under the "Original Programme" and "Expanded Programme" of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work (the relevant information listed at **Annex 1**).

Under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items (the relevant information listed at **Annex 2**) and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase” (the relevant information listed at **Annex 3**), with a view to commencing construction works progressively starting from 2021.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779.0 million, \$801.9 million, \$855.0 million and \$751.6 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure of the UA Programme in 2019-20 is \$652.8 million.

Apart from deploying existing staff resources to take forward previous phases of the UA Programme, the Highways Department (HyD) will deploy one Senior Engineer and three Engineers / Assistant Engineers (supported by a Clerical Assistant) in 2019-20 to oversee the “Third Phase” mentioned above.

All the lift retrofitting items under the UA Programme have to go through various procedures of the Public Works Programme before commencement of construction works. Their implementation are subject to the time required for resolving different public opinions, diverting underground utilities, coordinating the interface with other projects, etc. To expedite the works progress, the HyD has been taking the following measures:

- (i) award contracts for lift retrofitting items in batches according to their readiness and avoid the works being held up by complications in individual items; and
- (ii) carry out ground investigation at the design stage, in addition to the collection of the relevant utility records, to ascertain and verify the actual position and conditions of underground utilities so as to resolve the interfacing issues at the design stage so that projects can be taken forward more smoothly during the construction stage.

To ensure the proper use of public funds and to avoid the Government taking over the responsibilities of private property owners, walkways which are privately-owned are currently beyond the ambit of the UA Programme. Following the announcement in the 2018 Policy Address, we are conducting a review to explore whether there is scope for further expansion of the ambit of the UA Programme.

**List of Active Projects under  
the Original and Expanded Programmes and Their Present Status**

**Original Programme:**

Highways Department Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
<b>Wan Chai District</b>		
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
<b>Kowloon City District</b>		
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling 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
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Kwun Tong District</b>		
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under construction
<b>Sham Shui Po District</b>		
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
<b>Wong Tai Sin District</b>		
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
<b>Yau Tsim Mong District</b>		
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
<b>Kwai Tsing District</b>		
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
N546	Tsing Tsuen Bridge	Under construction
<b>North District</b>		
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sha Tin District</b>		
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under design
<b>Tai Po District</b>		
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	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
<b>Tuen Mun District</b>		
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
<b>Tsuen Wan District</b>		
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
<b>Yuen Long District</b>		
NS7A	Across Castle Peak Road - Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

**Expanded Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
<b>Southern District</b>		
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
<b>Wan Chai District</b>		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
<b>Kowloon City District</b>		
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
<b>Kwun Tong District</b>		
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
KS56	Across Kwun Tong Road near Ting On Street	Under construction
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
<b>Wong Tai Sin District</b>		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Yau Tsim Mong District</b>		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
<b>Islands District</b>		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
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
<b>Sai Kung District</b>		
NF309	Across Po Ning Road near Po Shun Road	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
<b>Tai Po District</b>		
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tsuen Wan District</b>		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
<b>Yuen Long District</b>		
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction



## List of Projects under the Second Phase and Their Present Status

Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HF135	Across Robinson Road near Vantage Park	Under design
<b>Eastern District</b>		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under design
HF138	Across Siu Sai Wan Road near Bus Terminus	Under design
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under design
<b>Southern District</b>		
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
<b>Kowloon City District</b>		
KS8	Across Prince Edward Road West near Lion Rock Road	Under design
K64	Across Hung Hom Road near Dyer Avenue	Under design
KC01*	Across Junction Road near Renfrew Road	Under investigation
<b>Kwun Tong District</b>		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under design
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
<b>Sham Shui Po District</b>		
KF98	Across Lung Yuet Road near Chak On Road	Under design
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under design
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under design
<b>Wong Tai Sin District</b>		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under design
KF92A	Across Lung Poon Street near Fung Tak Road	Under design
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under design

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Islands District</b>		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
<b>Kwai Tsing District</b>		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
<b>North District</b>		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
<b>Sai Kung District</b>		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
<b>Sha Tin District</b>		
NF137	Across Sha Kok Street near Sha Kok Estate	Under design
NS225, NS284 & NS285 <sup>#</sup>	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
<b>Tai Po District</b>		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under design
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
<b>Tuen Mun District</b>		
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under design
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Tsuen Wan District</b>		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under design
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under design
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
<b>Yuen Long District</b>		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- \* Walkway that is not maintained by Highways Department

## List of Projects under the Third Phase

Structure No.	Location
<b>Eastern District</b>	
HF88	Across King's Road near Pan Hoi Street
HKE01*	Across King's Road near Tong Chong Street
<b>Kowloon City District</b>	
KF26	Across Prince Edward Road West near St. Teresa's Church
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street
KF111	Across Boundary Street near Embankment Road
KS21	Across Fat Kwong Street near Wo Chung Street
<b>Kwun Tong District</b>	
KF50	Across Wang Chiu Road near Wang Kwong Road
KF101	Across Kwun Tong Road near Tsun Yip Lane
KF148	Across Eastern Harbour Crossing Toll Plaza
KS62	Across Choi Wing Road near Choi Tak Shopping Centre
KT01*	Across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court
KT03*	Across Kai Tin Road connecting Lam Tin MTR Station Exit A and Kai Tin Shopping Centre
KT04*	Across Wai Yip Street near Kwun Tong Harbour Plaza
KT05*	Across Chun Wah Road near Jordan Valley Playground
KT06*	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate
<b>Sham Shui Po District</b>	
KF80	Across Shek Kip Mei Street near Berwick Street
<b>Wong Tai Sin District</b>	
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate
KF77	Across Lung Cheung Road near Hammer Hill Road
KS14& KS14A <sup>@#</sup>	Across Prince Edward Road East near Kwun Tong Road
WTS01*	Across Ngau Chi Wan Street near Fung Chak House Choi Wan Estate
WTS02*	Across New Clear Water Bay Road near Ping Shek Playground
WTS03*	Across Clear Water Bay Road near Yau Lung House Choi Wan Estate
WTS05*	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate
WTS06*	Across Clear Water Bay Road near Cheung Bor House Choi Wan Estate
<b>Kwai Tsing District</b>	
NF123	Across Chung Mei Road near Sheung Ko Tan Street

<b>Structure No.</b>	<b>Location</b>
NF124	Across Chung Mei Road near Cheung Hong Estate
NF125	Across Ching Hong Road near Ching Shing Court
NF126	Across Tsing Yi Road West near Ching Wah Court
NF213	Across Fung Shue Wo Road near Tsing Sum Street
NF215	Across Fung Shue Wo Road near Tsing Yi Rural Committee
NF225	Across Hing Fong Road and Kwai Foo Road
NF233	Across Hing Fong Road near Kwai Yik Road
NF275	Across On Chit Street near On Yam Shopping Centre
NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station
NF322	Across Tsing King Road near Tsing Yi Park
NF323	Across Tsing King Road near Tivoli Garden
NF325	Tsing Luk Street near Tsing Yi Town Clinic
N423	Tai Wo Interchange Flyover across Castle Peak Road - Kwai Chung
K&T03*	Across Tsing King Road near On Wu House Cheung On Estate
K&T04*	Across Kwai Yan Road near Metroplaza
K&T05*	Across Tsing King Road connecting Maritime Square and Tsing Yi Park
K&T06*	Across Tai Pak Tin Street connecting Skek Yam Estate and Shek Yam East Estate
<b>North District</b>	
NF121	Across San Wan Road near Sheung Shui MTR Station Exit A4
NF133	Across Fanling Highway near Pak Fuk Tin Sum Playground
NF157	Across Fanling Highway near Sheung Yue River
NF158	Across Fanling Highway near Kwu Tung
NF165	Across Fanling Highway near Kam Tsin Village Ho Tung School
NF252	Across Luen On Street near Wo Mun Street
NF262	Across Jockey Club Road near Tin Ping Road
NF304	Across Yat Ming Road near King Shing Court Commercial Complex
NS50	Across Jockey Club Road near Fu Hing Street
NS112 & NS113 <sup>#</sup>	Across Pak Wo Road and Po Kin Road near Tai Ping Estate
NS120	Across Jockey Club Road and Po Shek Wu Road near Hing Yan Tsuen
N499	Pak Wo Road Flyover across Fanling Highway
<b>Sai Kung District</b>	
NF294	Across Clear Water Bay Road near Pik Uk Correctional Institution
NS149	Across Po Ning Road near Tseung Kwan O Health Centre
SK03*	Across King Ling Road near Hong Kong Design Institute
<b>Sha Tin District</b>	
NF63	Across Sha Tin Rural Committee Road near Sha Tin Centre Street
NF66	Across Tai Po Road - Shatin near Wo Che Estate

<b>Structure No.</b>	<b>Location</b>
NF299	Across Sai Sha Road near Chung On Estate
NF338	Across On Chun Street near Ma On Shan Park
NF414	Across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station
NF446	Across East Rail Line Track near Chung Ling Lane
NF447	Across Mei Tin Road connecting Mei Lam Estate
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road
NS41	Across Tin Sam Street near Che Kung Miu Road
NS57	Across Chui Tin Street near Che Kung Miu Road
NS168	At Shek Mun Interchange near On King Street
NS179	Across Sai Sha Road near On Chiu Street
NS183	Across Ma On Shan Road near Ma On Shan Police Station
NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street
NS286	Across Ma On Shan Road and Hang Tak Street near Ma On Shan Rail Tai Shui Hang Station
ST01*	Across Kam Ying Road near Kam Ying Shopping Centre
ST02*	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court
ST03*	Across Tai Chung Kiu Road near Belair Gardens
ST05*	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park
<b>Tai Po District</b>	
NF79	Across Fanling Highway near Tai Wo Village
NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre
TP01*	Across On Po Road connecting Fu Shin Shopping Centre and Yee Nga Court
<b>Tsuen Wan District</b>	
NF166	Across Tai Chung Road near Hoi Shing Road
NF343	Across the Junction of Tai Ho Road and Sha Tsui Road
NF390	Across Castle Peak Road - New Ting Kau near Ting Kau Villa
NF427	Across Hoi On Road near Yau Kom Tau Pier
NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden
NF438	Across Castle Peak Road - Tsing Lung Tau near Lung Yue Road and Tsing Lung Tau Tsuen
NF439	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3)
NF440	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 4)
NS9	Across Texaco Road at Tak Tai Path
TW01*	Across Castle Peak Road – Tsuen Wan near Discovery Park
TW02*	Across Yuen Tun Circuit near Tsuen Wan Plaza
<b>Tuen Mun District</b>	
NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road
NF65	Across Castle Peak Road - Castle Peak Bay near Sam Shing Street
NF93	Across Ming Kum Road near King Lok House, Shan King Estate

<b>Structure No.</b>	<b>Location</b>
NF94	Across Ming Kum Road near King Wah House, Shan King Estate
NF99 & NF99A <sup>#</sup>	Across Wu King Road near Wu Yuet Street
NF100	Across Wu King Road near Wu Hong Street
NF102	Across Wu Shan Road near Lung Mun Road
NF103	Across Lung Mun Road near Light Rail Butterfly Station
NF150	Across Castle Peak Road - Lam Tei near Light Rail Nai Wai Station
NF151	Across Castle Peak Road - Hung Shui Kiu near Light Rail Chung Uk Tsuen Station
NF161	Across Tuen Mun River Channel, Tuen Mun Road and Castle Peak Road near Light Rail Fung Tei Station
NF169	Across Tsun Wen Road connecting Tai Hing Estate and Tai Hing Sports Complex
NF189	Across Castle Peak Road - Lam Tei near Lam Tei Main Street
NF197	Across Tsing Tin Road and Ming Kum Road
NF198	Across Ming Kum Road near Tin King Road
NF209	Across light rail near Siu Hei Court and Yuet Wu Villa
NF231	Across Tuen Mun Heung Sze Wui Road near Hoi Chu Road
NF232	Across Hoi Wing Road near Sam Shing Terminus
NF314	Across Tuen Mun River near Glorious Garden
NF319	Across Castle Peak Road - Lingnan near Tuen Kwai Road
NF339	Across Castle Peak Road - Tai Lam near Tsing Tai Road
NF410 & NF411 <sup>#</sup>	Across West Rail Line near Light Rail Tuen Mun Hospital Station
NS64	Across Castle Peak Road - San Hui near Tsing Min Path
N486	Across Tuen Mun Road near San Hui Path
<b>Yuen Long District</b>	
NF70	Across On Lok Road and Long Yip Street near Long Ping West Rail Station
NF143	Across Castle Peak Road - Yuen Long near Yuen Long Tung Shing Lei Road, connecting a bus stop and Pok Oi Hospital
NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane
NS223	Across Tin Shing Road and Tin Yan Road near Tin Lung Road
NF259	Across San Tin Highway connecting Chuk Yuen to San Wai
NF273	Across San Tin Highway near Pok Wai
NF307	Across Castle Peak Road - Yuen Long near Fung Nin Road, connecting Yuen Long Plaza
NF340	Across Tin Wah Road near Tin Shing Road
NF341	Across Tin Shui Road and Tin Sau Road
NF383	Across Wetland Park Road near Tin Shui Road
NF392	Across Tin Kwai Road and Wetland Park Road

<b>Structure No.</b>	<b>Location</b>
NF393	Across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road
NF404	Across Long Wo Road connecting Exit G2 of Yuen Long Station and Ng Wo Villages of Shap Pat Heung
YL01*	Across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre

Notes:

- # Walkway involving more than one structure (item)
- \* Walkway that is not maintained by Highways Department
- @ Walkway spans across Wong Tai Sin District and Kwun Tong District

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)283**

**(Question Serial No. 5071)**

Head: (100) Marine Department

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

Programme: (1) Infrastructure, (2) Port Services, (3) Local Services,  
(4) Services to Ships, (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the specific figures for the tonnages of ships registered in Hong Kong in the past five 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 five 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 2019-2020.
4. Please provide specific information on the expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the MD in the past five years; and advise on the manpower involved in and the estimated expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the MD in 2019-2020.
5. Please provide specific information on the number of emergency incidents handled by the MD in the past five years, and advise on the manpower involved in and the estimated expenditure on the handling of emergency incidents by the MD in 2019-2020.
6. Please provide the figures on the MD's work in detaining and disposing of craft seized by enforcement agencies in the past five years.
7. Please list the details of the special operations conducted by the MD in the past five years and the expenditure involved.
8. Please advise on the number of locally licensed vessels which, upon periodical inspections carried out by the MD in the past five years, were found failing to carry

adult lifejackets equivalent to 100% of the total number of persons on board; and the provision earmarked by the MD for carrying out periodical inspections of locally licensed vessels in 2019-2020.

9. 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 five 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 2019-2020.
10. 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 five years.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 106)

Reply:

1. The total tonnages of Hong Kong-registered ships in the past five years are set out below:

As at	31 March 2015	31 March 2016	31 March 2017	31 March 2018	28 February 2019
Total Gross Tonnage (million)	95.7	103.7	109.2	115.7	125.8

2. The expenditures incurred by the MD for the management of the government fleet and the manpower involved in each of the past five years are as follows:

Year	Actual Expenditure (\$ million)	Number of staff
2014-15	506.7	504
2015-16	495.8	502
2016-17	562.3	505
2017-18	564.7	514
2018-19	629.5 (estimate)	516

3. The Merchant Shipping (Local Vessels) Ordinance (Cap. 548) (the Ordinance) governs the construction and operation of local vessels. The MD carries out initial and periodic surveys of ships and issues certificates to local vessels in accordance with the applicable legal requirements, including those stipulated under the Ordinance. In respect of the regulatory regime on safety of shipboard works, the MD conducts 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 to mandate

rectification within a specified period. 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.

4. Regulating shipping movements is one of the major functions of the Vessel Traffic Centre and the Aids to Navigation and Mooring Unit of the MD. 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 services and maintains navigational aids such as light houses, light buoys and beacons.

The Vessel Traffic Centre has an establishment of 71 staff members. The Aids to Navigation and Mooring Unit has an establishment of 29 staff members. Their respective expenditures directly related to the provision of vessel traffic services and aids to navigation in the past five years and their estimated expenditures for 2019-20 are as follows:

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	71,607	23,982
2017-18	78,731	25,604
2018-19 (From 1 April 2018 to 28 February 2019)	73,732	21,343
2019-20 (Estimates)	81,250	26,766

To enhance vessel traffic service, the MD has installed two additional VHF radio channels on top of the original three VHF radio channels for communication with vessels. Due to the need for round-the-clock monitoring and listening watch on these five VHF radio channels, the Vessel Traffic Centre has increased its establishment by 12 staff members in 2017-18, which has resulted in increase in expenditure from 2017-18 onward.

5. The numbers of emergency incidents handled by the MD in the past five years are set out below:

Year	2014	2015	2016	2017	2018
Number of Incidents	132	134	114	136	210*

(\* ) The increase in the number of incidents was mainly due to the attack of super typhoon Mangkhut in September 2018.

Emergency incidents are handled by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 118 staff members. The handling of emergency incidents forms part of their normal duties. There is no separate breakdown on the manpower and expenditure involved.

6. The figures with regard to the detention and disposal of craft seized by enforcement agencies in the past five 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 and 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)
2014	107	43	8	36	106
2015	106	30	40	8	88
2016	88	46	19	10	105
2017	105	26	15	19	97
2018	97	41	7	10	121

Notes:

DCA: Detained Craft Anchorage

HKPF: Hong Kong Police Force

C&ED: Customs and Excise Department

7. The special operations conducted by the MD in the past five years are listed out below:

	2014	2015	2016	2017	2018
Inspection for safe carriage of passengers on vessels	17	19	23	23	27
Inspection for safe carriage of cargoes on vessels	4	4	2	2	1
Inspection for vessel speeding	19	21	18	19	18
Inspection for compliance with the International Regulations for Preventing Collisions at Sea on vessels	9	9	10	9	7
Organisation of safety seminars	2	2	2	2	2
Total	51	55	55	55	55

Special operations are conducted by the HPS of the MD with an establishment of 118 staff members. As special operations form part of their normal duties, there is no separate breakdown of the expenditure involved.

8. In the past five years, all locally licensed vessels inspected were found to fully comply with the legislative requirement on lifejackets. In 2019-20, 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 provision involved.

9. The time required for inspecting a vessel varies depending on the size and equipment of the vessel. The average time required for inspecting a vessel in the past five years ranges from two to seven hours. The average time for a periodic inspection of a locally licensed vessel in 2019-20 is estimated to be broadly similar. The periodic 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.
10. In the past five 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)284****(Question Serial No. 6011)**

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 its work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

- (1) concerning the requests for information under the Code on Access to Information received by the Marine Department (MD) for which only some of the required information was provided, please state in table form: (i) the content of the requests for which only some of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) How the requests were eventually handled

- (2) concerning the requests for information under the Code on Access to Information received by the MD for which the required information was not provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 197)

Reply:

- (1) From January to September 2018, no request refused in part was registered in the MD under the Code on Access to Information.
- (2) From January to September 2018, two requests refused in entirety were registered in the MD under the Code on Access to Information, as detailed in the following table –

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled
Information on the survey records of a vessel related to a litigation case	Paragraphs 2.6 and 2.14 of the Code on Access to Information	The request was not acceded to in June 2018 after seeking legal advice
Information on the survey records of a vessel related to a litigation case	Paragraphs 2.6 and 2.14 of the Code on Access to Information	The request was not acceded to in July 2018 after seeking legal advice

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)285**

**(Question Serial No. 6538)**

Head: (100) Marine Department  
Subhead (No. & title): (603) Plant, vehicles and equipment  
Programme: (-) Not Specified  
Controlling Officer: Director of Marine (Maisie CHENG)  
Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditures and work plans for the new items, namely “replacement of patrol launch ‘Marine 28’”, “replacement of patrol launch ‘Marine 30’”, “replacement of patrol launch ‘Marine 203’” and “replacement of hydrographic survey launch ‘Hydro 3’”? Why the funding for them has to be sought in the context of the Appropriation Bill 2019 rather than by seeking approval from the Finance Committee of the Legislative Council on its own?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 3021)

Reply:

The estimated cost of the patrol launches ‘Marine 28’, ‘Marine 30’ and ‘Marine 203’ is \$41.91 million each and that of hydrographic survey launch ‘Hydro 3’ is \$15.1 million. They are expected to be commissioned in 2021.

It is not a new arrangement to include in the draft Estimates funding proposals for creating commitments or increasing expenditure ceilings for approved commitment items under the General Revenue Account for scrutiny and approval by the Legislative Council in the context of the Appropriation Bill. The Government explained the relevant arrangements to the Finance Committee in early 2015. We have also included the necessary provision for these proposals under the respective head and sub-head of expenditure for Members’ consideration.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)286**

**(Question Serial No. 3574)**

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.

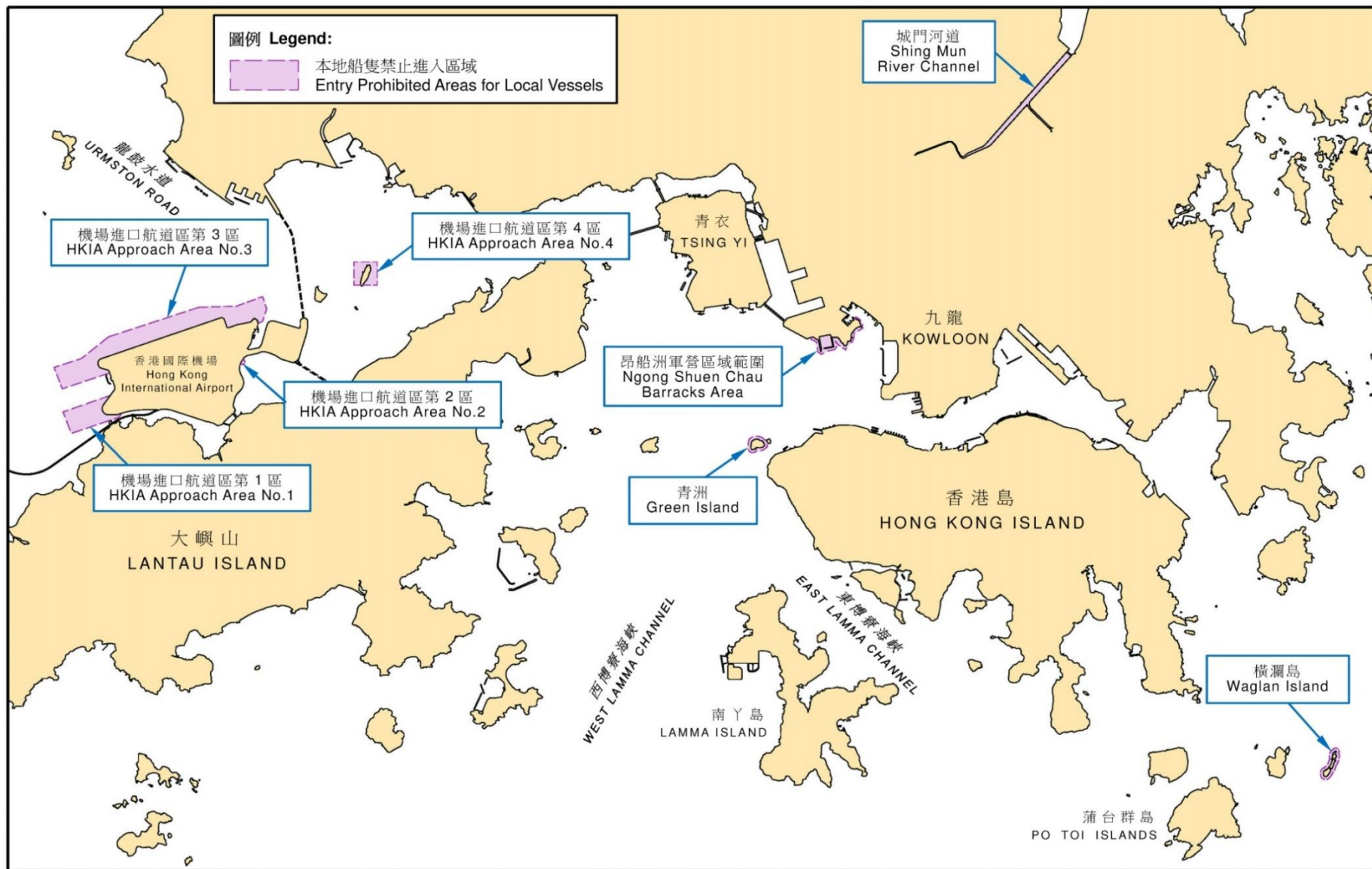
Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 14)


Reply:

Other than 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.

《商船(本地船隻)(一般)規例》(第 548F 章) - 本地船隻禁止進入區域

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




 海事處海道測量部 2019 年 3 月繪製  
 Prepared by the Hydrographic Office,  
 Marine Department. March, 2019

不宜作航行用途  
 Not to be used for Navigation

基準 WGS84  
 Datum

圖則編號 2019MAR006  
 Drawing No.

- End -

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**CONTROLLING OFFICER'S REPLY**

**THB(T)287**

**(Question Serial No. 3575)**

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 channels through which the MD informs the industry before introducing new policies or amending existing legislation and the staffing involved;
- (b) the respective expenditures spent by the MD on the organisation of talks in various districts and on the production and distribution of information leaflets or guidelines in the past three years (2016-17 to 2018-19); and
- (c) the policies, in addition to the organisation of talks and distribution of information leaflets or guidelines, to rectify the various inconveniences caused to fishermen repeatedly arising from their unawareness of the MD's latest changes in policies promulgated online as they are less literate and educated.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 44)

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, discussion papers are deliberated at meetings of the Local Vessels Advisory Committee and related Sub-committees, and the papers will be uploaded to the MD's website. Apart from publishing relevant notices in the Gazette, the MD also sends representatives to attend talks for fishermen groups to explain policies, and invites representatives of fishermen groups to attend talks or meetings of working groups. The above work is mainly undertaken by the Local Vessels Safety Section, as part of their normal duties, with an establishment of 26 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 by the major fisheries associations in various districts to enhance communication with the trade, as well as producing and distributing information leaflets or guidelines, and as and when necessary, sending letters to individual addresses of fishermen to inform them of the latest measures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)288**

**(Question Serial No. 3576)**

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 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 three years (2016-17 to 2018-19) 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 three years (2016-17 to 2018-19);
- (c) the time the MD takes from document vetting to the issue of a certificate of survey in the past three years (2016-17 to 2018-19); and
- (d) whether the MD will conduct a review on the staffing for the above districts and the relevant timetables, and the progress of the review as there have been views from some fishermen that the survey of ships and issue of licences take considerable time. If no, what are the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 45)

Reply:

- (a) In the past three 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:

<b>Designated Survey Location</b>	<b>Schedule (Except Public Holidays)</b>	<b>Quota for Locally-Licensed Vessels</b>
New Yau Ma Tei Typhoon Shelter	Monday to Friday	No quota is set
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 three months	20 (Additional quota is available according to actual situations)

- (b) Inspections of locally-licensed vessels (including river trade vessels) are performed by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section as part of their duties. Since the inspections form part of the normal duties of the MD, 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 two weeks to several months. Generally speaking, the survey of a newly constructed vessel takes a longer time. If a vessel has been surveyed by an authorised surveyor, the processing time can be shortened.
- (d) The MD deploys its staff flexibly to conduct surveys of ships in various districts having regard to the industry's demand. For example, when there is an increase demand for surveys, the MD would deploy additional staff members to process the applications or set a special re-inspection period to conduct re-inspections for vessels which have failed to meet the requirements as and when necessary. The MD would keep in view of the needs of vessel inspection in each district and deploy staff and resources as appropriate to cope with the demand.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)289**

**(Question Serial No. 3578)**

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 Local Certificates of Competency (CoCs), please advise on:

- (a) the procedures for taking the Coxswain Certificate and Engine Operator Certificate examinations, and the staffing and expenditure involved;
- (b) the number of people who failed to renew their Local CoCs at the age of 65 in the past three years; and
- (c) whether the Government will consider, by providing a grace period, stepping up promotion or other methods, addressing the issue that fishermen, at present, will have their CoCs expired if they forget to apply for renewal before they attain the age of 65 and they have to re-take the examinations immediately in order to continue to operate vessels, in view of the fact that some fishermen obtained their Local CoCs in early years and somehow forget to apply for renewal after several decades as they are not required to do so until they attain the age of 65.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 47)

Reply:

- (a) Any person who wishes to take the Local Coxswain Certificate Examination or the Engine Operator Certificate Examination is required to submit in person to the Seafarers' Certification Section of the Marine Department (MD) the required documents including a completed application form of the examination that the person wishes to take, and pay the specified fee in relation to the examination he/she applies for. Candidates who pass the examination will be issued with the relevant certificate after ten working days. Candidates who fail the examination may apply for re-examination.

The Seafarers' Certification Section has an establishment of 17 staff members. As examination matters form part of the normal duties of the MD staff, there is no separate breakdown of the expenditure involved.

- (b) In the past three years (i.e. 2016 to 2018), a total of 56 holders of Local CoCs who are aged 65 or above failed to extend the validity of their certificates.
- (c) Under the established system, MD would send letters by post to remind CoC holders to extend their certificates three months before the expiry of their CoCs. In the past three years, a total of 2 442 such reminders have been sent. In addition, as a one-off measure to facilitate CoC holders who have forgotten to renew their expired certificates, between January and July 2018, MD had allowed CoC holders whose certificates had been expired for not more than 36 months to renew their CoCs without having to go through examination again.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)290**

**(Question Serial No. 3579)**

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:

Please explain in detail why there is a decrease of 6.6% in the estimated financial provision for local services for 2019-2020 when compared with 2018-2019.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 48)

Reply:

Provision for Programme (3) Local Services in 2019-20 is \$11 million (6.6%) lower than the original estimate for 2018-19. This is mainly due to the decreased requirement for plant and equipment, which is partly offset by increased provision for filling of vacancies, salary increases for staff and other operating expenses.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)291**

**(Question Serial No. 4403)**

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:

- (a) In view of the rapid increase in the demand for berthing spaces from Class IV vessels including pleasure vessels, the illegal berthing of pleasure vessels in various waters was rampant in late 2018. It has been reported that certain groups even place a number of giant floating pontoons in the Kwun Tong Typhoon Shelter to occupy the berthing spaces for profits. Has the Government strengthened control over the berthing issue other than taking follow-up actions on the vessels suspected to have contravened the shipping ordinances? If yes, what are the details? If no, what are the reasons?
- (b) Does the Government have any specific statistical method to measure the occupancy rate of berthing spaces? According to government statistics, currently there are a total of 14 typhoon shelters, of which many of them are small in area that make them difficult for berthing, and are situated far away from the urban areas, such as the Yim Tin Tsai Typhoon Shelter and the Hei Ling Chau Typhoon Shelter. While most of the pleasure vessels berth temporarily at the anchorage areas, the occupancy rate of some public berthing spaces is called into question. Does the Government have any measures to address the issue in view of the uneven distribution of berthing spaces?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 48)

Reply:

- (a) Under existing legislation, except for certain areas of waters where anchoring is prohibited, a local vessel may anchor and berth in the waters of Hong Kong according to the vessels' operational needs.

All local vessels, other than 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. However, the vessels shall not take up any position, or be berthed, moored or secured in a typhoon shelter in such a way that they would obstruct the free access of other vessels to any unoccupied space in the typhoon shelter or in a passage area.

The Marine Department (MD) frequently patrols different areas in the waters of Hong Kong including typhoon shelters to ensure that vessels are berthed safely and orderly and that the passage areas are kept clear at all times, with a view to maintaining marine traffic and navigation safety. MD will closely monitor the use of typhoon shelters and take necessary follow up actions on any irregularities found, such as keeping a close liaison and conducting joint operations with enforcement departments as and when necessary to curb any suspected cases of criminal activities.

- (b) 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 vessels' demand for sheltered spaces during inclement weather could be met. According to MD's records, three of the 14 typhoon shelters (namely Rambler Channel, To Kwa Wan and Tuen Mun Typhoon Shelters) reached their full occupancy when super typhoon Mangkhut struck Hong Kong in 2018. Sufficient sheltered spaces were still available for use by local vessels in the remaining 11 typhoon shelters, including the Kwun Tong Typhoon Shelter and the New Yau Ma Tei Typhoon Shelter in the Victoria Harbour which could accommodate vessels up to 50 metres in length.

In order to better utilise the berthing space in typhoon shelters, MD established a private mooring area at the Hei Ling Chau Typhoon Shelter in December 2017. MD is also planning to set up private mooring areas in other areas, e.g. at the Yim Tin Tsai Typhoon Shelter, with a view to increasing the overall supply of areas for the laying of private moorings.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)292**

**(Question Serial No. 4404)**

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:

- (c) Some time earlier, a fire broke out from containers containing pulverised fuel ash at the Tuen Mun River Trade Terminal, which eventually led to a huge blaze that lasted for nine days. The suspended particulates generated not only had adverse impacts on the environment, but might also endanger the health of the firemen fighting the fire for long hours there. Investigation indicated that the batch of containers contained inflammable substances like pulverised fuel ash. Under high temperature, the fire finally spread to other containers containing the same kinds of substances. In exercising control over the conveyance of dangerous goods at sea, does the Bureau have any detailed guidelines regarding inflammable substances? If yes, what are the details?
- (d) Are there any specific guidelines (on locations, quantity limits, etc.) for placing dangerous goods at terminals? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 49)

Reply:

- (a) To ensure marine safety, vessels carrying dangerous goods (DG) in Hong Kong waters are required to comply with specific requirements in documentation, packing, marking/labelling, stowage and segregation as set out in the International Maritime Dangerous Goods Code (IMDG Code) adopted by the International Maritime Organization. The relevant requirements of the IMDG Code have been suitably incorporated into our local legislation. Furthermore, under existing legislation, the owner, agents or master of vessels carrying DG shall furnish the Director of Marine with a DG manifest with details of the DG being carried before arrival in or departure from Hong Kong waters.
- (b) Different classes of DG shall comply with their respective statutory requirements in storage, packing, segregation, etc., including those under the Merchant Shipping (Safety) Ordinance (Cap. 369) and the Dangerous Goods Ordinance (Cap. 295) as well

as their subsidiary legislation. As far as the storage of DG inside a container is concerned, the Kwai Tsing Container Terminals and the River Trade Terminal both have designated areas for the storage of DG. In addition, under the Dangerous Goods (General) Regulations (Cap. 295B), DG stored in containers should meet the relevant safety requirements and should not be placed at terminals for more than 72 hours.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)293****(Question Serial No. 5124)**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:

According to the statistics under Programme (3), the number of “collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters” in 2018 almost doubled when compared with 2017. In this connection, will the Government inform this Committee:

- (a) Where are the common spots for these incidents? Will the Government list out the respective numbers of accidents by areas of Hong Kong waters/principal fairways? What are the numbers of casualties involved?

Areas of Hong Kong Waters/Principal Fairways	Number of Incidents	Number of Casualties
E.g.: East Lamma Channel		
E.g.: West Lamma Channel		
E.g.: Rambler Channel		
E.g.: Aberdeen Channel		
E.g.: Victoria Harbour		
E.g.: Kap Shui Mun		
Others		

- (b) What types of vessels are involved in the incidents? Will the Government list out the respective numbers of incidents of various types of vessels in the past three years?

Vessel Types	Number of Incidents in 2016	Number of Incidents in 2017	Number of Incidents in 2018
Ocean-going			
Dangerous goods			
River trade			
Midstream			
Ferries			
Fishing			

Launches			
Service craft			

- (c) What are the main causes for the incidents? Are system issues such as the lack of speed restrictions and lenient marine traffic control involved? Are there any Government measures to minimise the risks of accidents?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 309)

Reply:

- (a) The Marine Department (MD) compiles marine incident statistics based on the Patrol Sectors (as shown at Annex 1). In 2016, 2017 and 2018, the numbers of marine incidents and the related casualties under Programme (3) Local Services involving locally-licensed, river trade and coastal vessels in Hong Kong waters with respect to Patrol Sectors are set out in Table 1 below.

Table 1: Numbers of marine incidents and related casualties with respect to Patrol Sectors

	2016		2017		2018	
Patrol Sectors	Number of Incidents	Number of Casualties	Number of Incidents	Number of Casualties	Number of Incidents	Number of Casualties
Sector 1	30	3 injured	44	1 injured	42	1 injured
Sector 2	21	11 injured	28	8 injured; 1 dead	46	11 injured
Sector 3	18	5 injured	30	1 injured	21	5 injured
Sector 4	24	3 injured; 1 dead	23	3 injured	101	1 injured
Total	93	22 injured; 1 dead	125	13 injured; 1 dead	210*	18 injured

(\*) *The increase in the number of incidents in 2018 was mainly due to the attack of super typhoon Mangkhut in September 2018.*

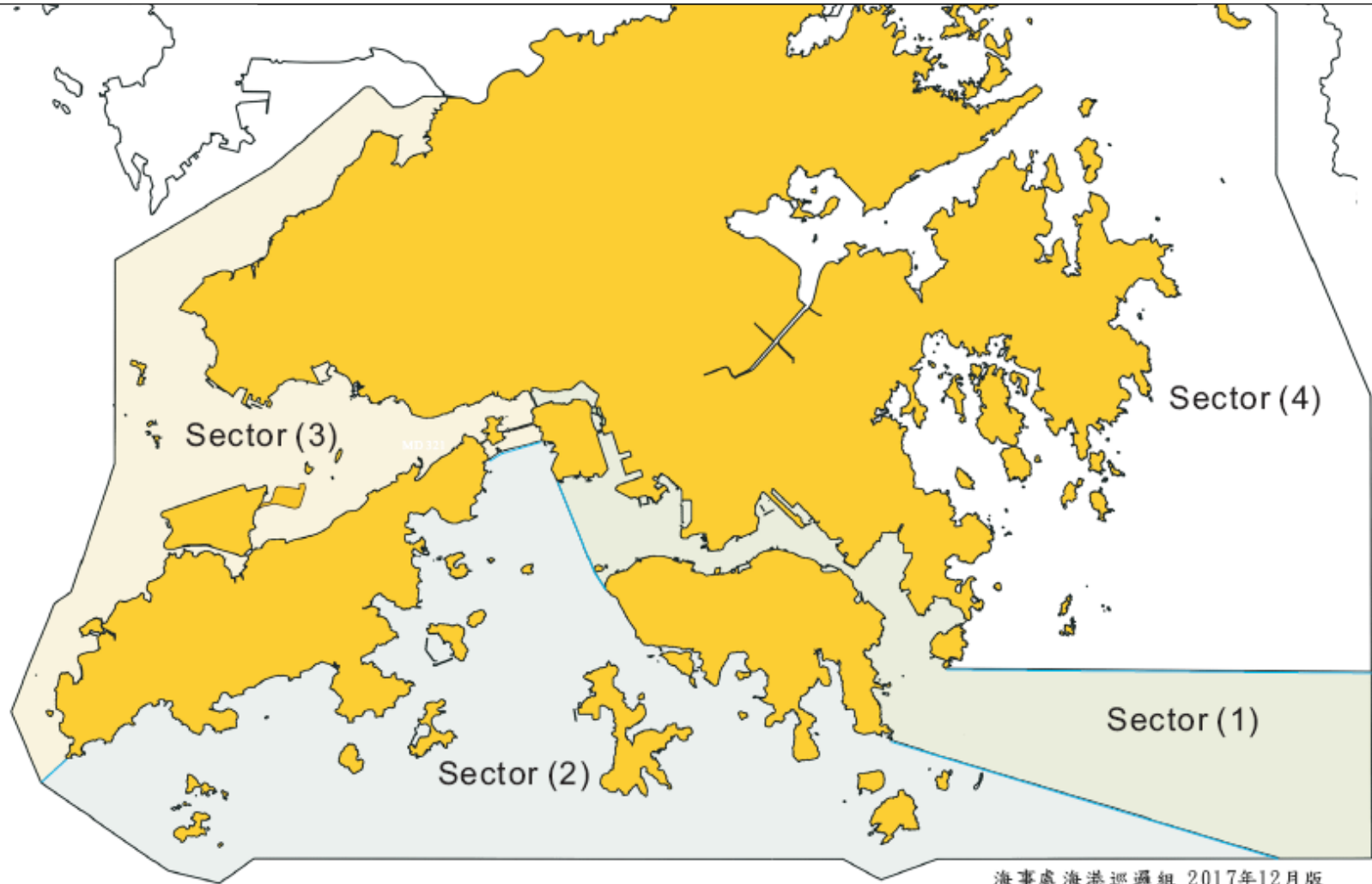
- (b) The table at Annex 2 provides a detailed breakdown of the number of marine incidents with respect to the nature of incidents corresponding to the types of vessels involved.
- (c) As shown in Table 1, the number of marine incidents increased from 93 in 2016, 125 in 2017 to 210 in 2018. Further examination of the breakdown of the marine incidents in 2018 reveals that the greatest increase was in respect of marine incidents due to “Striking with Vessel” across all patrol sectors, a major cause for which is the more adverse weather conditions brought by stronger tropical cyclones (e.g. super typhoon Mangkhut). Such “Striking with Vessel” incidents were mainly caused by

dragging anchors and parting mooring lines involving Class IV (pleasure vessels) which was not related to other factors such as the lack of speed restrictions or lenient marine traffic control.

In order to prevent and minimise the occurrence of marine incidents, including “Striking with Vessel”, during typhoon seasons, the MD will enhance promotional campaigns to remind vessel operators to take sufficient and effective typhoon precautionary measures during the onset and passages of typhoons, especially for those vessels with large windage area, with a view to ensuring the safety of all vessels, including moored and stationary vessels, in Hong Kong waters.



海事處巡邏分區  
Marine Department Patrol Sectors



海事處海港巡邏組 2017年12月版

**Annex 2 – Breakdown of the number of marine incidents with respect to the nature of incidents corresponding to the types of vessels involved**

Types of Vessels	Number of Vessels involved in 93 marine incidents in 2016					Number of Vessels involved in 125 marine incidents in 2017					Number of Vessels involved in 210 marine incidents in 2018				
	Collision <sup>1</sup>	Stranding <sup>2</sup>	Striking with Object <sup>3</sup>	Striking with Vessel <sup>4</sup>	Total	Collision	Stranding	Striking with Object	Striking with Vessel	Total	Collision	Stranding	Striking with Object	Striking with Vessel	Total
Class I Local Vessels <sup>5</sup>	2	3	2	2	9	2	1	3	6	12	5	2	2	5	14
Class II Local Vessels <sup>6</sup>	5	2	9	10	26	9	1	6	40	56	5	7	13	19	44
Class III Local Vessels <sup>7</sup>	7	4	0	5	16	4	8	1	5	18	9	26	2	21	58
Class IV Local Vessels <sup>8</sup>	6	18	5	15	44	5	12	6	55	78	14	42	12	80	148
Government Vessels	3	0	0	3	6	1	0	0	0	1	1	0	1	7	9
Cross Boundary High Speed Ferries	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0
River Trade Vessels	7	2	4	27	40	6	6	6	39	57	9	2	3	18	32
Others <sup>9</sup>	2	0	0	6	8	3	0	0	7	10	4	2	3	18	27
<b>Total</b>	<b>32</b>	<b>29</b>	<b>24</b>	<b>69</b>	<b>154</b>	<b>30</b>	<b>28</b>	<b>22</b>	<b>152</b>	<b>232</b>	<b>47</b>	<b>81</b>	<b>36</b>	<b>168</b>	<b>332</b>

Note:

1. “Collision” incidents are local vessels collided with another vessel(s) while both are underway.
2. “Stranding” incidents are local vessels running over a shoal, sandbank or ashore and remaining stationary there for any length of time.
3. “Striking with Object” incidents are local vessels striking with objects other than a vessel, such as piers, pillars, dolphins, buoys or any other objects etc.
4. “Striking with Vessel” incidents are local vessels striking with another vessel(s) which is/are not underway, i.e. make fast to shore, buoy or at anchor.
5. Class I Local Vessels are vessels carrying more than 12 passengers, which are mainly launches and ferries.
6. Class II Local Vessels are vessels carrying no more than 12 passengers, which are mainly working vessels such as cargo carriers including vessels carrying dangerous goods, lighters, tugs, vessels engaging midstream cargo operation etc.
7. Class III Local Vessels are exclusively used for fishing or related purposes.
8. Class IV Local Vessels are exclusively used for pleasure purposes.
9. Others are vessels not for local services such as ocean-going vessels or non-local vessels seeking shelter in Hong Kong during typhoon passage.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)294****(Question Serial No. 5222)**

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 the following information:

Name of announcement in the public interest (APIs)	Production expenses in 2018-19	Promotional expenses in 2018-19
Hong Kong-Zhuhai-Macao Bridge (HZMB) (30-second version)		
HZMB (1-minute version)		
Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) - Connecting Hearts		
Hong Kong Section of XRL - Inspiring Generations		
Hong Kong Section of XRL - Broadening Horizons		

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 371)

Reply:

The Highways Department employed a service contractor to produce publicity videos for the HZMB, including the APIs mentioned in the question, in one service package. The total cost of the service package is around \$1.3 million and it is not possible to single out the expenditure for the production of the mentioned APIs.

The expenditure for the production of the three APIs for the Hong Kong Section of XRL is around \$1.02 million. Since the APIs for the XRL were produced by the contractor in one service package, it is not possible to single out the expenditure for producing each of the three APIs.

The APIs for the HZMB and the XRL were broadcast by domestic free-to-air and pay-TV service licensees on air time allocated to the broadcast of APIs by the Government. Therefore, no promotional expenses were incurred in this regard.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)295**

**(Question Serial No. 5559)**

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:

Would the Government inform this Committee of the estimated annual salary cost for the Secretary for Transport and Housing in 2019-20?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 388)

Reply:

For budgetary purpose, the salary provision in respect of the position of the Secretary for Transport and Housing in 2019-20 is \$4.08 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)296**

**(Question Serial No. 4347)**

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 its work in relation to the Code on Access to Information, will the Administration advise this Committee on the following:

1) concerning the requests for information under the Code on Access to Information received by the Transport and Housing Bureau (Transport Branch) for which only some of the required information was provided, please state in table form: (i) the content of the requests for which only some of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) How the requests were eventually handled

2) concerning the requests for information under the Code on Access to Information received by the Transport and Housing Bureau (Transport Branch) for which the required information was not provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 91)

Reply:

From 1 April 2018 to 15 March 2019, there is no application under the Code on Access to Information received by the Transport and Housing Bureau (Transport Branch) met in part or refused.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)297****(Question Serial No. 7267)**

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 provide the information on the following reclamation projects:

	Reclamation area (approximately) (hectare)	Construction fee for the whole project (HK\$)	Cost required for the part on reclamation (HK\$)	Volume of reclamation materials required (approximately) (tonne)	Ratio of reclamation materials required by volume (%)			Price of reclamation materials required (tonne / HK\$)		
					Marine sand	Public fill	Others (please specify)	Marine sand	Public fill	Others (please specify)
Three-Runway System (3RS) project of the airport										

2. What is the place of origin of the marine sand used in the above works?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 142)

Reply:

According to the Airport Authority Hong Kong (AA), the main reclamation contractor of the 3RS project is responsible for the procurement, transportation and laying of filling materials for timely formation of 650-hectare land in accordance with the contractual requirements. It has always been the plan for the main reclamation contractor to procure different types of fill materials from a variety of sources as required by the contractual requirements. At the moment, the main reclamation contractor has been using predominantly manufactured sand from the Mainland, supplemented by public fill generated locally as well as fill materials imported from other regions, including Malaysia and the Philippines. The contractor is also arranging to import fill materials from different provinces in the Mainland.



The AA advised that it is not in a position to divulge the cost of fill materials because of the commercial confidentiality between the AA and its main reclamation contractor. Moreover, information on the cost of fill materials also contains commercial agreements between the main reclamation contractor and its subcontractor. The disclosure of confidential and sensitive price information will jeopardise the future procurement process of the main reclamation contractor, and individual subcontractors may enjoy advantages.

The AA continues to work towards the plan to complete the whole 3RS project within the budget of \$141.5 billion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)298**

**(Question Serial No. 6670)**

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:

Over the past five years:

- (1) What is the respective number of low-floor wheelchair-accessible light buses and taxis introduced by the Government in each of the past five years?
- (2) What is the number of low-floor wheelchair-accessible light buses and taxis which has been put into service over the past five years?
- (3) What are the details of the routes currently served by low-floor wheelchair-accessible light bus?
- (4) How does the Government consider which routes should be served by low-floor wheelchair-accessible light bus? Will the Government consider giving priority to introducing low-floor wheelchair-accessible light bus service on hospital routes?
- (5) Has the Government provide any subsidy for purchasing barrier-free taxis and light buses over the past five years? If so, what are the details?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1444)

Reply:

(1) and (2)

The number of low-floor wheelchair-accessible public light bus (PLB) and wheelchair-accessible taxi (WAT) registered in the past five years is as follows –

<b>Year</b>	<b>Number of low-floor wheelchair-accessible PLB registered</b>	<b>Number of WAT registered</b>
2014	0	6
2015	0	77
2016	0	81
2017	0	82
2018	2	126

(3), (4) and (5)

The Government has been encouraging the public transport operators, including public light bus and taxi trade, to introduce more wheelchair-accessible vehicle models to facilitate the use of public transport services by the elderly and persons with disabilities. In this regard, the Government continues to actively take forward the “low-floor wheelchair-accessible light bus trial scheme”. The first low-floor wheelchair-accessible PLB was put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) on 26 January 2018. The second low-floor wheelchair-accessible PLB was put into service on New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) on 28 May 2018. The third low-floor wheelchair-accessible PLB is being modified to comply with licensing requirements, and will be put into service on Kowloon GMB Route No. 2 (Whampoa Garden – Festival Walk via St. Teresa’s Hospital) in the second quarter of 2019.

The above three GMB hospital routes are operated by the three respective GMB operators which participate in the trial scheme on a voluntary basis. The three selected hospital routes are well known to the general public. They also have different features in terms of route length, passenger distribution and road conditions (e.g. road gradient), which will provide comprehensive data of reference value to the Transport Department (TD) in assessing the effectiveness of the trial scheme.

At present, the operators participating in the trial scheme purchase and operate the low-floor wheelchair-accessible PLBs at their own cost without Government subsidies. The TD launched a review on the effectiveness of the trial scheme in the fourth quarter of 2018, in tandem with its regular survey on the market occupancy rate of light buses. The review will examine the operational effectiveness of the low-floor wheelchair-accessible light buses, including technical and operational feasibility, repair and maintenance, and passengers’ feedback, etc. The review will be completed by end 2019. If the trial scheme is considered feasible and desirable, the Government will discuss with the PLB trade on how low-floor wheelchair-accessible PLBs can be further promoted.

As regards taxis, the Government will continue to encourage taxi operators to use WAT models in providing taxi service. With the official launch of a new WAT model in January 2019, the taxi trade has been gradually replacing their vehicles with this new model at their own cost without Government subsidies. We will keep in view the utilisation of

the new WAT model by the public and the trade and consider expediting the replacement of the taxi models with the WATs.

Furthermore, the Government will introduce franchised taxis to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. To encourage franchised taxi operators to use WATs, the Government has proposed that operators' fleet be required to comprise at least 50% WATs. If a bidder of franchised taxis proposes a percentage of WATs which is higher than the minimum requirement, its application will receive a higher score under the tender assessment. This arrangement will help promote the use of WATs for operating franchised taxis, while encouraging the operator to provide a wider variety of vehicle types and compartment facilities to meet different needs of passengers. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in 2018-19 legislative year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)299**

**(Question Serial No. 7083)**

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 considered introducing more models for barrier-free taxis and light buses to meet the needs of the elderly and persons with disabilities in future?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 8622)

Reply:

The Government has been encouraging the public transport operators, including public light bus and taxi trade, to introduce more wheelchair-accessible vehicle models to facilitate the use of public transport services by the elderly and persons with disabilities. In this regard, the Government continues to actively take forward the “low-floor wheelchair-accessible light bus trial scheme”. The first low-floor wheelchair-accessible PLB was put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) on 26 January 2018. The second low-floor wheelchair-accessible PLB was put into service on New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) on 28 May 2018. The third low-floor wheelchair-accessible PLB is being modified to comply with licensing requirements, and will be put into service on Kowloon GMB Route No. 2 (Whampoa Garden – Festival Walk via St. Teresa’s Hospital) in the second quarter of 2019. The TD launched a review on the effectiveness of the trial scheme in the fourth quarter of 2018, in tandem with its regular survey on the market occupancy rate of light buses. The review will be completed by end 2019. If the trial scheme is considered feasible and desirable, the Government will discuss with the PLB trade on how low-floor wheelchair-accessible PLBs can be further promoted.

As regards taxis, the Government will continue to encourage taxi operators to use wheelchair-accessible taxi (WAT) models in providing taxi service. With the official launch of a new WAT model in January 2019, the taxi trade has been gradually replacing their vehicles with this new model. We will keep in view the utilisation of the new WAT model by the public and the trade and consider expediting the replacement of the taxi models with the WATs.

Furthermore, the Government will introduce franchised taxis to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. To encourage franchised taxi operators to use WATs, the Government has proposed that operators' fleet be required to comprise at least 50% WATs. If a bidder of franchised taxis proposes a percentage of WATs which is higher than the minimum requirement, its application will receive a higher score under the tender assessment. This arrangement will help promote the use of WATs for operating franchised taxis, while encouraging the operator to provide a wider variety of vehicle types and compartment facilities to meet different needs of passengers. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in 2018-19 legislative year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)300**

**(Question Serial No. 5015)**

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 series of social problems arising from the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the Government is requested to provide information on the HZMB, including the construction cost, the year in which construction commenced, and the then forecast on income, passenger flow and cargo flow.

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 512)

Reply:

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9 km-long bridge and a 6.7 km-long subsea tunnel) situated in Mainland waters built by the HZMB Authority; and (ii) the link roads and boundary crossing facilities under the respective responsibility of the three governments.

Construction of the HZMB Main Bridge, Hong Kong Boundary Crossing Facilities (HKBCF) and Hong Kong Link Road (HKLR) commenced in December 2009, November 2011 and May 2012 respectively.

According to the approval of the Ministry of Transport, the latest approved project estimate of the HZMB Main Bridge is RMB 48.068 billion and the contribution from Hong Kong is about RMB 8.75 billion. The approved project estimates for the HKBCF and the HKLR are HK\$35.895 billion and HK\$25.047 billion respectively.

Following the commissioning of the HZMB on 24 October 2018, the projection on revenue, passenger flow and cargo flow, made at the planning stage of the project some ten years ago, is perhaps of limited reference value.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)301**

**(Question Serial No. 5388)**

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 oversee the implementation of the exemption of government tolls charged on franchised buses. The Government is requested to advise on the following:

1. the number of franchised buses using the various government tunnels each day since the implementation of the exemption of government tolls charged on franchised buses and the amount of revenue forgone as a result; and
2. with the implementation of the exemption of government tolls charged on franchised buses, the operating costs of franchised bus companies are greatly reduced. Whether the Government has requested the franchised bus companies to lower the bus fares so as to relieve the burden of the public; if so, the details; if not, the reasons.

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 513)

Reply:

As a Policy Address initiative in 2018, the tolls charged on franchised buses for using government tunnels and roads will be waived. The Government has made legislative amendments to exempt the toll for franchised buses using government tolled tunnels and roads with effect from 17 February 2019 with a view to relieving their fare increase pressure. Each franchised bus operator has set up its own dedicated fund account, known as Franchised Bus Toll Exemption Fund (the Fund) for keeping the toll saved. The Fund will be used for relieving the fare increase pressure of the corresponding franchised bus operators, so that the magnitude of the fare increase shouldered by the passengers will be lowered. For instance, the mitigating effect of the Fund has lowered the magnitude of fare



increase that need to be shouldered by passengers in the recent fare adjustment of Citybus (Franchise 1) and New World First Bus from 9.9% to 7.0% and 5.6% respectively.

The toll exemption arrangement has commenced only on 17 February 2019. The requested information on the actual number of franchised bus trips exempted from paying toll of Government tunnels and roads and the corresponding revenue foregone is not yet available. For reference, according to our earlier estimate based on relevant figures in 2017, the number of franchised bus trips exempted from paying toll of Government tunnels and roads would be around 9.4 million per year, and, the exempted toll would amount to around \$280 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)302**

**(Question Serial No. 5389)**

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 is the respective amount of profits tax concessions offered by the Government to aircraft leasing and related businesses in each of the past two years?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 514)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. The dedicated tax regime has been well-received by the global aircraft leasing industry. While the Government is not in the position to disclose commercially-sensitive information on transactions of individual companies, we understand from the Inland Revenue Department that eight qualifying aircraft lessors and one qualifying aircraft leasing manager would receive relevant tax benefits under our dedicated tax regime, subject to assessment of their filing of tax returns. A number of the world's top leasing companies from the United States, Ireland and Mainland China have set up their Hong Kong operation and some have already completed deals using our leasing platform with airlines around the world, such as Chile, Indonesia, Japan, Mainland China, Qatar and South Korea.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)303**

**(Question Serial No. 4516)**

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 this Programme, the Transport Branch will continue to take forward the Railway Development Strategy 2014 (RDS-2014). Would the Government inform this Committee of the following:

1. What is the progress of implementing the East Kowloon Line (EKL) under the RDS-2014?
2. What is the anticipated time for conducting a public consultation on the construction of the EKL?
3. What is the anticipated completion date of the EKL?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 54)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit a proposal for the implementation of the EKL. The MTRCL submitted a proposal for the EKL to the Government in end July 2017. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposal and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community. Due to the tight housing

supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposal submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014, including the EKL, have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)304**

**(Question Serial No. 5171)**

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 Programme (3) that during 2019-20, the Transport and Housing Bureau (THB) will continue to work with the Airport Authority Hong Kong (AA) in taking forward the Three-Runway System (3RS) at the Hong Kong International Airport (HKIA), including detailed design and construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement. Would the Government inform this Committee of:

- (1) the THB's expenditure and staffing provision for taking forward the 3RS at the HKIA over the past three years (i.e. 2016-17 to 2018-19); and
- (2) the THB's estimated expenditure and staffing provision in 2019-20?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 69)

Reply:

**Staffing provision involved in the 3RS project**

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the AA in the implementation of the 3RS project. The staffing provision of the AEPCO for the years from 2016-17 to 2019-20 is tabulated below:

	<b>Financial Year</b>			
	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>
<b>Staffing Provision<sup>1</sup> (Total no. of posts)</b>	11	13	14	17
<i>Directorate posts</i>	3	3	3	3
<i>Non-directorate posts</i>	8	10	11	14
<b>Estimated Notional Annual Mid-point Salary Value</b>	\$11,448,960	\$14,032,650	\$14,577,810	\$16,985,580

<sup>1</sup> The staffing provision comprises officers from the Administrative Officer, Engineer, Executive Officer, clerical and secretarial grades.

### **Expenditure for taking forward the 3RS project**

The THB's expenditure for the employment of independent consultants to assist in reviewing the works of the AA over the years in question is as follow:

	<b>Financial Year</b>			
	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>
	<b>(Actual)</b>			<b>(Forecast)</b>
<b>Expenditure for Employment of Independent Consultants</b>	\$5.4 million	\$18.7 million	\$25.2 million	\$34.6 million

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)305****(Question Serial No. 3803)**

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:

To continue to oversee the implementation of the Shatin to Central Link (SCL) project is one of the tasks for the Bureau this year. Regarding the claims arising from the various items of works under the SCL project, please provide the following information in table form:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 402)

Reply:

According to the information provided by the MTR Corporation Limited (MTRCL), as at 31 December 2018, the MTRCL received 992 substantiated claims from contractors in respect of the main works of the SCL. The amount claimed in total was about \$7,403.7 million, accounting for 12.8% of the awarded contract sum. As at the same date, 310 cases of claims were resolved and the MTRCL awarded about \$1,780.8 million, accounting for about 3.1% of the awarded contract sum. Moreover, interim award amounting to about \$1,135.5 million was made for some unresolved cases of claims.

Details of the claims according to the scope of works 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	43,828.1	301	3,039.2	1,780.8	541	2,798.7	776.3
Electrical and Mechanical works	13,901.8	9*	0	0	141	1,565.8	359.2
<b>Total</b>	<b>57,729.9</b>	<b>310</b>	<b>3,039.2</b>	<b>1,780.8</b>	<b>682</b>	<b>4,364.5</b>	<b>1,135.5</b>

\* The claims only involved extension of time without cost implication.

According to the relevant terms of the works contracts, the Government cannot divulge the information on individual claims without the consent of the contractors.

For details of the major contracts awarded for the main works, including the contract titles, contract numbers, awarded contract sums and the names of contractors, please refer to **Annex**.



## Annex

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1101	Modification of Ma On Shan Line	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 Sung Wong Toi and To Kwa Wan stations	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 PHD	Chun Wo - Henryvicy - GTECH Joint Venture	105,600,001
1120	Trackwork and Overhead Line for SCL Phase 1	Alstom Hong Kong Ltd	425,910,954
1120B	Trackwork and Overhead Line for SCL Phase 2	Eiffage Infra-Bau Tak Yue Joint Venture	204,999,695
1121	North South Line (NSL) 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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1123	Exhibition Centre Station and Western Approach Tunnel	Leighton - China State Joint Venture	5,869,282,300
1124	Admiralty SCL Related Works	Build King SCL1124 Joint Venture	833,606,000
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	Build King SCL1126 Joint Venture	871,022,808
1128	South Ventilation Building to Admiralty Tunnels	Dragages-Bouygues J.V.	5,226,570,173
1129	SCL - Advance Works for NSL	Hsin Chong Construction Company Limited	299,938,960
11209	Platform Modification and Associated Works at East Rail Line (EAL)	Chun Wo Construction and Engineering Company Limited	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 Ma On Shan Line (MOL) and WRL	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

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
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	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
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
1164B	Building Services for SCL Hong Kong Island Section	Gammon E&M Limited	346,800,000
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 Sung	Leighton M&E Limited	183,341,320

<b>Contract number</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
	Wong Toi Station and Ancillary Building		
1177	Building Services for To Kwa Wan 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)306****(Question Serial No. 3804)**

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:

To continue to oversee the Central-Wan Chai Bypass project is one of the tasks for the Bureau this year. Regarding the claims arising from the various items of works under the Central-Wan Chai Bypass project, please provide the following information in table form:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 403)

Reply:

The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) is a large-scale and complex works project. The project is implemented under 13 major works contracts, among which eight of them are managed by the Highways Department (HyD) while the remaining works have been entrusted to the Civil Engineering and Development Department (CEDD) for implementation under the other five contracts. The 13 contracts also cover works items which are funded under other works projects such as the reclamation works of the Wan Chai Development Phase II project.

Generally speaking, it is the responsibility of the 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 should carefully and independently assess the claims and then submit their assessments to the managing departments for approval. The managing departments should objectively 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.

As at end February 2019, there are about 190 claims in relation to the CWB project received under the 13 contracts of the CWB project managed by the HyD and the CEDD, amounting to some \$7.2 billion and the total amount awarded is about \$1.5 billion. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)307****(Question Serial No. 4774)**

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 (UA) Programme this year. In this connection, please advise this Committee of the following:

Location of lift to be installed under the UA Programme	Current progress	Contract number	Contractor	Contract sum

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 322)

Reply:

Under the “Original Programme” and “Expanded Programme” of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work (the relevant information listed at **Annex 1**).

Under the “Second Phase” of the UA Programme (previously referred to as the “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items (the relevant information listed at **Annex 2**) and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift

retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). The Highways Department (HyD) will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase” (the relevant information listed at **Annex 3**), with a view to commencing construction works progressively starting from 2021.

The 18 works contracts, which have so far been awarded by the HyD under the UA Programme, are tabulated below in the order of contract award dates.

<b>Contract No.</b>	<b>Contractor</b>	<b>Awarded / Final<sup>#</sup> Contract Sum (\$ million)</b>
HY/2011/12	Hing Fu Engineering Co Ltd	52.8 <sup>#</sup>
HY/2012/01	Peako Engineering Co Ltd – Concentric Construction Ltd Joint Venture	86.8
HY/2012/11	Sun Fook Kong (Civil) Ltd	364.0 <sup>#</sup>
HY/2012/12	Sum Kee Construction Ltd	162.4
HY/2013/11	China Harbour Engineering Co Ltd	329.6
HY/2013/15	Dix Construction & Transportation Ltd	364.9
HY/2013/16	Granville Civil Ltd	114.3
HY/2013/23	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	370.8
CV/2014/02	Chun Wo Construction & Engineering Co Ltd	290.0
CV/2014/03	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	272.0
HY/2014/06	Welcome Construction Co Ltd - Vernaltex Co Ltd Joint Venture	369.0
HY/2014/12	Kwan On Construction Co Ltd - China Geo Engineering Corporation Joint Venture	215.2
CV/2015/01	Kwan On Construction Co Ltd	254.1
HY/2014/18	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	349.8
CV/2015/02	China Road and Bridge Corporation	320.1
CV/2015/08	Kwan On Construction Co Ltd – U-Tech Engineering Co Ltd Joint Venture	188.1
HY/2015/06	Excel Engineering Co Ltd	202.9
HY/2016/02	Excel Engineering Co Ltd - Lanon Development Limited Joint Venture	340.1

<sup>#</sup> The final contract sum is shown for those works contracts with finalisation of accounts completed.



**List of Projects under the Original Programme and  
Expanded Programme and Their Present Status**

**Original Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
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
HF93	At Man Po Street near Pier Road	Completed
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Completed
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Completed
HF137	Across Connaught Road Central near Pottinger Street	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Completed
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
<b>Wan Chai District</b>		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF144	Across Gloucester Road and Tonnochy Road	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
<b>Kowloon City District</b>		
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Completed
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
	Tau Chung Road near Tak Ku Ling Road	
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
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
<b>Kwun Tong District</b>		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under construction
<b>Sham Shui Po District</b>		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Completed
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
<b>Yau Tsim Mong District</b>		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Completed
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Completed
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	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	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
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
N546	Tsing Tsuen Bridge	Under construction
<b>North District</b>		
NF76	Across Jockey Club Road near Tin Ping Estate	Completed
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Completed
NF247	Across Pak Wo Road near Wai Ming Street	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF104	Across Fanling Highway and San Wan Road	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Sha Tin District</b>		
NF89	Across Sha Tin Wai Road near Sha Kok Street	Completed
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under design
<b>Tai Po District</b>		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
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
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	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

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Tuen Mun District</b>		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Completed
NF101	Across Wu Shan Road near Wu King Road	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
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
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF234	Across Yeung Uk Road and Texaco Road	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
<b>Yuen Long District</b>		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

**Expanded Programme:**

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF46	Across Possession Street near Lower Lascar Row	Completed
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
<b>Eastern District</b>		
HF63	Across Chai Wan Road near Shan Tsui Court	Completed
HF92 & HF92A <sup>#</sup>	Across Island Eastern Corridor near Quarry Bay Park	Completed
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
<b>Southern District</b>		
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
<b>Wan Chai District</b>		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Completed



<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
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
<b>Kwun Tong District</b>		
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
KS56	Across Kwun Tong Road near Ting On Street	Under construction
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
<b>Wong Tai Sin District</b>		
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Completed
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
<b>Yau Tsim Mong District</b>		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Completed
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
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	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
	Chung, Kwai Chung Road and Lei Muk Road	
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 <sup>#</sup>	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Completed
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Completed
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF309	Across Po Ning Road near Po Shun Road	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
<b>Tai Po District</b>		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Completed
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Completed
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tuen Mun District</b>		
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Completed
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NS42	Across Tuen Hing Road near Tuen Mun Road	Completed
<b>Tsuen Wan District</b>		
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Completed
NF186	Across Tai Chung Road near Heung Che Street	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
<b>Yuen Long District</b>		
NF148 & NF306 <sup>#</sup>	Connecting Yuen Long Plaza and Long Ping West Rail Station	Completed
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Completed
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

# Walkway involving more than one structure (item)

## Annex 2

### List of Projects under the Second Phase and Their Present Status

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>		
HF135	Across Robinson Road near Vantage Park	Under design
<b>Eastern District</b>		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under design
HF138	Across Siu Sai Wan Road near Bus Terminus	Under design
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under design
<b>Southern District</b>		
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
<b>Kowloon City District</b>		
KS8	Across Prince Edward Road West near Lion Rock Road	Under design
K64	Across Hung Hom Road near Dyer Avenue	Under design
KC01*	Across Junction Road near Renfrew Road	Under investigation
<b>Kwun Tong District</b>		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under design
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Sham Shui Po District</b>		
KF98	Across Lung Yuet Road near Chak On Road	Under design
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under design
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under design
<b>Wong Tai Sin District</b>		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under design
KF92A	Across Lung Poon Street near Fung Tak Road	Under design
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under design
<b>Islands District</b>		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
<b>Kwai Tsing District</b>		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
<b>North District</b>		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
<b>Sai Kung District</b>		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
<b>Sha Tin District</b>		
NF137	Across Sha Kok Street near Sha Kok Estate	Under design
NS225, NS284 & NS285#	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation

<b>Structure No.</b>	<b>Location</b>	<b>Present Status</b>
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
<b>Tai Po District</b>		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under design
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
<b>Tuen Mun District</b>		
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under design
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
<b>Tsuen Wan District</b>		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under design
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under design
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
<b>Yuen Long District</b>		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

# Walkway involving more than one structure (item)

\* Walkway that is not maintained by the Highways Department

## List of Projects under the Third Phase

Structure No.	Location
<b>Eastern District</b>	
HF88	Across King's Road near Pan Hoi Street
HKE01*	Across King's Road near Tong Chong Street
<b>Kowloon City District</b>	
KF26	Across Prince Edward Road West near St. Teresa's Church
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street
KF111	Across Boundary Street near Embankment Road
KS21	Across Fat Kwong Street near Wo Chung Street
<b>Kwun Tong District</b>	
KF50	Across Wang Chiu Road near Wang Kwong Road
KF101	Across Kwun Tong Road near Tsun Yip Lane
KF148	Across Eastern Harbour Crossing Toll Plaza
KS62	Across Choi Wing Road near Choi Tak Shopping Centre
KT01*	Across Pik Wan Road connecting Kwong Tin Estate Bus Terminus and Hong Pak Court
KT03*	Across Kai Tin Road connecting Lam Tin MTR Station Exit A and Kai Tin Shopping Centre
KT04*	Across Wai Yip Street near Kwun Tong Harbour Plaza
KT05*	Across Chun Wah Road near Jordan Valley Playground
KT06*	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate
<b>Sham Shui Po District</b>	
KF80	Across Shek Kip Mei Street near Berwick Street
<b>Wong Tai Sin District</b>	
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate
KF77	Across Lung Cheung Road near Hammer Hill Road
KS14& KS14A <sup>@#</sup>	Across Prince Edward Road East near Kwun Tong Road
WTS01*	Across Ngau Chi Wan Street near Fung Chak House Choi Wan Estate
WTS02*	Across New Clear Water Bay Road near Ping Shek Playground
WTS03*	Across Clear Water Bay Road near Yau Lung House Choi Wan Estate
WTS05*	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate

<b>Structure No.</b>	<b>Location</b>
WTS06*	Across Clear Water Bay Road near Cheung Bor House Choi Wan Estate
<b>Kwai Tsing District</b>	
NF123	Across Chung Mei Road near Sheung Ko Tan Street
NF124	Across Chung Mei Road near Cheung Hong Estate
NF125	Across Ching Hong Road near Ching Shing Court
NF126	Across Tsing Yi Road West near Ching Wah Court
NF213	Across Fung Shue Wo Road near Tsing Sum Street
NF215	Across Fung Shue Wo Road near Tsing Yi Rural Committee
NF225	Across Hing Fong Road and Kwai Foo Road
NF233	Across Hing Fong Road near Kwai Yik Road
NF275	Across On Chit Street near On Yam Shopping Centre
NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station
NF322	Across Tsing King Road near Tsing Yi Park
NF323	Across Tsing King Road near Tivoli Garden
NF325	Tsing Luk Street near Tsing Yi Town Clinic
N423	Tai Wo Interchange Flyover across Castle Peak Road - Kwai Chung
K&T03*	Across Tsing King Road near On Wu House Cheung On Estate
K&T04*	Across Kwai Yan Road near Metroplaza
K&T05*	Across Tsing King Road connecting Maritime Square and Tsing Yi Park
K&T06*	Across Tai Pak Tin Street connecting Skek Yam Estate and Shek Yam East Estate
<b>North District</b>	
NF121	Across San Wan Road near Sheung Shui MTR Station Exit A4
NF133	Across Fanling Highway near Pak Fuk Tin Sum Playground
NF157	Across Fanling Highway near Sheung Yue River
NF158	Across Fanling Highway near Kwu Tung
NF165	Across Fanling Highway near Kam Tsin Village Ho Tung School
NF252	Across Luen On Street near Wo Mun Street
NF262	Across Jockey Club Road near Tin Ping Road
NF304	Across Yat Ming Road near King Shing Court Commercial Complex
NS50	Across Jockey Club Road near Fu Hing Street
NS112 & NS113#	Across Pak Wo Road and Po Kin Road near Tai Ping Estate
NS120	Across Jockey Club Road and Po Shek Wu Road near Hing Yan Tsuen
N499	Pak Wo Road Flyover across Fanling Highway
<b>Sai Kung District</b>	
NF294	Across Clear Water Bay Road near Pik Uk Correctional Institution
NS149	Across Po Ning Road near Tseung Kwan O Health Centre
SK03*	Across King Ling Road near Hong Kong Design Institute

<b>Structure No.</b>	<b>Location</b>
<b>Sha Tin District</b>	
NF63	Across Sha Tin Rural Committee Road near Sha Tin Centre Street
NF66	Across Tai Po Road - Shatin near Wo Che Estate
NF299	Across Sai Sha Road near Chung On Estate
NF338	Across On Chun Street near Ma On Shan Park
NF414	Across Chap Wai Kon Street near Exit B of Ma On Shan Rail City One Station
NF446	Across East Rail Line Track near Chung Ling Lane
NF447	Across Mei Tin Road connecting Mei Lam Estate
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road
NS41	Across Tin Sam Street near Che Kung Miu Road
NS57	Across Chui Tin Street near Che Kung Miu Road
NS168	At Shek Mun Interchange near On King Street
NS179	Across Sai Sha Road near On Chiu Street
NS183	Across Ma On Shan Road near Ma On Shan Police Station
NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street
NS286	Across Ma On Shan Road and Hang Tak Street near Ma On Shan Rail Tai Shui Hang Station
ST01*	Across Kam Ying Road near Kam Ying Shopping Centre
ST02*	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court
ST03*	Across Tai Chung Kiu Road near Belair Gardens
ST05*	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park
<b>Tai Po District</b>	
NF79	Across Fanling Highway near Tai Wo Village
NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre
TP01*	Across On Po Road connecting Fu Shin Shopping Centre and Yee Nga Court
<b>Tsuen Wan District</b>	
NF166	Across Tai Chung Road near Hoi Shing Road
NF343	Across the Junction of Tai Ho Road and Sha Tsui Road
NF390	Across Castle Peak Road – New Ting Kau near Ting Kau Villa
NF427	Across Hoi On Road near Yau Kom Tau Pier
NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden
NF438	Across Castle Peak Road - Tsing Lung Tau near Lung Yue Road and Tsing Lung Tau Tsuen
NF439	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3)
NF440	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 4)
NS9	Across Texaco Road at Tak Tai Path
TW01*	Across Castle Peak Road – Tsuen Wan near Discovery Park



<b>Structure No.</b>	<b>Location</b>
TW02*	Across Yuen Tun Circuit near Tsuen Wan Plaza
<b>Tuen Mun District</b>	
NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road
NF65	Across Castle Peak Road - Castle Peak Bay near Sam Shing Street
NF93	Across Ming Kum Road near King Lok House Shan King Estate
NF94	Across Ming Kum Road near King Wah House, Shan King Estate
NF99 & NF99A#	Across Wu King Road near Wu Yuet Street
NF100	Across Wu King Road near Wu Hong Street
NF102	Across Wu Shan Road near Lung Mun Road
NF103	Across Lung Mun Road near Light Rail Butterfly Station
NF150	Across Castle Peak Road - Lam Tei near Light Rail Nai Wai Station
NF151	Across Castle Peak Road – Hung Shui Kiu near Light Rail Chung Uk Tsuen Station
NF161	Across Tuen Mun River Channel, Tuen Mun Road and Castle Peak Road near Light Rail Fung Tei Station
NF169	Across Tsun Wen Road connecting Tai Hing Estate and Tai Hing Sports Complex
NF189	Across Castle Peak Road - Lam Tei near Lam Tei Main Street
NF197	Across Tsing Tin Road and Ming Kum Road
NF198	Across Ming Kum Road near Tin King Road
NF209	Across light rail near Siu Hei Court and Yuet Wu Villa
NF231	Across Tuen Mun Heung Sze Wui Road near Hoi Chu Road
NF232	Across Hoi Wing Road near Sam Shing Terminus
NF314	Across Tuen Mun River near Glorious Garden
NF319	Across Castle Peak Road - Lingnan near Tuen Kwai Road
NF339	Across Castle Peak Road – Tai Lam near Tsing Tai Road
NF410 & NF411#	Across West Rail Line near Light Rail Tuen Mun Hospital Station
NS64	Across Castle Peak Road - San Hui near Tsing Min Path
N486	Across Tuen Mun Road near San Hui Path
<b>Yuen Long District</b>	
NF70	Across On Lok Road and Long Yip Street near Long Ping West Rail Station
NF143	Across Castle Peak Road - Yuen Long near Yuen Long Tung Shing Lei Road, connecting a bus stop and Pok Oi Hospital
NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane
NS223	Across Tin Shing Road and Tin Yan Road near Tin Lung Road
NF259	Across San Tin Highway connecting Chuk Yuen to San Wai
NF273	Across San Tin Highway near Pok Wai
NF307	Across Castle Peak Road - Yuen Long near Fung Nin Road, connecting Yuen Long Plaza
NF340	Across Tin Wah Road near Tin Shing Road

<b>Structure No.</b>	<b>Location</b>
NF341	Across Tin Shui Road and Tin Sau Road
NF383	Across Wetland Park Road near Tin Shui Road
NF392	Across Tin Kwai Road and Wetland Park Road
NF393	Across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road
NF404	Across Long Wo Road connecting Exit G2 of Yuen Long Station and Ng Wo Villages of Shap Pat Heung
YL01*	Across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre

# Walkway involving more than one structure (item)

\* Walkway that is not maintained by the Highways Department

@ Walkway spans across Wong Tai Sin District and Kwun Tong District

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)308**

**(Question Serial No. 4775)**

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 (UA) Programme? If not, are there any measures for effectiveness management?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 323)

Reply:

The Government has been implementing the “Original Programme” of the UA Programme 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 potential number of users of lifts is thus not a factor 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 many suggestions were received. 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 three public walkways for implementation under the “Expanded Programme” of the UA Programme. In 2016, the Government announced in the Policy Address to further invite the DCs to nominate not more than three existing walkways in each district for implementation under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the

“Second Phase”).

To facilitate the DCs in selecting walkways for implementation of lift retrofitting works under the “Expanded Programme” and the “Second Phase”, the HyD has provided the DCs with relevant information for each walkway concerned, such as pedestrian flow, number of suggestions received, plan showing the proposed lift locations and photos, availability of ramps, facilities nearby for use by the elderly or the disabled, alternative at-grade crossing facilities within a distance of about 100 metres and other lifts nearby, etc..

As announced in the 2018 Policy Address, the Government would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). Upon completion of the study for individual proposals, the HyD will brief DCs concerned on the findings of the investigation and the preliminary schemes of the proposals. Similar to the “Expanded Programme” and “Second Phase”, the HyD will provide the DCs with relevant information for each walkway concerned to facilitate their consideration. For schemes confirmed to be technically feasible and supported by the respective DCs, the HyD will carry out the detailed design work accordingly.

The decisions of the DCs are made (or will be made as the case may be) after thorough consideration of relevant factors, having regard to their local situations. The Government will take forward the items selected by the DCs in a cost-effective manner through established tendering and project management systems, 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)309**

**(Question Serial No. 4776)**

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 six major outlying island ferry routes, with a view to completing the review in 2019. In this connection, please inform this Committee of the following:

1. Will the Government consider the feasibility of purchasing vessels and granting operators the rights to operate and manage, and assess 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. Will the Government consider 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 eight routes to maintain the ferry services and enhance their service quality?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 324)

Reply:

1. The Government continues to provide SHM for the six major outlying island ferry routes (namely "Central – Cheung Chau", "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, "Central – Mui Wo", "Central – Peng Chau", "Central – Yung Shue Wan", and "Central – Sok Kwu Wan") in their current licence period 2017-20. In the mid-term review (in the first half of 2019) for the current

licence period, the Government will review whether the SHM would be the most desirable long-term operation model for maintaining the financial viability of the ferry services. The review will cover, among other things, a detailed study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. The objective is to ensure service quality, long-term financial sustainability of ferry operation, and a fair adjustment of fares.

2. The Ferry Services Ordinance (the 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 Transport Department (TD) would request the operator to improve the relevant ferry services. According to the Ordinance, if there is no good cause for the operator's failure in maintaining a proper and efficient ferry service, the relevant ferry service licence may be revoked. The TD has been monitoring the service level, passenger demand, service arrangements and service quality of ferry routes, including the six major outlying island ferry routes, through on-site surveys, and exploring the feasibility of service enhancement with the operators in a timely manner. In reviewing the most desirable long-term operation model of the outlying island ferry routes, the Government will consider the implementation, including whether and how the existing mechanism in monitoring ferry services should be strengthened with a view to ensuring the continued provision of proper and efficient ferry services by the operators.
3. Currently, apart from the six major outlying island ferry routes, there are eight other outlying island ferry routes<sup>1</sup>. There are views that the SHM should be extended to these eight outlying island ferry routes. When the Government makes a decision on the long-term operation model of the six 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 eight routes.

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<sup>1</sup> The eight other outlying island ferry routes include "Aberdeen – Cheung Chau", "Aberdeen – Yung Shue Wan via Pak Kok Tsuen", "Aberdeen – Sok Kwu Wan via Mo Tat", "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O", "Discovery Bay – Central", "Discovery Bay – Mui Wo", "Ma Wan – Central" and "Ma Wan – Tsuen Wan".

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)310****(Question Serial No. 4777)**

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 (SHM) for the six major outlying island ferry routes for the 2017-2020 licence period. In this connection, would the Government inform this Committee:

1. of the monthly patronage of the “Central – Cheung Chau” route in the past five years; and
2. whether the Government will set up a designated passage for Cheung Chau residents (not necessarily monthly ticket holders) at the ferry piers and encourage the ferry operator to introduce “multi-ride tickets”?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 325)

Reply:

1. The monthly patronage of the “Central – Cheung Chau” route in the past five years (2014 to 2018) is as follows:

	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>January</b>	736 918	741 639	679 227	793 695	686 241
<b>February</b>	772 383	765 850	758 798	709 879	721 599
<b>March</b>	790 943	801 555	813 410	730 644	812 375
<b>April</b>	897 125	932 225	750 298	927 400	847 395
<b>May</b>	788 120	816 688	828 645	803 711	772 044
<b>June</b>	713 855	708 822	695 328	638 337	666 497
<b>July</b>	810 736	784 571	828 452	753 842	750 984
<b>August</b>	914 409	902 207	828 370	792 756	733 158
<b>September</b>	702 684	754 197	714 843	655 410	572 702

	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>October</b>	779 097	802 394	799 647	796 253	756 141
<b>November</b>	761 370	805 936	751 688	753 171	731 046
<b>December</b>	737 259	788 824	829 458	805 272	750 104

2. With the support of the Islands District Council, the ferry operator of the “Central – Cheung Chau” route, New World First Ferry Services Ltd, has been providing monthly tickets for Cheung Chau residents and other frequent passengers of this route since the beginning of its licence in 2011, and has also been providing monthly ticket passages for the fast ferry service at the Cheung Chau Ferry Pier and the Central Pier No. 5 on all Saturdays, Sundays and public holidays (except the Jiao Festival held on the Buddha’s Birthday) since 19 August 2017. Regarding the request for providing multi-ride tickets for passengers of the “Central – Cheung Chau” route and opening the monthly ticket passages for use by multi-ride ticket holders, the Transport Department has recently completed the local consultation process, and the operator currently plans to implement such arrangements in the second half of 2019.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)311**

**(Question Serial No. 4798)**

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:

Will the Government consider requesting all franchised bus companies to introduce the following measures with a view to shouldering their corporate responsibilities and relieving the burden of the public:

1. a monthly pass scheme; and
2. fare concessions to students over 12 years of age?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 280)

Reply:

The Government encourages 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.

Currently, franchised bus companies offer different kinds of fare concession schemes to passengers having regard to their companies' operational and financial situation, service nature of individual routes, and the needs of passengers. For example, the Kowloon Motor Bus Company (1933) Limited (KMB) introduced the monthly pass scheme<sup>1</sup> and a fare concession scheme for full-time students<sup>2</sup> on 1 March 2018 and 1 July 2017 respectively.

<sup>1</sup> The monthly pass holders can enjoy ten rides on routes operated by KMB and two rides on Route B1 to and from Lok Ma Chau everyday within the 30-day validity period of the monthly pass.

<sup>2</sup> Under the scheme, students can enjoy concessionary half fare on their return trips on daytime routes under the same route group solely operated by KMB with adult fare of \$12 or above.

Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) offers fare concessions to senior citizens aged 60 to 64 for taking its Hong Kong Island routes, Shenzhen West Express routes and Kowloon Urban routes.

The Government will continue to encourage franchised bus companies to offer more fare concessions, including monthly pass scheme and fare concessions for students over 12 years of age, for the benefit of passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)312**

**(Question Serial No. 5896)**

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 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) with breakdown by name of contractor, date of claim made and amount claimed.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 164)

Reply:

It is the responsibility of the contractors of the HZMB HKBCF and the HKLR 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) have to assess the claims carefully and independently, and then submit them to the HyD for approval. The HyD conducts detailed reviews of the assessments made by the consultant engineers on the claims to ensure that the claims are being handled strictly in accordance with the terms of the contracts.

As at end February 2019, in relation to the HKBCF and the HKLR projects, the contractors have submitted claims amounting to about \$6.9 billion and \$4.4 billion respectively. According to the relevant terms of the works contracts, the Government cannot divulge the information on individual claims without the consent of the contractors. The claims are subject to the aforesaid scrutiny by the consultant engineers and the HyD.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)313**

**(Question Serial No. 6346)**

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 often receives public complaints or enquiries on transport. In this connection, please inform this Committee of:

the respective number of days to give an interim reply and a detailed reply upon receipt of a proposal/an enquiry letter on public transport as pledged by the Bureau, and the actual compliance rates over the past three years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 436)

Reply:

The Transport Complaints Unit (TCU), set up under the Transport Advisory Committee (TAC) and attached to the Transport Branch (TB) of the Transport and Housing Bureau, receives and handles suggestions and complaints from the public on transport and traffic matters. The scope of work of the TCU does not cover handling of enquiries. Cases which involve both elements of enquiries and complaints will be classified and processed in the same manner as complaints. Upon receipt of a suggestion or a complaint, the TCU will contact relevant government departments and / or authorities (e.g. transport operators) direct for follow-up actions or investigations. While the TCU does not have statutory power to instruct any government department and / or authority to take action on the suggestions and complaints received, it will closely monitor the follow-up actions taken by the responsible parties. Upon receipt of replies from the relevant departments or authorities, the TCU will inform the members of the public accordingly.

According to TCU’s internal guidelines, the TCU will acknowledge receipt of a suggestion or a complaint received within five working days. Upon receipt of a substantive reply from the relevant department or authority, the TCU will convey the reply to the member of the public within ten working days. The time taken to process a suggestion or a complaint depends on various factors, including the complexity of the case and the time required by the relevant departments and / or authorities to take follow-up action.

As for complaints and enquiries separately received by the TB, they are handled in accordance with TB’s internal guidelines. For complaints, a reply should normally be issued 30 calendar days from the date of receipt. If the complaint is a written one, an acknowledgement should also be sent within ten calendar days. For enquiries, a reply should be issued within ten calendar days from the date of receipt. If it is not practicable, an interim reply should be sent within this period, in which case the period for the issue of the substantive reply may be extended to 21 calendar days from the date of receipt. Regarding suggestions, there is no specific requirement on the timeframe for issuing acknowledgement and reply.

While the TB and the TCU do not keep statistics on compliance rate in respect of the timeframe for sending an acknowledgement and a reply, the numbers of suggestions and complaints received by the TCU in the past three years are provided below:

<b>Year</b>	<b>Total Number of Complaints Received</b>	<b>Total Number of Suggestions Received</b>
2016	25 664	192
2017	26 436	185
2018	27 498	173

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)314****(Question Serial No. 6500)**

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 specify the numbers and details of any visits to various District Councils (DCs) made and any district activities attended by the Secretary for Transport and Housing (STH) in the past two years.

District	DC meetings attended	District visits made	Community activities attended	Government activities attended
Central and Western	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Eastern	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Southern	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Wan Chai	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kowloon City	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kwun Tong	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sham Shui Po	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Yau Tsim Mong	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Wong Tai Sin	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:

District	DC meetings attended	District visits made	Community activities attended	Government activities attended
Islands	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Kwai Tsing	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
North	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sai Kung	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Sha Tin	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Tai Po	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Tsuen Wan	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Tuen Mun	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:
Yuen Long	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:	Date: Venue: Details:

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 480)

Reply:

In the past two years, STH visited a total of 14 District Councils with details as follows:-

<u>District</u>	<u>Date of visit</u>
Central and Western	28 July 2017
Eastern	30 November 2018
Southern	25 July 2018
Wan Chai	21 February 2018
Kwun Tong	22 August 2017
Sham Shui Po	29 March 2019
Yau Tsim Mong	7 December 2018
Wong Tai Sin	2 November 2018
Islands	10 November 2017
Kwai Tsing	18 December 2017
North	14 December 2018
Sai Kung	14 March 2018
Tsuen Wan	8 March 2019
Tuen Mun	7 March 2018

In addition, STH participated in numerous activities organised by the Government and various organisations from time to time. We do not have the information on such activities organised according to their venues and organisers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)315**

**(Question Serial No. 7254)**

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 use of social media platforms, would the Government inform this Committee:

1. of the expenditures incurred by the Transport and Housing Bureau (Transport Branch) (THB(TB)) on publicity on social media platforms and the staffing provision involved over the past three years; and
2. on what criteria the THB(TB) has assessed the effectiveness of the above publicity and if the fund has been used appropriately?

Asked by: Hon KWONG Chun-yu (LegCo internal reference no.: 91)

Reply:

1. Details on the expenditures incurred by the THB(TB) on publicity on social media platforms and the staffing provision involved are tabulated below:



<b>Name of Social Media Platform (Facebook / YouTube / Others)</b>	<b>Commencement Date (mm/yyyy)</b>	<b>Staffing Provision and Expenditure</b>	<b>Expenditure on Publicity</b>
Hong Kong Maritime and Port Board: YouTube, Facebook, LinkedIn, Twitter, Weibo	YouTube (07/2016)	The work was undertaken by existing staff as part of their duties. There is no separate breakdown of the staff cost concerned.	Nil
	Weibo (04/2016)		Nil
	Facebook (04/2016)		Online advertisement: 2018/19 - \$44,000 2017/18 - \$29,437 2016/17 - \$20,269
	Twitter (04/2016)		Online advertisement: 2016/17 - \$8,977
	LinkedIn (04/2016)		Online advertisement: 2018/19 - \$44,000 2016/17 - \$20,778
“Any Walker” Facebook page	09/2016 - 06/2017		For updating the content of the “Any Walker” Facebook page: \$184,000
Transport and Housing Bureau’s Facebook page and Instagram page	05/2018		For setting up the Facebook page and Instagram page and updating the contents: \$975,200

2. The objectives of setting up dedicated pages on social media and launching promotion on these social media are to enhance interaction with the public and increase coverage of information dissemination, so as to achieve the purpose of disseminating information and promoting activities. We evaluate from time to time the effectiveness of these publicity channels with reference to the visitor statistics.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)316**

**(Question Serial No. 4390)**

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:

On overseeing the implementation of the Shatin to Central Link (SCL), would the Government inform this Committee of the following:

- a. the current government department tasked with overseeing the SCL project, its staffing provision and annual expenditure;
- b. as a follow-up to the above question, the number of staff members with railway-related professional qualifications who are responsible for overseeing the SCL project; and
- c. given that cross-bureau and inter-departmental efforts are involved in overseeing the implementation of railway works projects in Hong Kong, whether the Government has any plans to create a post of "Commissioner for Railway Matters" in the future for steering and co-ordinating the work of relevant government bureaux and departments so as to enhance work efficiency?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 12)

Reply:

The Highways Department (HyD) is tasked with overseeing the implementation of the SCL project, while various other government departments such as the Buildings Department and the Fire Services Department are involved in vetting technical submissions for the project to discharge their statutory duties. As at March 2019, there are one Government Engineer, three Chief Engineers, ten Senior Engineers, 16 Engineers and two Assistant Engineers in the Railway Development Office (RDO) of the HyD assisting one Principal Government

Engineer in taking forward the SCL project. As the relevant expenses are absorbed by the existing staff resources of the HyD, there is no separate breakdown of expenditure. Except the rank of Assistant Engineers, all officers in the Engineer Grade are qualified professionals.

Under the current arrangement of overseeing the implementation of railway projects, the RDO of HyD has been serving as the single point of contact for overall administrative coordination among the various government departments which play their respective statutory or regulatory roles. In relation to the suggestion of creating a post of “Commissioner for Railway”, the Government will carefully consider the suggestion which may involve review of missions, creation of capacity and re-structuring of the department.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)317**

**(Question Serial No. 3651)**

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) Will the Bureau please provide the date of incorporation, objectives and mode of operation of the following fund; and the balance, government injection amount, investment or other income and total expenditure of the fund in 2015-16, 2016-17 and 2017-18? If there are other funds within the purview of the Bureau not being listed below, please also provide information as per the items above.

Maritime and Aviation Training Fund (MATF)

2) Regarding the fund overseen by the Bureau, how will the Government assess and monitor the situation of various subsidies? Are there any indicators for reviewing the effectiveness of the fund? If so, what is the latest situation? If not, what are the reasons?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 12)

Reply:

The Government established the MATF with a commitment of \$100 million in April 2014. The objective of the MATF is to support and encourage more young persons and working adults to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional standard of the maritime and aviation industries. Since its establishment, the MATF has been providing funding support for 14 training incentives, subsidy schemes and scholarship programmes for the two industries.

The expenditure and balance of the MATF in 2015-16, 2016-17 and 2017-18 are as follows:

Year	Expenditure (\$ million)	Balance (\$ million)
2015-16	8.614	85.804
2016-17	12.272	73.532
2017-18	22.077	51.455

The estimated balance of the MATF by 31 March 2019 is projected to be \$27.985 million and the MATF is expected to be depleted within 2019-20. The Chief Executive announced in the 2018 Policy Address that the Government would inject \$200 million into the MATF to sustain the operation of existing schemes and initiatives, as well as implement enhancement measures and new training incentive schemes to groom more talents for the maritime and aviation industries. The Panel on Economic Development was consulted on 28 January 2019 and was supportive of the proposed funding injection.

To ensure proper and efficient use of the MATF, the Government has put in place a robust control mechanism for all the 14 schemes administered by the Transport and Housing Bureau, the Marine Department and the Vocational Training Council. In brief, each scheme has its own procedural guidelines on processing applications, criteria for approving applications, reporting and auditing requirements as well as prescribed arrangements for disbursement of grants. The Steering Group on Maritime Services Manpower under the Manpower Development Committee (MDC) of the Hong Kong Maritime and Port Board and the Tripartite Taskforce on Manpower Training (Aviation) (Tripartite Taskforce), comprising members of the professionals, academia and stakeholders of the maritime and aviation industries respectively, are set up separately to advise on the administration of the respective maritime and aviation MATF schemes.

The MDC and Tripartite Taskforce monitor the implementation progress and the usage of funds under various maritime and aviation MATF schemes by convening regular meetings or through perusal of written reports. The MDC is also tasked to vet promotion initiative applications or funding proposals submitted by industry organisations in accordance with established criteria and guiding principles. Based on the actual operation of the MATF in the past five years, the above control mechanism is considered effective in safeguarding the proper use of the fund and will continue in the future.

A review exercise was conducted in mid-2018 to gauge feedback of the relevant stakeholders and to assess the overall effectiveness of the MATF and the implementation of individual schemes. Overall speaking, respondents opined that the objectives of the MATF in attracting new blood to the industries and enhancing the overall professionalism and competency of the sectors had been met and they supported the continued implementation of the Fund and the respective schemes. As at end February 2019, a total of 6 931 students and existing practitioners in the maritime and aviation industries have benefitted from the MATF.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)318****(Question Serial No. 3514)**

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 (THB) has mentioned that its work includes overseeing the works for a number of road projects, including:

- the Tuen Mun-Chek Lap Kok Link (TM-CLKL);
- the Hong Kong-Zhuhai-Macao Bridge (HZMB);
- the Central-Wan Chai Bypass and the Island Eastern Corridor Link, including its successful commissioning;
- the Tseung Kwan O-Lam Tin Tunnel;
- the Cross Bay Link, Tseung Kwan O;
- the Central Kowloon Route;
- the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2; and
- the widening of Tai Po Road (Sha Tin Section)

Please inform this Committee of the following:

- a. the details of manpower deployed by the THB on overseeing the above works and the expenditures incurred over the past five years;
- b. whether any construction records, including the "Request for Inspection and Survey Checking (RISC) forms" and/or other works documents have been found lost in the course of overseeing the above works by the THB over the past five years? Please reply in the following table:

Year	Name of project	Name of contract	Company involved	Name of document lost	Number of document lost	THB's handling approach	Amount involved

c. whether any of the above works has been found not up to works standard in the course of overseeing the works by the THB over the past five years. Please reply in the following table:

Year	Name of project	Name of contract	Company involved	Details of not up to works standard	THB's handling approach	Amount involved

d. the details of casualties involving the above works in the course of overseeing the works by the THB over the past five years. Please reply in the following table:

Year	Name of project	Name of contract	Company involved	Number of resultant casualties	Number of resultant deaths	THB's handling approach

e. whether any irregularities in the above works have been found in the course of overseeing the works by the THB over the past five years. Please reply in the following table:

Year	Name of project	Name of contract	Company involved	Details of irregularities in works	THB's handling approach	Amount involved

Asked by: Hon MO Claudia (LegCo internal reference no.: 53)

Reply:

(a)

The Transport Branch of the THB has been deploying existing staff resources to oversee the projects concerned as part of their duties. There is no separate breakdown of expenditure and manpower for this particular task.

(b)

As of now, no reports on the loss of construction records have been received for the projects concerned.

(c) & (e)

When any sub-standard works or non-compliances to the contract requirements is identified during construction, the contractor has the contractual obligation to rectify the situation according to the relevant provisions in the works contract at the contractor's own cost.

(d)

The information regarding the industrial accidents arising from the projects from April 2014 to February 2019 is as follows:

<b>Project</b>	<b>Number of Injured</b>	<b>Number of Deaths</b>
TM-CLKL	116	2
HZMB – Hong Kong Boundary Crossing Facilities	67	2
HZMB – Hong Kong Link Road	227	4
Central - Wan Chai Bypass and Island Eastern Corridor Link	42	1
Tseung Kwan O-Lam Tin Tunnel	8	0
Cross Bay Link, Tseung Kwan O	0	0
Central Kowloon Route	1	0
Widening of Tolo Highway/ Fanling Highway between Island House Interchange and Fanling – Stage 2	1	0
Widening of Tai Po Road (Sha Tin Section)	0	0

The works departments accord high priority to occupational safety at construction sites. Specific requirements on occupational safety are stipulated in the public works contracts, which include requirements for the development of safety plans, implementation of safety management system, and provision and maintenance of safe construction plants and working environment according to statutory requirements. The consultants' resident site staff are reminded by works departments to review from time to time the overall safety management system and safety measures being implemented. The contractors are also required to strictly implement the safety measures to ensure that works are carried out safely. The works departments will continue to closely monitor the occupational safety condition at construction sites of the projects concerned and review the effectiveness of safety measures with the consultants and contractors as appropriate.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)319****(Question Serial No. 3533)**

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 overseeing the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL). Please inform this Committee of the following:

Please provide the details of the contracts on the works for 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	Contract details	Successful tenderer	Actual tender price	Planned date of completion	Latest expected date of completion

Please set out the latest progress of the works for the TM-CLKL using the table below:

Contract number	Contract details	Successful tenderer	Progress of works	Reasons for delay	Latest expected date of completion

Please provide the number of consultants responsible for undertaking the works for the TM-CLKL as well as the expenditure and details involved over the past five years using the table below:

Contract number	Name of consultant	Actual tender price	Details of consultancy work	Date of contract

Please provide the number of industrial casualties and the expenses involved for the TM-CLKL over the past five years using the table below:

Year	Dates of industrial accidents	Number of casualties	Details of industrial accidents	Expenses involved

Asked by: Hon MO Claudia (LegCo internal reference no.: 72)

Reply:

The information regarding the contracts of the TM-CLKL is as follows:

<b>Contract Number (Commencement Date)</b>	<b>Description of Works</b>	<b>Contractor</b>	<b>Awarded Contract Sum (\$ billion)</b>
HY/2012/07 TM-CLKL - Southern Connection Viaduct Section (June 2013)	Design and construction of a dual two-lane viaduct between the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (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
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
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

HY/2014/10 TM-CLKL Northern Connection Traffic Control and Surveillance System (May 2018)	Design, supply and installation of a traffic control and surveillance system that covers mainly the TM-CLKL Northern Connection	GTECH Services (Hong Kong) Limited	0.2
HY/2017/10 TM-CLKL Northern Connection Tunnel Buildings, Electrical and Mechanical Works (May 2018)	Construction of an administration building, a toll control building and ancillary buildings and facilities for the Northern Connection, electrical and mechanical works and re-provisioning of facilities for the Customs and Excise Department and the Fire Services Department	Gammon Construction Limited	2.6

The TM-CLKL Southern Connection was commissioned in stages in October and November 2018. Based on the latest progress, the TM-CLKL Northern Connection is anticipated to be completed in 2020 at the earliest.

The information regarding the consultancy for supervising the TM-CLKL project is as follows:

Agreement Number	Consultant	Consultancy Lump Sum Fee (\$ million)	Date of Agreement
Agreement No.: CE 7/2011(HY) TM-CLKL – Design and Construction	AECOM Asia Company Limited	108	November 2011

The information regarding the industrial accidents arising from the TM-CLKL project as at end February 2019 is as follows:

Project	Number of Industrial Accidents	Number of Deaths	Number of Injured
TM-CLKL	115	2	113

The causes of the accidents are broadly categorised as (i) injuries by plants and object; (ii) injuries whilst carrying, lifting and working; (iii) fell from height; (iv) slippage; and (v) others. The compensation provided to the affected workers and their families as a result of the accidents is paid by the contactors of individual contracts.

The Transport and Housing Bureau (Transport Branch) as well as the Highways Department do not have separate breakdown on the relevant expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)320****(Question Serial No. 3534)**

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 inform this Committee of the following:

Please provide the ranks and number of officers responsible for overseeing the works for the HKBCF, the HKLR and the TM-CLKL, and the expenses involved in the past five years using the table below:

	Ranks of officers	Number of officers	Expenses involved

Please provide the details of the site inspections conducted for overseeing the works for the HKBCF, the HKLR and the TM-CLKL in the past five years using the table below:

	Date of site inspection	Number of officers	Details of inspection	Expenses involved

Please provide the details of the meetings held with the relevant Mainland and Macao authorities for overseeing the works for the HKBCF, the HKLR and the TM-CLKL in the past five years using the table below:

	Date of meeting	Number of participants	Details of meeting	Expenses involved

Please provide the details of site visits organised for the Mainland and Macao authorities for overseeing the works for the HKBCF, the HKLR and the TM-CLKL in the past five years using the table below:

	Date of site visit	Number of participants	Details of site visit	Expenses involved and details

Asked by: Hon MO Claudia (LegCo internal reference no.: 73)

Reply:

Under Head 158, the Transport Branch of the Transport and Housing Bureau has been overseeing the works of the HZMB HKBCF, HKLR and TM-CLKL with existing staff resources. There is no separate breakdown of operating expenses, staffing establishment and salary cost involved.

The Government has established mechanisms to monitor the implementation of works projects. 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. The same arrangement is adopted by the Highways Department (HyD) in connection with the construction of the HZMB HKBCF, HKLR and TM-CLKL. 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 management of resident site staff for the HZMB HKBCF, HKLR and TM-CLKL are approximately \$2 billion, \$1.5 billion and \$2.6 billion (in money-of-the-day prices) respectively.

The entire HZMB project consists of two parts: the HZMB Main Bridge (comprising both bridge and tunnel sections) built in Mainland waters by the HZMB Authority; and the link roads and boundary crossing facilities under the respective responsibility of the three governments. In other words, the Mainland and Macao do not oversee the works of the HZMB HKBCF, HKLR and TM-CLKL.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)321****(Question Serial No. 3535)**

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 inform this Committee of the following:

1. Please provide the details of the environmental mitigation measures (EMMs) taken for the works for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

Date	Company/Individual providing services on EMMs	Location of EMMs	Details of EMMs	Effectiveness of EMMs	Expenses involved

2. Please provide the details of the complaints received about the works for the HKBCF, the HKLR and the TM-CLKL over the past five 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 method	Expenses involved

3. Please provide 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 five 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 method	Expenses involved

4. Please provide the details of the exceedance of water quality, air quality, noise level and Chinese white dolphin monitoring (including action level and limit level) in respect of the works for the HKBCF, the HKLR and the TM-CLKL over the past five years, and the respective findings of investigations and complaint handling methods using the table below:

Date of exceedance	Name of contract/contractor	Location of exceedance	Details of exceedance	Submission date of the report on exceedance	Handling method	Expenses involved

5. It is noted that the works were prosecuted for contravention of the conditions set out in the Environment Permit. Did the Government incur additional expenses in this regard and what was the amount? Who was responsible for the payment? Please provide the information using the table below:

Date of offence	Date of prosecution	Name of contract/contractor	Location of offence	Details of offence	Handling method	Expenses involved

Asked by: Hon MO Claudia (LegCo internal reference no.: 74)

Reply:

(1)

Under the HZMB HKBCF, the HKLR and the 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 plant, covering filling materials and ensuring works are carried out in compliance with the Air Pollution Control Ordinance (Cap. 311).

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.

(2)

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. The complaints received by the Highways Department (HyD) between 2015 and 2019 (as at 18 March 2019) in relation to the above projects are summarised in the table below:

	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019 (As at 18 March 2019)</b>	<b>Total</b>
<b>General</b>	11	8	14	20	1	<b>54</b>
<b>HKBCF</b>	8	13	25	27	6	<b>79</b>
<b>HKLR</b>	8	24	34	15	3	<b>84</b>
<b>TM-CLKL</b>	25	33	37	32	4	<b>131</b>
<b>Total</b>	<b>52</b>	<b>78</b>	<b>110</b>	<b>94</b>	<b>14</b>	<b>348</b>

A breakdown of the complaints by category is as follows:

<b>Category of complaint</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019 (As at 18 March 2019)</b>	<b>Total</b>
<b>Traffic issues</b>	26	38	29	46	8	<b>147</b>
<b>Safety issues</b>	3	11	44	4	1	<b>63</b>
<b>Works progress and project estimate</b>	3	3	4	3	0	<b>13</b>
<b>Environmental issues</b>	12	13	14	17	2	<b>58</b>
<b>Others</b>	8	13	19	24	3	<b>67</b>
<b>Total</b>	<b>52</b>	<b>78</b>	<b>110</b>	<b>94</b>	<b>14</b>	<b>348</b>

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.

(3)

Details of environment-related prosecution in the last five years are summarised in the table below. The contractors are responsible for paying the fines and expenses for any remedial measures.



Date of Offence	Date of Hearing	Name of Contractor	Location of Offence	Details of Offence	Handling Method	Result
24 November 2016	27 March 2018	Dragages Hong Kong Limited of Dragages-Bouygues Joint Venture	Site of the TM-CLKL	Violation of the Water Pollution Control Ordinance (Cap. 358)	The EPD prosecuted the contractor	Acquitted
14 February 2017	23 March 2018	Dragages Hong Kong Limited of Dragages-Bouygues Joint Venture	Site of the TM-CLKL	Violation of the Water Pollution Control Ordinance (Cap. 358)	The EPD prosecuted the contractor	Acquitted

(4)

The number of occasions of exceeding the action level and limit level in terms of monitoring of water quality, air quality, noise level and Chinese white dolphin in respect of the works for the HKBCF, the HKLR and the TM-CLKL in the last five years are summarised in the table below:

		2015	2016	2017	2018	2019 (As at 28 February 2019)
<b>Water Quality</b>	<b>Action Level</b>	91	83	448	530	0
	<b>Limit Level</b>	33	16	110	91	0
<b>Air Quality</b>	<b>Action Level</b>	11	4	31	40	6
	<b>Limit Level</b>	4	0	8	3	1
<b>Noise Level</b>	<b>Action Level</b>	0	0	1	1	0
	<b>Limit Level</b>	0	0	0	0	0
<b>Chinese White Dolphin Monitoring</b>	<b>Action Level</b>	1	0	3	2	0
	<b>Limit Level</b>	7	8	8	7	1

In accordance with the Environmental Permit and the Environmental Impact Assessment, during the construction period of the HKBCF, HKLR and TM-CLKL, an Environmental Monitoring and Auditing (EM&A) programme has to be implemented to ensure that all mitigating measures are properly implemented on site. The consultants and their duties in executing the EM&A programme include:

- (i) Independent Environmental Teams (ET) are responsible for carrying out EM&A programme, inspecting work sites to ensure that the mitigating measures are

properly implemented and recommending additional remedial measures if necessary;

- (ii) Independent Environmental Checkers (IEC) are responsible for reviewing the implementation of the EM&A programme carried out by ET, auditing monitoring work and reviewing the effectiveness of mitigating measures, and reviewing reports submitted by the independent ET; and
- (iii) The Environmental Project Office (ENPO) is also set up to act as an independent and impartial body to review the sources and levels of environmental impacts, adjudicate among the parties involved, and assist in coordinating the remedial measures to be taken by individual parties to rectify the situation. It is also responsible for overseeing the cumulative environmental impacts arising from the implementation of the HKBCF, the HKLR and the TM-CLKL projects.

The EM&A programme has an established Event and Action Plan (EAP) which defines the course of actions for each of the parties involved in the handling of environmental exceedances. In the event of occurrence of such exceedance, the relevant ET and contractor would carry out detailed investigations into the causes of the exceedance, the status of existing mitigating measures and propose appropriate remedial measures as necessary. The investigation findings are reviewed by the IEC/ENPO, together with the resident engineers, and then reported to the HyD. Contractors are responsible for the expenses for any remedial measures. The Government has no information about the expenditure incurred by them.

Based on the investigations conducted by the ET into the construction activities of HKBCF, the HKLR and the TM-CLKL and the subsequent review of the results by the ENPO and the IEC, it was confirmed that adequate mitigating measures had been implemented on site when such exceedances were recorded. Actions in accordance with the EAP were properly carried out and mitigating measures were implemented effectively; no significant environmental impact was reported.

Upon receipt of complaints, they are referred to the ET for action. The ET will investigate into the validity of the complaint and assess whether the source of the problem is due to works-related activities. The ET will propose mitigating measures in consultation with the IEC if a complaint is substantiated. Reports will also be submitted to EPD. The results of the investigation will be reported to the complainants and reflected in the monthly EM&A reports uploaded to the HZMB ENPO website.

(5)

There were no works of HZMB HKBCF, the HKLR and the TM-CLKL prosecuted for contravention of the conditions set out in the Environmental Permit.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)322**

**(Question Serial No. 5122)**

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 will continue to implement the recommended measures under the Public Transport Strategy Study. The Administration has pointed out in the "the Public Transport Strategy Study" that according to the established policies, hire cars do not come under the category of public transport services. But under the interpretation of the Road Traffic Ordinance, it is stated that public service vehicle means any motor vehicle registered as a public bus, public light bus or taxi, or as a private car in respect of which a hire car permit is in force. The Administration is asked:

1. Why a hire car is a public service vehicle but not a public transport service?
2. To follow on the above, can document supporting reply to the above question be provided as reference?
3. When does the Administration review the hire car policy?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 307)

Reply:

(1) and (2)

Hire cars is defined as a type of public service vehicles under the Road Traffic Ordinance (Cap. 374) as they provide service to the general public. The service provided is of high-end and personalised point-to-point nature. The fare and service details of hire car service are not subject to Government regulation. On the other hand, public transport services are closely related to the daily life of the public, and are subject to varying degrees of regulation by the Government in aspects such as fare, level of service, routing, stopping point or operating areas, etc. According to the Third Comprehensive Transport Study

published in 1999, public transport includes rail, bus, public light bus and taxis, etc. but does not include hire car. This position is also reiterated in the Public Transport Strategy Study published in 2017.

(3)

The Transport Department conducted a review on the hire car regulatory regime and introduced a number of improvement measures on 1 February 2017 with a view to allowing greater flexibility for the application of hire car permits (HCPs) and facilitating new entrants to the hire car market. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to purchase a car in advance, giving special consideration on individual merits for applicants for Private Service (Limousine) HCPs, etc. The Transport Department will continue to keep in view the situation and conduct review on the hire car regulatory regime as and when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)323**

**(Question Serial No. 7196)**

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 long term, will the Government conduct the fourth comprehensive public transport strategy study?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 14)

Reply:

The Government completed the third comprehensive transport study (CTS) in October 1999. The study comprised three main aspects: (i) planning of transport infrastructure; (ii) the roles, positioning, and coordination of each public transport mode; and (iii) other topical transport studies. The third CTS laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of the passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in traffic management; and (5) implementation of more environment-friendly transport measures. These broad directions remain applicable today.

After completion of the third CTS, the Transport and Housing Bureau has been conducting different studies for the various aspects of the CTS:

- (i) on planning of transport infrastructure, the Government announced the "Railway Development Strategy 2000" and "Railway Development Strategy 2014" in 2000 and 2014 respectively. The Government also conducted regular internal reviews on the planning of strategic road projects in Hong Kong; and as a result, took forward major road projects including Central – Wan Chai Bypass and Island Eastern Corridor Link, Central Kowloon Route, Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, etc. in a timely manner. Our next step is to commence the "Strategic Studies on Railways and Major Roads beyond 2030";

- (ii) on public transport services, the Government completed the “Public Transport Strategy Study” in June 2017, which examined the roles and positioning of public transport services other than heavy rail. It has reaffirmed the key factors underpinning the success of the public transport system, and has recommended more than 60 measures to enhance the arrangement of public transport system. These measures will help reinforce the roles played by different public transport services in the public transport system and promote their complementarity so that the public can enjoy more efficient, convenient and diversified public transport services; and
- (iii) on topical transport studies, apart from continuing with the study on parking for commercial vehicles and making necessary preparation for the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas, the Transport Department (TD) will also embark on a study on “Congestion Charging”, which will adopt the principle of “Efficiency First” to enable efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The study will also examine the scope for charging different tolls for different time periods. The TD expects to consult the stakeholders on the recommendations arising from the Study in 2021.

The above studies on different transport topics can basically serve the purpose of a CTS. Moreover, compared to the previous approach of conducting an one-off CTS to cover the above three main aspects, we consider that the arrangement of conducting studies on different aspects and topics at appropriate time, can on the one hand, allow flexibility to match the ever-changing traffic demand arising from local developments and, on the other hand, allow for resources to be progressively deployed so as to complete the studies in an orderly manner for early promulgation of the findings of each study, without undergoing protracted preparatory and coordination process which would otherwise be required for big, extensive study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)324**

**(Question Serial No. 3505)**

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:

No further news has been released since the Government proposed the construction of the East Kowloon Line (EKL) in 2014. It is mentioned under the Matters Requiring Special Attention in 2019-20 that the Government will continue to take forward the detailed planning work for the EKL. Will the Government inform this Committee of:

- (1) the progress of the planning and studying work for the EKL by the Government to date;
- (2) the time for making public the specific alignment option and consulting the public; and
- (3) the amount of staffing provision and financial expenditure set aside by the Government for the planning of the EKL in the new financial year?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 34)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit a proposal for the implementation of the EKL. The MTRCL submitted a proposal for EKL to the Government in end July 2017. The THB, the Highways Department and relevant bureaux/departments have evaluated the proposal and requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may

be brought about by railway development, the Government is also reviewing the proposal submitted by the MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014, including the EKL, have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)325****(Question Serial No. 3506)**

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 inform this Committee of the current number of proposals from Kwun Tong and Wong Tai Sin districts that are covered by the hillside escalator links and elevator systems (HEL) projects (in table form).

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 35)

Reply:

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for HEL 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. Two proposals were screened out, and 18 others were ranked. Among the 18 ranked HEL proposals being taken forward, there are two proposals each in Kwun Tong District and Wong Tai Sin District as set out below:

<b>District</b>	<b>Proposal</b>
Kwun Tong	Lift and Pedestrian Walkway at Luen On Street
	Yuet Wah Street Pedestrian Linkage <sup>Note 1</sup>
Wong Tai Sin	Pedestrian Link at Tsz Wan Shan <sup>Note 2</sup>
	Pedestrian Link near Chuk Yuen North Estate

Note 1: The project was implemented by the Civil Engineering and Development Department under the Kwun Tong Town Centre Redevelopment. It was opened for public use in October 2015.

Note 2: The project was implemented under the Shatin to Central Link project. It was opened for public use in October 2017.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)326**

**(Question Serial No. 3640)**

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 recent years, Zhuhai has been proactive in developing logistics facilities and free trade zones. Since the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), Hong Kong enterprises have also been exploring the feasibility of relocating part of their operations to Zhuhai. On “fostering stronger collaboration with various maritime and port cities and promoting Hong Kong as an international maritime centre and a regional logistics hub”,

1. have the Transport and Housing Bureau and the Commerce and Economic Development Bureau conducted any study or assessment on the HZMB’s contribution to the logistics development in Hong Kong? If so, what are the details?
2. what are the details of the actual efforts made to foster stronger collaboration with various maritime and port cities in recent years and what is the outcome? What efforts and measures are envisaged for 2019-20?
3. what measures or strategies does the Government have to “promote Hong Kong as an international maritime centre and a regional logistics hub”?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 97)

Reply:

The commissioning of the HZMB in late 2018 has greatly improved the transportation network within the Guangdong-Hong Kong-Macao Greater Bay Area and enhanced the potential of regional cooperation. For instance, the HZMB reduces the travelling time between Zhuhai and the Hong Kong International Airport and the Kwai Tsing Container

Terminals by some 80% and over 60% respectively. The improved connectivity facilitates the flow of goods between the western part of the Pearl River Delta (PRD) region and Hong Kong, and further expands Hong Kong's cargo hinterland to the western PRD region. Such enhanced transportation network will be conducive to the development of multi-modal transport and provide more business opportunities for our logistics industry.

Over the years, the Hong Kong Port has developed a rational division of labour with neighbouring ports in the PRD region. With Hong Kong's high efficiency, superb connectivity and international linkages, Hong Kong has developed into a regional transshipment hub port, with transshipment accounting for some 61% of our total container throughput. As for Guangzhou and Shenzhen ports, given their closer proximity to the manufacturing base in Southern China, their primary roles are on handling of direct cargo shipment. The Guangdong-Hong Kong-Macao Outline Development Plan promulgated in February 2019 reaffirmed Hong Kong's position to consolidate and enhance its status as an international maritime centre. Hong Kong will continue to pursue coordinated development with neighbouring port cities under the Greater Bay Area framework.

The Government attaches great importance to developing high value-added maritime services and modern logistics. To uphold Hong Kong's position as an international maritime centre and further consolidate our strength in high value-added maritime services, the 2018 Policy Address announced a package of initiatives, including introducing tax measures to foster the ship leasing and marine insurance business, offering facilitating measures for maritime dispute resolution services, improving the services of the Hong Kong Shipping Registry through setting up Regional Desks at selected overseas and Mainland offices, etc. to attract more shipping players to Hong Kong, with a view to injecting new impetus to Hong Kong's port and maritime industry.

As for promoting our position as a regional logistics hub, the Government has been identifying and releasing suitable sites for the development of high value-added third-party logistics services. To this end, a site of 3.2 hectares in Tuen Mun Area 49 was awarded in May 2018 for logistics development purposes. To facilitate the development of air cargo industry, land has been reserved in the South Cargo Precinct of the Hong Kong International Airport to support the growth in transshipment, cross-boundary e-commerce and high value-added air cargo business. The Airport Authority Hong Kong has also made available a site of around 5.3 hectares at Kwo Lo Wan on the airport island for the development of a premium logistics centre, which is expected to commence operation in 2023.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)327**

**(Question Serial No. 4708)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (-) Not Specified  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Council:

- (1) Please tabulate the titles of promotional videos produced by the Government to educate passengers and drivers in the past three years and the production and promotion costs of the promotional videos.
- (2) What are the production and promotion costs of the promotional video "Consider yourself and others when taking public transport" produced in 2018-19?
- (3) Please advise the number of times that the promotional video "Consider yourself and others when taking public transport" was broadcast free-of-charge on television (TV) channels in 2018-19 and 2019-20 respectively.
- (4) The promotional video "Consider yourself and others when taking public transport" has received great acclaim and some members of the public think that the video should be shown to visitors so that they can understand how to use public transport in a safe and courteous manner. Will the Government consider broadcasting this video in the train compartments of MTR, train compartments of High Speed Railway heading to Hong Kong, MTR stations, Hong Kong International Airport, on flights to Hong Kong and at all ports? Will the Government consider producing Putonghua and English versions of this video so that visitors can get a better understanding of matters that require attention when taking public transport?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 220)

Reply:

- (1) In the past three years, the promotional videos produced by the Transport Department (TD) to educate passengers and drivers are tabulated below. The promotional videos broadcast at radio stations and television stations are in the form of Announcement in the Public Interest (API) and thus do not involve advertising fees.

<b>Year</b>	<b>Title of promotional videos</b>	<b>Production cost</b>
2017-18	Transport for All	\$833,562 (Including a set of TV and radio APIs and a three-minute video) <sup>(Note)</sup>
2018-19	Park properly for a better bicycle-friendly environment	\$493,000 (Including a set of TV and radio APIs)
2018-19	Consider yourself and others when taking public transport	Not applicable (Please refer to reply at Part 2)

Note: The three-minute video promoting “Transport for All” was broadcast free-of-charge at venues of the Leisure and Cultural Services Department and the Home Affairs Department. It was also distributed to the non-governmental organisations represented in the TD’s Working Group on Access to Public Transport by People with Disabilities for broadcasting.

- (2) In order to promote courteous behaviour of passengers on public transport services, the publicity campaign “Consider yourself and others when taking public transport” was planned and produced by the TD with the participation of and funding support from the MTR Corporation Limited and all five franchised bus companies, including Citybus Limited, the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited, New Lantao Bus Company (1973) Limited and New World First Bus Services Limited. No production cost of the promotional video was borne by the TD.

A 30-second version and a three-minute full version of the video were produced. The 30-second version is broadcast in the form of television API and both versions were uploaded to the TD’s YouTube channel and website. No advertising fee was incurred.

- (3) The API of “Consider yourself and others when taking public transport” was broadcast over 500 times by domestic free-to-air and pay-TV service licensees between late February to mid-March 2019.
- (4) There are Cantonese and English versions of the 30-second API with Chinese and English subtitles respectively. For the three-minute full version in Cantonese, Chinese and English subtitles are included in the video. The TD has no plan to produce a Putonghua version. Other than TV and YouTube channels, the video can also be seen in MTR stations, MTR train compartments and KMB’s bus arrival information display panels at bus stops. The TD will continue to explore suitable locations for broadcasting the video to educate the public including visitors.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)328**

**(Question Serial No. 5200)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with Matters Requiring Special Attention in 2019-20 under the Transport and Housing Bureau (THB)'s Programme (2): Land and Waterborne Transport, will the Government inform this Committee of the following:

- (1) The Government indicated that it will put forward specific proposals for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) for stakeholder consultation. Will the Government inform this Committee of the staff establishment, estimated annual salary expenses and recurrent expenditure involved in the above-mentioned item in 2019-20, as well as the timetable for putting forward specific proposals and conducting stakeholder consultation?
- (2) The Government has indicated that it would, in conjunction with the Guangdong Provincial Government and the government of Macao Special Administrative Region (MSAR) as appropriate, formulate and oversee the implementation of cross-boundary transport arrangements. Will the Government inform this Committee of the staff establishment and estimated annual salary expenditure for such work? What were the cross-boundary transport arrangements which the Hong Kong Government, the Guangdong Provincial Government and the government of MSAR have agreed on in 2018-19? What are the cross-boundary transport arrangements the Government plans to discuss with the Guangdong Provincial Government and the government of MSAR in 2019-20?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 343)

Reply:

- (1) The Transport Department (TD) is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant

District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half of 2019.

The estimated expenditure for the feasibility study on the ERP Pilot Scheme in 2019-20 is \$6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- (2) The Government has, in collaboration with the governments of Guangdong and MSAR, formulated the cross-boundary transport arrangements for the Hong Kong-Zhuhai-Macao Bridge (HZMB). Various cross-boundary transport arrangements have been implemented for the HZMB since its commissioning on 24 October 2018. At present, there are various types of cross-boundary transport (including cross-boundary shuttle buses, cross-boundary coaches, cross-boundary hire cars, cross-boundary goods vehicles and cross-boundary private cars) to cater for the needs of local residents, travellers and the trades of the three places, with a view to facilitating traffic and promoting the flow of people and goods within the Greater Bay Area.

The three governments have also agreed to simplify the licensing requirements for cross-boundary vehicles to encourage the use of the HZMB. For example, the Hong Kong cross-boundary goods vehicles are allowed to use the HZMB to travel between Guangdong and Hong Kong without any additional endorsement from the relevant authorities of Guangdong Province. Guangdong/Hong Kong cross-boundary private cars with regular quota of Lok Ma Chau Control Point, Man Kam To Control Point and Sha Tau Kok Control Point could use the HZMB travelling between Hong Kong and Zhuhai from 25 February 2019 on a two-year trial basis without the need to go through additional procedures. The same trial arrangement will be extended to those with regular quota of Shenzhen Bay Port starting from 29 April 2019. A total of around 33 000 Guangdong/Hong Kong cross-boundary private cars will benefit.

The Government will, in consultation with the governments of Guangdong and MSAR as appropriate, increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

The work involved in connection with the cross-boundary transport arrangements has been absorbed by the existing staffing resources of the THB and the TD. There is no separate breakdown of manpower and expenditure for this purpose.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)329****(Question Serial No. 5586)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme) commencing in January 2019, will the Government provide the following information:

- (1) Please list out the subsidy amount under the Scheme in detail by completing the following table:

Amount of subsidy collected in February 2019 under the Scheme, calculated on the basis of the public transport expenses in January 2019	Number of Octopus card holders who have collected the subsidy as shown in the left column under the Scheme
Below \$1	
\$1 to \$10	
\$10 to below \$100	
\$100 to below \$200	
\$200 to \$300	

- (2) What was the total amount of subsidy disbursed in February 2019 in respect of the public transport expenses in January 2019 under the Scheme?
- (3) What was the number of Octopus card holders who are not eligible to collect any subsidy in respect of the public transport expenses in January 2019 under the Scheme?
- (4) What was the number of Octopus card holders who have yet to collect their subsidy in respect of the public transport expenses in January 2019 under the Scheme?
- (5) What is the amount of service fees paid to the Octopus Cards Limited (OCL) since the implementation of the Scheme?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 419)

Reply:

- (1) Based on the actual public transport expenses of commuters under the Scheme in January 2019, the distribution of subsidy amounts for the month is listed below:

Subsidy amount for January 2019	Number of beneficiaries (rounded off to the nearest ten thousand)
\$0.1-\$100.0	1 670 000
\$100.1-\$200.0	510 000
\$200.1-\$300.0	170 000
Total	2 350 000

- (2) Based on the actual public transport expenses of commuters under the Scheme in January 2019, the subsidy amount for the month is about \$185.7 million.
- (3) Of all those Octopus cards with public transport expenses covered by the Scheme in January 2019, around 8 860 000 Octopus cards are with public transport expenses less than \$400 and therefore no subsidy is handed out to the users.
- (4) Up to 24 March 2019, around 410 000 out of the total of around 2 350 000 beneficiaries under the Scheme had not collected the subsidy for January. The subsidy amount involved is around \$20 million. These commuters will still be able to collect their subsidy for January 2019 through various collection channels up to 15 May 2019 as the subsidy for each month is valid for collection within three months.
- (5) The total amount paid to the OCL and its contractors is about \$7.52 million for the service provided in January and February 2019. This covers the calculation and collection of subsidies and the operation and maintenance of relevant hardware and software by the OCL, as well as other support services provided by third-party service providers entrusted by the OCL such as setting up and operating dedicated customer support hotline and other enquiry services. Of the above payment to the OCL and its contractors for the two months, about \$3.28 million is a non-recurrent, one-off charge for arranging ambassadors to assist commuters to register their monthly/day passes and collect subsidy through dedicated Octopus readers, as well as for keeping a higher level of support and enquiry services during the launch of the Scheme and the early stage of implementation.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)330****(Question Serial No. 3464)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the numbers of newly registered private cars and other vehicle classes in the past five years with breakdown by fuel type?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 55)Reply:

The numbers of newly registered vehicles in the past five calendar years with breakdown by vehicle class and fuel type are tabulated below:

2014

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (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

2017

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 801	0	2	0	5 803
Private car	35 536	4 246	3 860	0	43 642
Taxi	0	0	0	1 947	1 947
Franchised bus	0	684	15	0	699
Non-franchised public bus	0	648	2	0	650
Private bus	0	69	1	0	70
Public light bus	0	54	0	168	222
Private light bus	0	172	1	97	270
Goods vehicle	62	10 500	12	0	10 574
Special purpose vehicle	0	117	11	19	147

2018

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 286	0	0	0	5 286
Private car	41 551	265	471	0	42 287
Taxi	0	0	0	1 770	1 770
Franchised bus	0	648	5	0	653
Non-franchised public bus	0	619	0	0	619
Private bus	0	50	0	0	50
Public light bus	0	160	0	336	496
Private light bus	0	272	0	130	402
Goods vehicle	1	9 848	16	0	9 865
Special purpose vehicle	1	146	5	17	169

Note: Hybrid vehicles are included under their respective fuel types.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)331**

**(Question Serial No. 5077)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2019-20, 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 2019-20, will the Government make reference to neighbouring regions, such as Taiwan and Japan, in improving 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 2019-20, 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 2019-20, 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 2019-20, 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 2019-20, 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 2019-20, will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport services? If yes, what are the details and estimated expenditure involved?
8. In 2019-20, 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 2019-20, will the Government comprehensively examine the adequacy of the supply of urban, New Territories (NT) 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 five 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. In 2019-20, what are the details and estimated expenditure involved in conducting the Public Transport Strategy Study (PTSS)? Will the Government consult the public on this, and what are the details and estimated expenditure involved?

12. In carrying out the PTSS in 2019-20, 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 (LegCo internal reference no.: 112)

Reply:

1, 2, 4, 5 and 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, 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, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. 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, given the relatively limited road space in urban areas, if dedicated cycle lanes are to be designated, the existing walkways or carriageways will inevitably need to be narrowed, thus bringing inconvenience to other road users and aggravating road traffic congestion. Allowing a large number of bicycles to share the busy roads in urban areas

with other vehicles without dedicated cycle tracks will also increase the risks of accidents. In view of the above, the Government currently does not have any plan to designate dedicated cycle and motorcycle lanes on existing roads in urban areas.

In 2019-20, the details of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are at Annex.

Regarding the improvement of cycle tracks and cycling facilities in nine new towns in the NT, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

The expenditure of the first batch of improvement works was about \$4 million. The estimated cost of the second batch of improvement works is about \$70 million, of which the estimated expenditure in 2019-20 is about \$2 million.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved.

### 3.

With a dense population and limited road space in Hong Kong, it is a challenge to provide fast and reliable public transport services for millions of passenger trips every day. At present, our railway network carries over five million passenger trips every day, accounting for over 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 roadside 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 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 five bus companies operating six bus franchises. The franchises, which last for ten years, will expire between 2023 and 2027. Upon expiry of the franchises, whether or not 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 existing franchises, but it will continue to ensure that the franchised bus operators provide proper and efficient public bus services for passengers through monitoring and regulatory work.

8.

The TD closely monitors the operation and quality of public transport services in different districts, and will make timely 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 throughout 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.

It is the Government's established policy to consider issuing new taxi licences as and when necessary, having regard to the passenger demand, operating conditions of the taxi trade and likely impact of the increase in the number of taxis on traffic conditions. In order to better understand the passenger demand for taxi service and operating conditions of the taxi trade, the TD conducts annual surveys on the overall taxi service level. The latest survey on the urban, NT and Lantau taxis conducted in 2018 shows that the supply of these taxis is generally adequate. The TD does not have any plan to issue new taxi licences in 2019-20.

The TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the number of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation checkpoints across the territory, as well as soliciting views from the taxi trade and passengers. In 2019-20, the estimated expenditure to be incurred by the TD for engaging consultants to conduct service level surveys is about \$0.9 million. The monitoring and follow-up of the surveys are undertaken by the existing staff of the TD as part of their normal duties.

On the other hand, the Government plans to introduce 600 franchised taxis with online hailing features to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in 2018-19 legislative year.

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. and 12.

In June 2017, the Government completed the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The consolidated report of the entire study was released in the same month. During the course of the study, we consulted the LegCo Panel on Transport (the Panel) and canvassed the views of stakeholders through various platforms, such as deputation sessions arranged by the Panel and trade conferences. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. A total of 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. We are actively taking forward the measures progressively. To oversee the implementation of the recommended measures under the PTSS, a total of five time-limited posts for two years have been created in the Transport Branch of the Transport and Housing Bureau and the TD from 2017-18. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is about \$2.67 million in 2019-20.

As cycling is not a public transport mode, it was outside the scope of PTSS. Notwithstanding this, the Government will continue to foster a “bicycle-friendly” environment in the new towns and the new development areas. The Government does not have any plan to conduct another PTSS in 2019-20.

**Planned Cycle Tracks in New Development Areas**

	<b>New development area</b>	<b>Length of cycle track (kilometres)</b>	<b>Estimated expenditure in 2019-20 (\$ million)</b>
1	Tung Chung New Town Extension	12	The proposed cycle tracks are subsumed under the related development projects; hence no separate breakdown on the estimated expenditure of the cycle track planning is available.
2	Kai Tak Development	13	
3	Advance works at Kwu Tung North and Fanling North New Development Areas	4	
4	Hung Shui Kiu New Development Area	20	
5	Yuen Long South development project	12.5	

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)332****(Question Serial No. 6036)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding its work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

- 1) Concerning the requests for information under the Code on Access to Information (the Code) received by the Transport Department (TD) for which only part of the required information was provided, please state in table form: (i) the content of the requests for which only part of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only part of the required information was provided	(ii) Reasons for providing part of the information only	(iii) How the requests were eventually handled

- 2) Concerning the requests for information under the Code received by the TD for which the required information was not provided, please state in table form: (i) the content of the requests declined; (ii) the reasons for declining; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests with access declined	(ii) Reasons for declining	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 280)

Reply:

1) During the period from January to September 2018, the TD received some 200 applications for access to information under the Code, and completed the processing of 188 cases, including 163 applications which were met in full, five applications met in part, seven applications declined in entirety and 13 applications where the information requested were not kept by the TD. As for the figures for the last quarter of 2018, they are being compiled.

A table is appended below to show (i) the content of the requests for which only part of the required information was provided; (ii) the reasons for providing part of the information only; and (iii) how the requests were eventually handled under the Code for the applications processed during the period from January to September 2018.

<b>(i) Content of the requests for which only part of the required information was provided</b>	<b>(ii) Reasons for providing part of the information only</b>	<b>(iii) How the requests were eventually handled</b>
Reports and results of the Survey on Franchised Bus Captain's Working Hours, Rest Times and Meal Breaks conducted in the past four years	Access to the full reports was declined under paragraph 2.13 "Research, statistics and analysis" and paragraph 2.14 "Third party information" of the Code.	A summary of the findings of the surveys conducted in the past four years was provided. The summary findings cover the percentages of fulfillment of franchised bus captains of the guidelines on working hours, rest times and meal breaks.
"Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2018" submitted by the Kowloon Motor Bus Co. (1933) Ltd (KMB) to the TD	Access to the full Report was declined under paragraph 2.14 "Third party information" of the Code due to KMB's concern over prejudicing the criminal investigation undertaken by the police and / or subsequent judicial proceedings.	The applicant was advised to access parts of the Report which have been made available on the website of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC). (KMB had submitted parts of the Report to the IRC, and the IRC has uploaded the submission to its website.)

<b>(i) Content of the requests for which only part of the required information was provided</b>	<b>(ii) Reasons for providing part of the information only</b>	<b>(iii) How the requests were eventually handled</b>
Information on scheduled public light bus routes (namely schedules of services and the vehicle registration marks registered under the passenger service licences for the routes) and monthly patronage figures of the routes concerned submitted by green minibuses operators to the TD	Access to monthly patronage figures of the respective routes provided by the operators to the TD was declined under paragraph 2.14 “Third party information” of the Code.	Schedules of services and the vehicle registration marks registered under the passenger service licences for the routes were provided.
Information regarding installation of an intermediate step on public light buses	Access to the information submitted by the vehicle supplier of public light buses to the TD was declined under paragraph 2.14 “Third party information” of the Code.	Information prepared by the TD regarding the installation of the intermediate step on public light buses was provided. The information provided includes service specifications for operation of public light buses, letters to operators on the display of publicity materials on the new step, letter to operators on the review of the implementation of the new step, reports on on-site testing of the step, letter on the temporary exemption from installation requirement, letter to public light bus suppliers on the design specifications of the step, and letters on cancellation of the installation requirement, etc.
Information on selection of operators for franchised bus service for the Kai Tak Development Area	Access to the information on value-added services offered in a proposal submitted by a franchised bus company for new bus routes was declined under paragraph 2.16 “Business affairs” of the Code.	The document issued by the TD to franchised bus companies to invite proposals for operation of the new franchised public bus services was provided. The document contained detailed requirements for provision of the bus services concerned.

2) A table is appended below to show (i) the content of the requests which were declined; (ii) the reasons for declining; and (iii) how the requests were eventually handled under the Code for the applications processed during the period from January to September 2018.

<b>(i) Content of the requests declined</b>	<b>(ii) Reasons for declining</b>	<b>(iii) How the requests were eventually handled</b>
Actual bus departure time and the number of frequency of all bus routes of five franchised bus companies on a daily basis in 2017	Paragraph 2.14 “Third party information” of the Code	Request was declined in entirety
Notes of meetings between the TD and franchised bus companies as well as the staff unions concerned regarding the review of the “Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks”	Paragraph 2.10 “Internal discussion and advice” of the Code	Request was declined in entirety
Inspection of the completed forms “Notice of Transfer of Ownership of a Vehicle (Except Taxi)” received by the TD	Paragraph 2.9 “Management and operation of the public service” and paragraph 2.14 “Third party information” of the Code	Request was declined in entirety
A list of the names of responsible persons and vehicle testers in designated car testing centres	Paragraph 2.15 “Privacy of the individual” of the Code	Request was declined in entirety
Traffic Study Report for Ma Wan Development compiled by a real estate company	Paragraph 2.14 “Third party information” of the Code	Request was declined in entirety
Code of Practice issued under Section 88F(1)(a) of Road Traffic Ordinance (Cap. 374)	Paragraph 2.9 “Management and operation of the public service” of the Code	Request was declined in entirety
Confirmation on whether the two speed enforcement cameras at Eastern Harbour Crossing are activated	Paragraph 2.6 “Law enforcement, legal proceedings and public safety” of the Code	Request was declined in entirety

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)333****(Question Serial No. 4601)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has earmarked \$88.27 million in 2017 for subsidising franchised bus companies to expedite the installation of seats and real-time bus arrival information display panels at suitable covered bus stops. The installation work has started by phases since November 2017. Please advise this Committee of:

1. the number of bus stop installed with seats by districts in the territory; and
2. the number of bus stop installed with display panels by districts in the territory.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 103)

Reply:

The Government subsidises the franchised bus companies to install seats at about 2 600 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electricity supply in the territory. The installation will be carried out in phases from 2017 for completion in 2020. The first phase installation works of the seats and display panels were completed in end 2018. The number of covered bus stops installed with seats and display panels by districts is set out in the table below:

District	No. of bus stops installed with seats	No. of bus stops installed with display panels
Eastern	57	0*
Wan Chai	49	0*
Central and Western	47	0*
Southern	50	0*
Yau Tsim Mong	31	11
Sham Shui Po	33	15
Kowloon City	48	20
Wong Tai Sin	42	28
Kwun Tong	68	30
Kwai Tsing	47	23



District	No. of bus stops installed with seats	No. of bus stops installed with display panels
Tsuen Wan	27	12
Tuen Mun	35	22
Yuen Long	51	19
North	26	13
Tai Po	28	16
Sha Tin	80	44
Sai Kung	58	27
Islands	13	3
<b>Total</b>	<b>790</b>	<b>283</b>

\* For the four districts on Hong Kong Island, Citybus Limited and New World First Bus Services Limited will start installing the display panels commencing from the second quarter of 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)334**

**(Question Serial No. 4602)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government will re-commission the “Central - Hung Hom” ferry route and launch a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central; and inject commercial elements into the Hung Hom (South) Ferry Pier. Please advise this Committee the following:

1. the current progress of launching the two ferry services;
2. the number of calling points and the proposed fare of “water taxi” service; and
3. the fare and service details of “Central-Hung Hom” ferry service.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 104)

Reply:

During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals (including the operation of short-working services between different berthing points along the Victoria Harbour (for the “water taxi” service) and proposed fares (for both the “Central – Hung Hom” route and the “water taxi” service).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)335**

**(Question Serial No. 7208)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Financial Secretary's Budget Speech that the Government will expedite the implementation of the "Single Site, Multiple Uses" model in multi-storey development on government land, so as to optimise the use of limited land resources to meet the community's demand for public services and provide more "Government, Institution or Community" (GIC) facilities. The Government has also set aside \$22 billion to take forward the first batch of projects under the "Single Site, Multiple Uses" initiative, which will include redevelopment of Tuen Mun Clinic, development of a proposed ambulance depot near Sheung Wan Fire Station, and consolidation of several government sites in Tsuen Wan town centre. It is learnt that the facilities to be provided will include, among others, car parks and elderly facilities. In this connection, will the Government inform this Committee of the following:

1. Currently, car parks provided by the Government are all multi-storey. In planning for the provision of car parks under the "Single Site, Multiple Uses" principle in future, will the concept of underground smart car parks be considered?
2. Has the Government worked out the selected locations for the provision of car parks in various districts under the "Single Site, Multiple Uses" principle? If yes, please provide the details with breakdown by District Council district.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 102)

Reply:

1. As indicated in the Chief Executive's 2018 Policy Address, the Government would follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable GIC facilities and public open space (POS) projects. To promote automated parking, the Transport Department (TD) will explore the possibility of introducing automated parking systems (APS) in the public car parks of suitable GIC facilities and POS and requiring private operators of selected short term tenancy sites to install, operate and manage the APS. In this connection, the TD is conducting a consultancy study on APS for completion in end 2019. The study targets to identify

six suitable sites to carry out pilot projects to evaluate the feasibility and applicability of various types of APS in Hong Kong.

2. The Government will follow the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable GIC facilities and POS projects. Subject to technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. To this end, the TD is working closely with relevant bureaux and departments on potential projects and will embark on detailed technical assessment to ascertain the feasibility of provision of public car parking spaces.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)336****(Question Serial No. 3949)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In the past five years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1052)Reply:

The numbers of traffic accidents that occurred on the closed roads on South Lantau and the numbers of prosecution cases that were related to driving on such closed roads without valid permits in the past five years are provided below:

	2014	2015	2016	2017	2018
Number of traffic accidents	43	47	40	39	45
Number of prosecution cases related to driving on Lantau closed roads without valid permits	823	1 007	932	1 047	1 124

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)337****(Question Serial No. 6535)**

Head: (186) Transport Department  
Subhead (No. & title): (603) Plant, vehicles and equipment  
Programme: (-) Not Specified  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditures and work plans for the new items “Replacement of fire service system at the Cross-Harbour Tunnel, “Replacement of central control and monitoring system in the Tate’s Cairn Tunnel”, “Replacement of tunnel ventilation system at the Aberdeen Tunnel”, “Replacement of tunnel ventilation system at the Kai Tak Tunnel”, “Implementation of free-flow tolling system at government tolled tunnels and roads”, “Provision of real-time arrival information for green minibus” and “Replacement of public address systems at the Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Cross-Harbour Tunnel, Tseung Kwan O Tunnel and Eastern Harbour Crossing”? Why the funding for these items is sought in the context of the Appropriation Bill 2019, instead of being separately sought from the Finance Committee of the Legislative Council?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 3018)

Reply:

Details of the estimated expenditure and work plan for the relevant items are as follows –

	Item	Estimated Expenditure \$'000	Work Plan
1	Replacement of Fire Service System at Cross-Harbour Tunnel	29,800	The Government will replace the existing aged Fire Service System, including detectors, fire service pumps, starter panels, control and monitoring panels, and all associated wiring and accessories. It is anticipated that the replacement works will start in mid-2019 for completion in 2024.

	Item	Estimated Expenditure \$'000	Work Plan
2	Replacement of Central Control and Monitoring System in Tate's Cairn Tunnel	29,610	The Government will replace the existing aged tunnel central control and monitoring system, including central computers, control work stations, local control panels, associated transmission wiring and accessories from mid-2019 for completion in 2024.
3	Replacement of Tunnel Ventilation System at Aberdeen Tunnel	70,810	The Government will replace the existing aged tunnel fresh air supply system, including silencers and all associated wiring and accessories from mid-2019 for completion in 2024.
4	Implementation of Free-flow Tolling System (FFTS) at Government Tolloed Tunnels and Roads (Note)	945,980	<p>The Transport Department (TD) plans to implement FFTS by phases at existing government tolled tunnels and roads within about two to three years after the commissioning of Tseung Kwan O – Lam Tin Tunnel in late 2021.</p> <p>The estimated provision is to set aside a dedicated provision for the procurement and installation of field equipment and facilities, development and modification of the backend software system, essential modification of existing toll plazas of government tolled tunnels and roads, and the procurement of in-vehicle units and readers.</p>
5	Replacement of Tunnel Ventilation System at Kai Tak Tunnel	169,000	The Government will replace the existing aged tunnel fresh and exhaust ventilation system, including silencers and all associated wiring and accessories from mid-2019 for completion in 2024.

	Item	Estimated Expenditure \$'000	Work Plan
6	Provision of Real-time Arrival Information of Green Minibuses (GMB)	31,000	In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as developing and establishing a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.
7	Replacement of Public Address Systems at Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Cross-Harbour Tunnel, Tseung Kwan O Tunnel and Eastern Harbour Crossing	10,960	The Government will replace the existing aged public address systems, field equipment and all associated wiring and accessories from mid-2019 for completion in 2023.

It is not a new arrangement to include in the draft Estimates funding proposals for creating commitments or increasing expenditure ceilings for approved commitment items under the General Revenue Account for scrutiny and approval by the Legislative Council (LegCo) in the context of the Appropriation Bill. The Government explained the relevant arrangements to the LegCo Finance Committee in early 2015. We have also included the necessary provision for the above proposals under the respective heads and subheads of expenditure for LegCo Members' consideration.



Note: Covering Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tseung Kwan O Tunnel, Shing Mun Tunnels, Aberdeen Tunnel and Tate's Cairn Tunnel and Eagle's Nest and Sha Tin Heights Tunnels, Lantau Link, and Tuen Mun-Chek Lap Kok Link Subsea Tunnel. As for Western Harbour Crossing and Tai Lam Tunnel, both of which are Build-Operate-Transfer tunnels, the TD plans to implement FFTS upon the Government's take-over of their ownership in August 2023 and May 2025 respectively.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)338****(Question Serial No. 6692)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the numbers of disabled persons holding driving licences in the past five years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1642)

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/her 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 five years is tabulated below:

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2014	2 523
2015	2 596
2016	2 688
2017	2 699
2018	2 608

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)339**

**(Question Serial No. 7135)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

As regards government measures to facilitate driving by eligible persons with disabilities, will the Government advise:

1. on the total numbers, growth rates and newly added locations of “metered” parking spaces and those available for use by disabled motorists in the past five years, as well as the percentage of the number of “metered” parking spaces available for use by disabled motorists against the total number of “metered” parking spaces, with a breakdown by 18 districts.
2. on the numbers and locations of “metered” parking spaces planned for use by disabled motorists and those planned for other motorists.
3. on the numbers of disabled motorists who have undergone the Driving Ability Assessment conducted by the Transport Department (TD) in the past five years and, among them, the numbers of those issued with approval letters and the numbers of those refused to be issued with approval letters, with a breakdown by type of disability.
4. on the total number of “Disabled Person’s Parking Permits (DPPPs)” issued over the past five years.
5. whether the Government will consider adopting electronic tunnel/road pricing system in lieu of the issue of “toll tickets” to disabled motorists to make it easier for them to gain free access to government tunnels and roads; if yes, what are the details; if no, what are the reasons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1458)

Reply:

1. The numbers of on-street metered parking spaces and those designated for drivers holding the DPPP in each of the 18 districts in the past five years are tabulated as follows:

District	Feb 2015		Feb 2016		Feb 2017		Feb 2018		Feb 2019	
	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#
Central and Western	434	21	438	21	440	21	443	21	443	23
Wan Chai	943	34	938	40	950	41	954	41	954	44
Eastern	380	29	385	23	381	24	387	26	383	28
Southern	565	17	592	18	592	18	592	18	592	19
Yau Tsim Mong	1 490	50	1 483	50	1 488	56	1 480	54	1 478	54
Sham Shui Po	1 147	29	1 165	29	1 166	31	1 166	33	1 165	33
Kowloon City	2 186	34	2 176	34	2 181	36	2 193	36	2 203	38
Wong Tai Sin	277	21	277	21	277	21	277	21	279	21
Kwun Tong	379	21	380	22	375	24	375	25	375	25
Tsuen Wan	452	12	452	12	453	12	457	14	467	15
Tuen Mun	1 001	9	1 008	9	1 008	9	996	10	993	12
Yuen Long	786	14	769	14	749	16	756	17	755	19
North	915	3	913	5	913	5	913	6	899	7
Tai Po	1 265	14	1 265	14	1 263	15	1 262	16	1 262	14
Sai Kung	925	13	925	13	925	12	925	16	981	20
Sha Tin	1 366	21	1 361	21	1 374	21	1 370	21	1 369	22
Kwai Tsing	367	23	361	24	385	26	385	26	385	27
Islands	142	5	152	4	152	4	154	4	154	4
Total	15 020	370	15 040	374	15 072	392	15 085	405	15 137	425
Changes over previous year	-	-	20	4	32	18	13	13	52	20
% of parking spaces designated for drivers holding DPPP over metered parking spaces	-	2.46%	-	2.49%	-	2.60%	-	2.68%	-	2.81%

\* The figure refers to on-street metered parking spaces for vehicles other than medium/heavy goods vehicles, buses and motorcycles.

# The figure refers to on-street parking spaces designated for drivers holding the DPPP.

The locations of newly added parking spaces designated for drivers holding DPPP from February 2018 to February 2019 are as follows:

District	Location	Number of parking spaces added/removed
Central and Western	High Street	+1
	Man Kwong Street	+1
Wan Chai	Lockhart Road	+1
	Stone Nullah Lane	+2
Eastern	Hoi Chak Street	+1
	Mansion Street	+1
Southern	Yip Hing Street	+1
Kowloon City	Shun Fung Street	+1
	Man Tai Street	+1
Tsuen Wan	Hoi Tak Street	+1
Tuen Mun	Tsing Yin Street	+1
	Wu Shan Road	+1
Yuen Long	Kam Pok Road	+1
	Ping Chuk Lane	+1
North	Shun Hing Street near Sha Tai Kok Chuen	+1
Tai Po	Fo Chun Road	-2
Sai Kung	Clear Water Bay Second Beach CP	+1
	Clear Water Bay Road near Bayside villa	+1
	Heung Chung Road car park	+1
	Chun Cheong Street	+1
	Hiram's Highway near Hibirat	+1
	Wan Po Road	-1
Sha Tin	To Shek Street	+1
Kwai Tsing	Tai Loong Street	+1
Total		20

2. As the planning and supply of new metered parking spaces are subject to various external factors, such as site constraints, actual progress of individual projects and views or concerns of the local community, etc., the TD does not have specific projection on the number of metered parking spaces to be provided.
3. The numbers of disabled persons who have undergone driving ability assessment conducted by the TD and the numbers of approval letters stating the class(es) of vehicle that the applicant permitted to drive or learn to drive issued in the past five calendar years are tabulated below:

<b>Year</b>	<b>Number of Disabled Persons Undergone Driving Ability Assessment Conducted by the TD</b>	<b>Number of Approval Letters Issued</b>
2014	528	523
2015	464	461
2016	546	544
2017	545	542
2018	532	531

The numbers of refusal letters issued with breakdown by the types of disability in the past five calendar years are tabulated below:

<b>Year</b>	<b>Injury/ Disease at the Head/ Shoulder</b>	<b>Injury/ Disease at the Upper Limb &amp; Chest</b>	<b>Injury/ Disease at the Lower Limb</b>	<b>Injury/ Disease at the Spine</b>	<b>Other Medical Conditions</b>	<b>Total</b>
2014	1	1	2	1	0	5
2015	0	0	3	0	0	3
2016	1	1	0	0	0	2
2017	0	0	2	0	1	3
2018	0	0	0	0	1	1

Note: The rejected applicants were assessed and considered medically unfit for driving by the Community Rehabilitation Service Support Centre under the Hospital Authority.

4. The total numbers of DPPPs issued in the past five calendar years are tabulated below:

<b>Year</b>	<b>Total number of DPPPs Issued</b>
2014	1 652
2015	1 678
2016	1 745
2017	1 775
2018	1 795

5. The Government will first implement free-flow tolling system (FFTS) at the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls. The TD also plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021. After implementing the FFTS, the exemption of the vehicles used by the approved disabled

drivers from paying tolls at government tolled tunnels and roads will be automatically done in the backend system of the FFTS. The detailed arrangement will be worked out in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)340**

**(Question Serial No. 4379)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards the cycling policies, please advise on the following:

1. Please provide the numbers of passenger trips taken by people carrying bicycles on board MTR trains or ferries (with breakdown by ferry company) over the past three years;
2. The Transport Department (TD) indicated in its reply last year that it had identified about ten bicycle prohibition zones (BPZs) which could be lifted and that it would consult with relevant District Councils (DCs) before proceeding with the lifting of those BPZs. Please advise on the progress of the work in lifting those BPZs; and
3. Please advise on the work details of the department(s) currently tasked with co-ordinating and implementing bicycle-friendly policies and measures and the corresponding expenditure and manpower involved in the previous and following years.

Asked by: Hon HUI Chi-fung (LegCo internal reference no.: 73)

Reply:

1. Currently, passengers can bring a folded bicycle or a bicycle with a wheel removed on MTR trains. The MTR Corporation Limited does not maintain the numbers of passenger trips taken by people on carriage of bicycles on the railway.

For ferries, the numbers of passengers carrying bicycles on board in the past three years (with breakdown by ferry operators) are tabulated in Annex 1.

2. The TD has identified about ten BPZs which could be lifted, after reviewing the impact on road safety and traffic. As at February 2019, the TD has consulted Yau Tsim Mong DC, Sham Shui Po DC, Wong Tai Sin DC, Kwun Tong DC and Tuen Mun DC on the lifting of the relevant BPZs in these districts. The TD will continue with the consultation and is planning the required enabling works in parallel.



3. Under the “bicycle-friendly” policy, the TD and the Highways Department (HyD) are responsible for improving existing cycling facilities in new towns.

Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

The expenditure of the first batch of improvement works was about \$4 million. The estimated cost of the second batch of improvement works is about \$70 million.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved.

The improvement works are managed by existing staff of the TD and the HyD. In the TD, there is no separate breakdown of manpower and expenditure involved. In the HyD, the work is undertaken by two time-limited Engineers/Assistant Engineers with the staff cost for 2018-19 and 2019-20 at about \$1.5 million \$1.56 million respectively.

Separately, the Civil Engineering and Development Department (CEDD) is responsible for developing cycle track networks in the New Territories and new development areas. The details of works undertaken by the CEDD are at [Annex 2](#).

In the CEDD, two Senior Engineers and four Engineers are working in Cycle Track Network in the New Territories in North District, Yuen Long, Tai Po, Tsuen Wan and Tuen Mun, and the staff cost for 2018-19 and 2019-20 are \$6.7 million and \$7.0 million respectively. For cycle tracks in other New Territories areas, Kai Tak Development and Development of Anderson Road Quarry site, there is no specific breakdown of staff involved.

### Numbers of passengers carrying bicycles on ferries

Operators	Year		
	2016	2017	2018
The "Star" Ferry Company, Ltd.	2 678	2 424	2 170
Coral Sea Ferry Service Company Ltd.	551	787	956
New World First Ferry Services Ltd.	8 123	8 598	8 078
Peng Chau Kaito Ltd.	2 777	3 067	2 709
Hong Kong & Kowloon Ferry Ltd. <sup>Note 2</sup>	Not available		637
Islands Ferry Company Ltd. <sup>Note 2</sup>			2 636
Winnertex Ltd. <sup>Note 2</sup>			82
Tsui Wah Ferry Service (H.K.) Ltd. <sup>Note 3</sup>	Not applicable		322
<b>Total no.</b>	<b>14 129</b>	<b>14 876</b>	<b>17 590</b>

Note 1: All figures are provided by the operators.

Note 2: Figures are only available in 2018 after the concerned operators have introduced a new system.

Note 3: The operator introduced the fare for carriage of bicycle in October 2018. The 2018 figure is the number of passengers carrying bicycles from October to December 2018.

Note 4: Chuen Kee Ferry Ltd., Discovery Bay Transportation Services Ltd., Fortune Ferry Company Ltd., Maris Ferry Service Ltd. and Park Island Transport Company Ltd., do not charge separate fare for bicycle. These operators do not have record of the number of passengers carrying bicycle.

## Cycle Tracks Undertaken by the CEDD

Districts	Projects involving provision of cycle tracks	Length of cycle tracks to be provided (kilometres)	Current Status
Islands	Infrastructure works for public housing development at Area 54, Tung Chung	0.5	Construction stage
	Tung Chung New Town Extension	12	Design stage
North	Advance works at Kwu Tung North and Fanling North New Development Areas	4	Design stage
	Cycle Track Network in the New Territories (from Pak Shek Au to Sheung Yue River)	2.6	Construction stage
Sai Kung	Cross Bay Link, Tseung Kwan O#	2	Construction stage
	Tseung Kwan O – Lam Tin Tunnel*	1.8	Construction stage
Yuen Long	Development of Lok Ma Chau Loop – Western Connection Road	2	Design stage
	Hung Shui Kiu New Development Area	20	Under study
	Yuen Long South development project	12.5	Under study
	Cycle Track Network in the New Territories (from Kam Tin River to Pak Shek Au)	7.4	Construction stage
Tai Po	Cycle Track Network in the New Territories (Branching off section from Ting Kok Road to Sam Mun Tsai)	1.0	Design stage
Tsuen Wan	Cycle Track Network in the New Territories (from Tsing Tsuen Bridge to Tai Lam Chung)	10.7	Construction stage
Tuen Mun	Cycle Track Network in the New Territories (from Tai Lam Chung to Tuen Hing Road near Chi Lok Fa Yuen)	11.3	Under review
Kwun Tong	Development of Anderson Road Quarry site	2.6	Construction stage
Kowloon District	Kai Tak Development	13	Design stage
<b>Total</b>		103.4	

# The Cross Bay Link project includes a cycle track across Junk Bay mainly on viaduct.

\* Under the Tseung Kwan O – Lam Tin Tunnel project, a cycle track will be constructed connecting the existing at grade cycle track at Tseung Kwan O Town Centre South and the proposed cycle track along the proposed Cross Bay Link.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)341**

**(Question Serial No. 4383)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work on “continuing to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories” and the development of cycle tracks and associated facilities across the territory:

1. What are the work details of the development of cycle tracks in nine new towns in the New Territories mentioned above? Apart from the schemes mentioned above, what is the progress of other efforts in developing the cycle tracks in the New Territories?
2. Apart from the New Territories, the Government has also decided to develop cycle tracks in Kai Tak Development (KTD) in recent years by adopting the “shared-use approach”. Besides the one for KTD, are there any other plans to develop cycle tracks in urban areas at the moment?
3. It is mentioned in this year’s Budget Speech that \$6 billion will be earmarked for developing new harbourfront promenades, including those on both sides of the Victoria Harbour. Will cycle tracks and associated facilities be provided on the proposed harbourfront promenades? If yes, will the development of such cycle tracks also adopt the “shared-use approach”?
4. What are the staff establishment and ranks of staff of the Transport Department (TD) currently involved in the development of cycle tracks as well as the expenditure involved? Apart from the TD, what other departments are involved in the planning and development of cycle tracks?

Asked by: Hon HUI Chi-fung (LegCo internal reference no.: 77)

Reply:

1. Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and

additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

The locations of existing cycle tracks and associated facilities improved and to be improved under the first batch and second batch of improvement works are set out in Annex 1.

The expenditure of the first batch of improvement works was about \$4 million. The estimated cost of the second batch of improvement works is about \$70 million.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved.

Separately, the Civil Engineering and Development Department (CEDD) is developing cycle track networks in the New Territories. The details of works undertaken by the CEDD are at Annex 2.

2. In urban area, apart from the KTD, the CEDD is developing cycle tracks of 2.6 kilometres long in Anderson Road Quarry development.
3. The Government announced earmarking \$6 billion in the 2019-20 Budget. The funding will be used for implementing nine key harbourfront enhancement initiatives which have been endorsed by the Harbourfront Commission and have gained general public consensus. In taking forward these initiatives, the Government will carefully consider the feasibility of providing cycling facilities, including whether a share-used mode cycle track should be adopted taking into account relevant considerations such as public views, safety concern and site constraints.
4. The improvement works in nine new towns are managed by existing staff of the TD and the Highways Department (HyD). In the TD, there is no separate breakdown of manpower and expenditure involved. In the HyD, the work is undertaken by two time-limited Engineers/Assistant Engineers with the staff cost for 2018-19 and 2019-20 at about \$1.5 million and \$1.56 million respectively.

As regards the development of the Cycle Track Network in the New Territories, two Senior Engineers and four Engineers in the CEDD are working for the proposed works in North District, Yuen Long, Tai Po, Tsuen Wan and Tuen Mun, and the staff cost for 2018-19 and 2019-20 are \$6.7 million and \$7.0 million respectively. For cycle tracks in other areas of the New Territories, KTD and Anderson Road Quarry development, the CEDD has no specific breakdown of staff involved.

**Locations for the First and Second Batch of Improvement Works  
Along Existing Cycle Tracks<sup>Note1</sup>**

<b>New Town</b>	<b>Improvements to cycle tracks<sup>Note2</sup></b>	<b>Provision of additional bicycle parking spaces</b>
1. Tin Shui Wai	<ul style="list-style-type: none"> <li>• Tin Shui Wai Hospital</li> <li>• Tin Yan Estate</li> <li>• Tin Chak Estate</li> <li>• Tin Yip Road Community Health Centre</li> <li>• Tin Shui Wai Park</li> <li>• Tin Wu Road</li> <li>• Tin Yiu Road</li> <li>• Wetland Park Road</li> <li>• Tin Shui Road</li> <li>• Tin Kwai Road</li> <li>• Tin Sau Road</li> <li>• Tin Wah Road</li> <li>• Tin Shing Road</li> <li>• LRT Tin Yat Station</li> <li>• Tin Shui Estate</li> <li>• LRT Tin Sau Station</li> <li>• Wo Ping San Tsuen Lane</li> <li>• Ping Ha Road</li> </ul>	<ul style="list-style-type: none"> <li>• Hung Tai Road</li> <li>• LRT Tin Shui Station</li> <li>• Tin Yan Estate</li> <li>• LRT Chestwood Station</li> <li>• Tin Ho Road</li> <li>• Tin Kwai Road</li> <li>• Tin Yan Road</li> <li>• LRT Lockwood Station</li> <li>• Tin Lung Road</li> <li>• MTR Tin Shui Wai Station</li> <li>• Tin Hei Street</li> <li>• Tin Shing Road</li> <li>• Castle Peak Road – Ping Shan</li> <li>• Tin Yiu Road</li> <li>• Tin Yau Court</li> <li>• Tin Shui Road</li> <li>• Tin Tan Street</li> <li>• Tin Chung Court bus terminus</li> <li>• Tin Wah Road</li> <li>• Tin Chak Estate</li> <li>• Tin Heng Estate</li> <li>• Tin Chak Shopping Centre</li> <li>• LRT Tin Yat Station</li> <li>• Ka Yan Street</li> <li>• Tin Wing Road</li> </ul>
2. Yuen Long	<ul style="list-style-type: none"> <li>• Long Tin Road</li> <li>• Ping Yee Road</li> <li>• Long Yip Street</li> <li>• Kam Tin Bypass</li> <li>• Pok Oi Interchange</li> <li>• Kam Tin Road</li> <li>• Tai Tong Road</li> <li>• Tung Tau Industrial Area</li> </ul>	<ul style="list-style-type: none"> <li>• Ping Yee Road</li> <li>• MTR Kam Sheung Road Station</li> <li>• MTR Yuen Long Station</li> <li>• Sun Yuen Long Centre</li> <li>• Tai Tong Road</li> <li>• LRT Fung Nin Road Station</li> <li>• Greenery Place Tower</li> <li>• Tung Wui Road</li> <li>• Tai Kiu Road</li> <li>• Wang Lok Street</li> <li>• Fung Yau Street North</li> <li>• Yau Tin East Road</li> <li>• Sai Yu Street</li> <li>• Kau Yuk Road</li> <li>• Shap Pat Heung Road</li> </ul>

<b>New Town</b>	<b>Improvements to cycle tracks<sup>Note2</sup></b>	<b>Provision of additional bicycle parking spaces</b>
3. Tuen Mun	<ul style="list-style-type: none"> <li>• MTR Siu Hong Station</li> <li>• Hoi Wong Road</li> <li>• Castle Peak Road</li> <li>• Fu Hang Road</li> <li>• Tuen Kwai Road</li> <li>• Lam Tei Interchange</li> <li>• Tsing Tin Road</li> <li>• Ming Kum Road</li> <li>• LRT Affluence Station</li> <li>• LRT Choi Yee Bridge Station</li> <li>• LRT Ho Tin Station</li> <li>• Tin Hau Road</li> <li>• Tsing Wun Road</li> <li>• Adjacent to Tuen Mun Nullah</li> <li>• Hoi Wing Road</li> <li>• Adjacent to Lung Mun Oasis</li> <li>• The Jockey Club Tuen Mun Butterfly Beach Sports Centre</li> <li>• Wu Shan Road</li> <li>• Wu King Road</li> <li>• Wu Chui Road</li> <li>• Lung Mun Road</li> <li>• Tin King Estate</li> <li>• LRT Shek Pai Station</li> <li>• Butterfly Beach Park</li> <li>• LRT Lam Tei Station</li> </ul>	<ul style="list-style-type: none"> <li>• Glorious Garden</li> <li>• LRT Lam Tei Station</li> <li>• Fu Tai Estate PTI</li> <li>• LRT Siu Hong Station</li> <li>• Tsing Lun Road</li> <li>• Leung King Estate PTI</li> <li>• MTR Tuen Mun Station</li> <li>• Pui To Road</li> <li>• Yan Oi Market</li> <li>• Lung Mun Road</li> <li>• Lung Chak Road</li> <li>• Tuen Tsing Lane</li> <li>• Wong Chu Road</li> <li>• LRT Tuen Mun Hospital Station</li> <li>• Siu Hong Road</li> <li>• Tin King Road</li> </ul>
4. Tsuen Wan		<ul style="list-style-type: none"> <li>• MTR Tsuen Wan West Station</li> </ul>
5. Tung Chung	<ul style="list-style-type: none"> <li>• Tung Chung Road</li> <li>• Chek Lap Kok South Road</li> <li>• Chung Yan Road</li> <li>• Tat Tung Road</li> <li>• Tung Chung Waterfront Road</li> <li>• Tung Chung Development Pier</li> <li>• Yu Tung Road</li> <li>• Shun Tung Road</li> <li>• Cheung Tung Road</li> <li>• Yi Tung Road</li> </ul>	<ul style="list-style-type: none"> <li>• Yu Tung Road</li> <li>• Tat Tung Road</li> <li>• Tung Chung Development Pier Bus Stop</li> <li>• Shun Tung Road</li> </ul>

New Town	Improvements to cycle tracks <sup>Note2</sup>	Provision of additional bicycle parking spaces
6. Tseung Kwan O	<ul style="list-style-type: none"> <li>• Chiu Shun Road</li> <li>• Sheung Ning Road</li> <li>• Po Shun Road</li> <li>• Chi Shin Street</li> <li>• On Ning Garden</li> <li>• Chung Ming Court</li> <li>• Tong Ming Court</li> <li>• Choi Ming Court</li> <li>• Subway underneath Tseung Kwan O Tunnel Road</li> <li>• Po Hong Road</li> <li>• Shun Tak Fraternal Association Cheng Yu Tung Secondary School</li> <li>• Po Lam Road North</li> <li>• Yau Yue Wan Village Road</li> <li>• Po Ning Road</li> <li>• Ngan O Raod</li> <li>• Footbridge between Tseung Kwan O South and Oscar By The Sea</li> <li>• MTR Po Lam Station</li> <li>• Po Yap Road</li> <li>• Tseung Kwan O Waterfront Park</li> <li>• Po Fung Road</li> <li>• Wan Hang Road</li> <li>• Wan Lung Road</li> <li>• Subway between Sheung Ning Playground and Tseung Kwan O swimming pool</li> <li>• Tseung Kwan O Hospital</li> <li>• Tong Ming Street</li> </ul>	<ul style="list-style-type: none"> <li>• Po Yap Road</li> <li>• Tong Chun Street</li> <li>• Tseung Kwan O Hospital</li> <li>• King Ling Road</li> <li>• Chui Ling Road</li> <li>• Choi Ming Court</li> <li>• Park Central</li> <li>• Tong Ming Street</li> <li>• Tong Yin Street</li> <li>• Po Hong Road</li> <li>• Wan Po Road</li> <li>• Sheung Ning Road</li> <li>• Metro City Phase 2</li> <li>• Mau Yip Road</li> <li>• Chiu Shun Road</li> <li>• Lohas Park Road</li> <li>• Po Lam Road North</li> </ul>
7. Sha Tin / Ma On Shan	<ul style="list-style-type: none"> <li>• Sha Tin Rural Committee Road</li> <li>• Sha Kok Street</li> <li>• Hong Kong Sports Institute</li> <li>• MTR Che Kung Temple Station</li> <li>• Sui Tai Road</li> <li>• Science Park Road</li> <li>• Hin Keng Street</li> <li>• Tin Sam Street</li> <li>• Hung Miu Kuk Road</li> <li>• Che Kung Miu Road Roundabout</li> <li>• Mei Tin Road</li> <li>• Tai Po Road - Tai Wai</li> <li>• Tai Po Road - Shatin</li> </ul>	<ul style="list-style-type: none"> <li>• Yiu On Estate</li> <li>• Sun Chui Estate</li> <li>• Holford Garden</li> <li>• Hang Hong Street</li> <li>• Hang Kam Street</li> <li>• MTR Fo Tan Station</li> <li>• Tai Po Road - Tai Wai</li> <li>• Mei Tin Road</li> <li>• Heung Fan Liu Street</li> <li>• Sha Tin Tau Road</li> <li>• Sha Tin Central Bus Terminus</li> <li>• Sha Tin Rural Committee Road</li> <li>• Sha Tin Wai Road</li> </ul>



New Town	Improvements to cycle tracks <sup>Note2</sup>	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> <li>• Sha Tin Tau Road</li> <li>• Along Shing Mun River</li> <li>• Yuen Wo Road</li> <li>• Sha Tin Wai Road</li> <li>• Siu Lek Yuen Road</li> <li>• Tai Chung Kiu Road</li> <li>• Sui Cheung Street</li> <li>• Ning Tai Road</li> <li>• Hang Fai Street Roundabout</li> <li>• On Luk Street</li> <li>• Sai Sha Road</li> <li>• Lee On Estate</li> <li>• Near Ma On Shan Bypass</li> <li>• Near Ma On Shan Road</li> <li>• Chui Tin Street</li> <li>• Che Kung Miu Road</li> <li>• MTR University Station</li> <li>• Chik Fai Street</li> <li>• Sha Tin Road</li> <li>• MTR Heng On Station</li> <li>• MTR Ma On Shan Station</li> <li>• Shui Chong Street</li> <li>• Kam Tai Court</li> <li>• Pictorial Garden</li> <li>• Along Ma On Shan promenade</li> <li>• Siu Lek Yuen Road Playground</li> <li>• Mei Fai Street</li> <li>• Fo Tan Road</li> <li>• Kam Lung Court</li> <li>• Hang Hong Street</li> </ul>	<ul style="list-style-type: none"> <li>• MTR City One Station</li> <li>• MTR Heng On Station</li> <li>• Kam Fung Court</li> <li>• Kam Lung Court</li> <li>• Near Ma On Shan Road</li> <li>• Chui Tin Street</li> <li>• On Ming Street</li> <li>• Sha On Street</li> <li>• Chak Cheung Street</li> <li>• Chik Wan Street</li> <li>• Hang Fai Street Roundabout</li> <li>• Tin Sam Street</li> <li>• Fo Tan Road</li> <li>• Chik Chuen Street</li> <li>• Sha Kok Street</li> <li>• Hin Keng Street</li> </ul>
8. Tai Po	<ul style="list-style-type: none"> <li>• Nga Wan Road</li> <li>• Wan Tau Tong Estate</li> <li>• Nam Wan Road</li> <li>• Tai Po Road –Yuen Chau Tsai</li> <li>• Ting Kok Road</li> <li>• Tai Po Tai Wo Road</li> <li>• On Cheung Road</li> <li>• Kwong Fuk Road</li> <li>• Ting Tai Road</li> <li>• On Po Road</li> <li>• Tai Po Tau Drive</li> <li>• On Chee Road</li> <li>• Yuen Shin Road</li> <li>• Dai Fuk Street</li> <li>• Tai Po Waterfront Park</li> </ul>	<ul style="list-style-type: none"> <li>• On Cheung Road</li> <li>• On Po Road</li> <li>• Tai Wo Neighbourhood Community Centre</li> <li>• MTR Tai Po Market Station</li> <li>• Tat Wan Road</li> <li>• Nam Wan Road</li> <li>• Kwong Fuk Road</li> <li>• Po Nga Road</li> </ul>

New Town	Improvements to cycle tracks <sup>Note2</sup>	Provision of additional bicycle parking spaces
9. Fanling / Sheung Shui	<ul style="list-style-type: none"> <li>• Chi Wa Lane</li> <li>• Cheerful Park</li> <li>• Choi Yuen Estate</li> <li>• Yip Fung Street</li> <li>• MTR Sheung Shui Station</li> <li>• Pak Wo Road</li> <li>• Wo Hop Shek Interchange</li> <li>• Footbridge across Fanling Highway</li> <li>• Lok Ming Street</li> <li>• Fanling Station Road</li> <li>• Jockey Club Road</li> <li>• Fanling Town Centre</li> <li>• Cheung Wah Estate</li> <li>• Jockey Club Road Roundabout</li> <li>• MTR Fanling Station</li> <li>• North District Government Offices</li> <li>• San Wan Road</li> <li>• So Kwun Po Road</li> <li>• Ching Hiu Road</li> <li>• Po Wing Road</li> <li>Wai Wo Street</li> <li>• Po Kin Road</li> <li>• Fan Kam Road</li> <li>• Po Shek Wu Road</li> <li>• Lung Sum Avenue</li> <li>• Ma Sik Road</li> <li>• Fan Leng Lau Road</li> <li>• Fanling Centre</li> <li>• Lok Yip Road</li> <li>• Dawning Views</li> <li>• Yip Wo Street</li> <li>• Avon Park</li> <li>• Yip Fung Street</li> <li>• Sha Tau Kok Road – Lung Yeuk Tau</li> <li>• Luen Wo Road</li> <li>• Po Ping Road</li> <li>• Choi Yuen Road</li> <li>• Yuk Po Court</li> <li>• Yat Ming Road</li> <li>• Fanling Hong Lok Park</li> <li>• Ka Fuk Estate</li> </ul>	<ul style="list-style-type: none"> <li>• MTR Fanling Station</li> <li>• MTR Sheung Shui Station</li> <li>• Ching Ho Estate</li> <li>• Footbridge across Fanling Highway</li> <li>• Fanling Station Road</li> <li>• San Wan Road</li> <li>• Chi Fuk Circuit</li> <li>• Ka Fuk Estate</li> <li>• Kat Cheung Crescent</li> <li>• Jockey Club Road</li> <li>• Lung Sum Avenue</li> <li>• Pak Wo Road</li> <li>• Wo Muk Road</li> <li>• Yip Fung Street</li> <li>• Luen On Street</li> <li>• Kui Sik Street</li> <li>• Lok Tung Street</li> <li>• Ma Sik Road</li> <li>• North District Government Offices</li> <li>• Choi Fat Street</li> <li>• Choi Yuen Road</li> <li>• Po Shek Wu Road</li> <li>• Fan Leng Lau Road</li> <li>• Chi Cheong Road</li> </ul>

Note 1: Locations listed in this Annex may include more than one site for the first and second batch of improvement works.

Note 2: For example, the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

## Cycle Tracks in the New Territories Undertaken by the CEDD

Districts	Projects involving provision of cycle tracks	Length of cycle tracks to be provided (kilometres)	Current Status
Islands	Infrastructure works for public housing development at Area 54, Tung Chung	0.5	Construction stage
	Tung Chung New Town Extension	12	Design stage
North	Advance works at Kwu Tung North and Fanling North New Development Areas	4	Design stage
	Cycle Track Network in the New Territories (from Pak Shek Au to Sheung Yue River)	2.6	Construction stage
Sai Kung	Cross Bay Link, Tseung Kwan O#	2	Construction stage
	Tseung Kwan O – Lam Tin Tunnel*	1.8	Construction stage
Yuen Long	Development of Lok Ma Chau Loop – Western Connection Road	2	Design stage
	Hung Shui Kiu New Development Area	20	Under study
	Yuen Long South development project	12.5	Under study
	Cycle Track Network in the New Territories (from Kam Tin River to Pak Shek Au)	7.4	Construction stage
Tai Po	Cycle Track Network in the New Territories (Branching off section from Ting Kok Road to Sam Mun Tsai)	1.0	Design stage
Tsuen Wan	Cycle Track Network in the New Territories (from Tsing Tsuen Bridge to Tai Lam Chung)	10.7	Construction stage
Tuen Mun	Cycle Track Network in the New Territories (from Tai Lam Chung to Tuen Hing Road near Chi Lok Fa Yuen)	11.3	Under review
	<b>Total</b>	87.8	

# The Cross Bay Link project includes a cycle track across Junk Bay mainly on viaduct.

\* Under the Tseung Kwan O – Lam Tin Tunnel project, a cycle track will be constructed connecting the existing at grade cycle track at Tseung Kwan O Town Centre South and the proposed cycle track along the proposed Cross Bay Link.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)342**

**(Question Serial No. 3801)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government takes forward different transport infrastructure such as Central Kowloon Route. Please advise the volume/capacity (v/c) ratios during peak hours and non-peak hours of the major sections of the strategic routes in Hong Kong in the past five years.

The Transport and Housing Bureau is responsible for monitoring the development of the transport system in Hong Kong. Please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic 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) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic 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 (LegCo internal reference no.: 400)

Reply:

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Eastern Harbour Crossing and Cross-Harbour Tunnel exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the tables below present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. Furthermore, traffic congestion at the northbound portal of the Aberdeen Tunnel during peak hours occasionally necessitates intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and in turn lowering the v/c ratio of the Aberdeen Tunnel.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volume of each of the tunnels in Hong Kong and their respective v/c ratio in the past five years are provided in the two tables below <sup>Note 1.</sup>

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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	2018	1 500	0.6	1 100	0.4
			2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
			2014	1 600	0.6	1 100	0.4
		Southbound	2018	1 800	0.7	1 200	0.5
			2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
			2014	2 000	0.8	1 300	0.5
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 700	1.0	2 200	0.8
			2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
			2014	2 800	1.1	2 200	0.8
		Southbound	2018	2 800	1.1	2 200	0.8
			2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
			2014	2 900	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2018	2 700	1.0	1 500	0.6
			2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
			2014	2 600	1.0	1 300	0.5
		Southbound	2018	2 700	1.0	1 300	0.5
			2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5
			2014	2 700	1.0	1 200	0.5

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2018	2 500	0.6	1 300	0.3
			2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
			2014	2 300	0.5	1 200	0.3
		Southbound	2018	2 700	0.6	1 200	0.3
			2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
			2014	2 400	0.6	1 100	0.3
Lion Rock Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 500	1.0	1 700	0.7
			2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
			2014	2 500	1.0	1 700	0.7
		Southbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
			2014	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Pacific Infrastructure Management Limited	Northbound	2018	2 300	0.9	1 100	0.4
			2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
			2014	2 100	0.8	1 000	0.4
		Southbound	2018	2 300	0.9	900	0.3
			2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3
			2014	2 200	0.8	800	0.3



(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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
Tseung Kwan O Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
			2014	2 700	1.0	1 500	0.6
		Eastbound	2018	2 800	1.1	1 800	0.7
			2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
			2014	2 600	1.0	1 600	0.6
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Northbound	2018	2 200	0.5	1 100	0.2
			2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
			2014	1 700	0.4	900	0.2
		Southbound	2018	2 400	0.5	1 000	0.2
			2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
			2014	1 900	0.4	700	0.1
Shing Mun Tunnels	Chun Wo Tunnel Management Limited	Westbound	2018	1 900	0.7	1 000	0.4
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 800	0.7	900	0.3
		Eastbound	2018	1 800	0.7	900	0.3
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 700	0.7	900	0.3

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2018	1 800	0.4	1 100	0.2
			2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
			2014	1 800	0.4	1 200	0.3
		Southbound	2018	2 400	0.5	1 100	0.2
			2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2
			2014	2 300	0.5	1 100	0.2

(II) Toll-free tunnels <sup>Note 4</sup>					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	1 200	0.5
			2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
			2014	1 200	0.5
		Eastbound	2018	1 000	0.4
			2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
			2014	1 100	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2018	1 800	0.4
			2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
			2014	1 500	0.3
		Eastbound	2018	1 500	0.3
			2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
			2014	1 400	0.3

(II) Toll-free tunnels <sup>Note 4</sup>					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Nam Wan Tunnel	Serco Lam JV	Westbound	2018	1 100	0.2
			2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
			2014	900	0.2
		Eastbound	2018	1 200	0.3
			2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2
			2014	1 100	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department (TD) does not have their estimated peak hour and non-peak hour traffic volumes and estimated v/c ratios during construction.

Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through the toll collection systems. 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 six peak hours in the morning and evening during the 24 hours on weekdays.

Note 3: The TD does not have the data on Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 4: For toll-free tunnels including Kai Tak Tunnel, Cheung Tsing Tunnel and Nam Wan Tunnel, without the toll collection systems through which records can be obtained, the TD does not have breakdown of the traffic data for peak hours and non-peak hours. The figures on toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions provided by tunnel operators and their respective average v/c ratio.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)343****(Question Serial No. 3802)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

- the operating expenditure and revenue of the Lantau Link in the past five years;
- whether the Lantau Link has achieved full cost recovery and a financially break-even position?
- what is the construction cost of the Lantau Link; and
- what is the total revenue for the Lantau Link since commissioning?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 401)

Reply:

The operating expenditure and revenue of the Lantau Link in the past five years are tabulated below:

	2013-14 (\$ million)	2014-15 (\$ million)	2015-16 (\$ million)	2016-17 (\$ million)	2017-18 (\$ million)
Revenue	492.7	525.6	562.9	597.4	636.6
Expenditure	270.3	278.5	279.9	305.3	322.1

The initial capital expenditure of the Lantau Link is about \$10.8 billion and the capital cost has yet to be fully recovered. From its opening on 22 May 1997 to 2017-18, the total revenue is about \$8.0 billion. As for its operating accounts, the Lantau Link has been maintaining a financially break-even position since 2007.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)344****(Question Serial No. 3805)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise the morning peak hour traffic volume, morning peak hour traffic volume/capacity (v/c) ratio, non-peak hour traffic volume, non-peak hour traffic v/c ratio, design maximum capacity, estimated daily peak hour traffic volume during construction, and the estimated daily non-peak hour traffic volume during construction of the following major roads at present:

Major roads	Morning peak hour traffic volume	Morning peak hour traffic v/c ratio	Non-peak hour traffic volume	Non-peak hour traffic v/c ratio	Design maximum capacity	Estimated daily peak hour traffic volume during construction	Estimated daily non-peak hour traffic volume during construction
Tuen Mun Road (Siu Lam Section) (eastbound)							
Tuen Mun Road (Sham Tseng Section) (eastbound) West of Tsing Lung Tau							
Tai Lam Tunnel (southbound)							
Ting Kau Bridge (southbound)							

Tuen Mun Road (Town Centre Section) (southbound)							
North Lantau Highway (eastbound)							
Lantau Link (eastbound)							
Yuen Long Highway near Lam Tei Interchange (northbound)							
Yuen Long Highway near Tan Kwai Tsuen (southbound)							
Stonecutters Bridge (eastbound)							
Cheung Tsing Tunnel (eastbound)							
Castle Peak Road Tsing Lung Tau Section (eastbound)							
Kong Sham Western Highway (southbound)							

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 404)

Reply:

The morning peak hour traffic volumes, morning peak hour traffic volume/capacity (v/c) ratios of the concerned major roads in 2017 and their design maximum capacities are at Annex.

Major roads	Morning peak hour traffic volume <sup>1</sup> in 2017 (vehicle/hour)	Morning peak hour traffic v/c ratio <sup>2</sup> in 2017	Design maximum capacity <sup>3</sup> (vehicle/hour)
Tuen Mun Road (Siu Lam Section) (eastbound) <sup>4</sup>	-	-	4 700
Tuen Mun Road (Sham Tseng Section) (eastbound) (between Sham Tseng and Tsing Long Highway – Ting Kau Bridge), including the slip road from Sham Tseng	5 830	0.9	6 300
Tai Lam Tunnel (southbound)	3 790	0.8	4 700
Ting Kau Bridge (southbound)	4 740	1.0	4 700
Tuen Mun Road (Town Centre Section) (southbound) (between Pui To Road and Tsing Chui Path)	4 530	1.0	4 700
North Lantau Highway (eastbound) (between Tung Chung Eastern Interchange and Chek Lap Kok)	1 070	0.2	4 700
Lantau Link (eastbound) (between Tsing Ma Bridge eastern end at Tsing Yi and Ngong Shuen Au)	2 290	0.5	4 700
Yuen Long Highway near Lam Tei Interchange (northbound) (between Tin Shui Wai West Interchange and Lam Tei Interchange)	3 790	0.8	4 700
Yuen Long Highway near Tan Kwai Tsuen (southbound) (between Tin Shui Wai West Interchange and Lam Tei Interchange)	3 720	0.6	6 300
Stonecutters Bridge (eastbound)	2 030	0.4	4 700
Cheung Tsing Tunnel (eastbound)	3 250	0.7	4 700
Castle Peak Road Tsing Lung Tau Section (eastbound) <sup>4</sup>	-	-	3 000
Kong Sham Western Highway (southbound) (between Yick Yuen Road and Shenzhen Bay Bridge)	600	0.2	3 000

Note:

- 1 The morning peak hour refers to the busiest one hour from 7:00 am to 10:00 am on weekdays (i.e. Mondays to Fridays, except public holidays). The traffic volume statistics in the Annual Traffic Census (ATC) are currently available up to 2017. For Kong Sham Western Highway, the morning peak hour v/c ratio was compiled based on an individual traffic survey.
- 2 The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of

mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

- 3 The design maximum capacities are calculated based on the number of traffic lanes and width of the road sections concerned.
- 4 The ATC does not have information on the traffic volumes for Tuen Mun Road (Siu Lam Section) (eastbound) and Castle Peak Road Tsing Lung Tau Section (eastbound).

Remarks: As the concerned major roads were constructed a long time ago, the Transport Department does not have information on their estimated daily peak hour and non-peak hour traffic volumes during construction. The ATC does not have information on non-peak hour traffic volumes.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)345****(Question Serial No. 3810)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee on:

1. the numbers of on-street parking spaces in the past five years, the numbers of on-street parking spaces for which local consultations have been conducted, and the numbers of additional on-street parking spaces which will be provided in each district in the coming year (in tabulated form);
2. the numbers of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (by vehicle type) (in tabulated form); and
3. the names of multi-storey car parks under the TD's management, the numbers of parking spaces therein (by vehicle type) and utilisation rates of such parking spaces.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 409)

Reply:

1. The numbers of on-street parking spaces as at end February each year in the past five years were as follows:

<b>Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Number of on-street parking spaces	32 638	32 841	33 295	33 771	34 024

The number of on-street parking spaces for which local consultations have been conducted in the past five years was 3 232.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years.

2. As at February 2019, the numbers of STT public fee-paying car parks and the numbers of parking spaces by vehicle types in each of the 18 districts are in Annex.
3. The multi-storey car parks under the management of the TD, the numbers of parking spaces in these car parks and their average utilisation rates as at December 2018 were as follows:

**(i) Private Cars/Van-type Light Goods Vehicles**

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	380	51%	70%	16%
City Hall Car Park	170	43%	58%	15%
Rumsey Street Car Park	835	60%	68%	45%
Tin Hau Car Park	429	75%	81%	64%
Shau Kei Wan Car Park	386	83%	84%	81%
Aberdeen Car Park	293	81%	76%	89%
Yau Ma Tei Car Park	770	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	268	87%	86%	87%
Kwai Fong Car Park*	552	73%	74%	72%
Tsuen Wan Car Park	545	90%	91%	88%
Kennedy Town Car Park	195	81%	83%	75%
<b>Total</b>	<b>4 823</b>	<b>71%</b>	<b>76%</b>	<b>60%</b>

\* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 477 parking spaces were available during the concerned period.

**(ii) Motorcycles**

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	37	57%	64%	46%
City Hall Car Park	27	78%	79%	73%

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Rumsey Street Car Park	148	68%	69%	66%
Tin Hau Car Park	75	84%	84%	85%
Shau Kei Wan Car Park	72	78%	75%	84%
Aberdeen Car Park	51	75%	73%	80%
Yau Ma Tei Car Park	76	79%	79%	79%
Sheung Fung Street Car Park, Wong Tai Sin	74	69%	65%	77%
Kwai Fong Car Park	93	74%	72%	76%
Tsuen Wan Car Park	34	76%	73%	81%
Kennedy Town Car Park	37	81%	78%	86%
<b>Total</b>	<b>724</b>	<b>74%</b>	<b>73%</b>	<b>76%</b>

**Number of parking spaces in STT car parks**

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central & Western	4	34	232	4	11
Wan Chai	0	0	0	0	0
Eastern	12	1 319	192	110	35
Southern	6	196	71	27	0
Yau Tsim Mong	6	454	78	0	2
Sham Shui Po	6	649	408	66	17
Kowloon City	8	1 267	299	497	4
Wong Tai Sin	4	330	18	78	28
Kwun Tong	9	1 067	120	40	3
Tsuen Wan	11	2 006	142	28	24
Tuen Mun	15	1 801	470	0	6
Yuen Long	12	1 056	87	0	22
North	19	2 325	410	0	22
Tai Po	8	1 129	148	0	16
Sai Kung	15	2 669	139	17	7
Sha Tin	16	2 572	254	36	14
Kwai Tsing	41	2 364	5 299	221	14
Islands	1	67	0	0	0
<b>Total</b>	<b>193</b>	<b>21 305</b>	<b>8 367</b>	<b>1 124</b>	<b>225</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)346****(Question Serial No. 3811)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government provide the following information:

The numbers of parking spaces provided in various districts in Hong Kong in the past five years (with breakdown by public parking spaces provided by the Government, parking spaces provided at privately-operated car parks available for public use and parking spaces for the exclusive use of individuals):

	Year					
	Number of parking spaces					
District	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for the exclusive use of individuals	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
e.g. Kwai Tsing	xxxx (-2%)					

The numbers of newly registered private cars and licensed private cars in Hong Kong in the past five years; and the numbers of parking spaces provided in various districts (with breakdown by vehicle type).

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 410)Reply:The numbers of parking spaces in 18 districts in the past five years are tabulated at Annex 1.

The numbers of newly registered private cars and licensed private cars in Hong Kong in the past five calendar years are tabulated at Annex 2.

The numbers of parking spaces by district and vehicle type are tabulated at Annex 3.

## Number of parking spaces by district (as at February 2019)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 273	604	7 990	331	28 173	320
	(0.5%)	(1.0%)	(-2.7%)	(-13.4%)	(2.4%)	(0.0%)
Wan Chai	1 761	30	9 617	72	28 047	424
	(0.1%)	(-6.3%)	(-0.4%)	(14.3%)	(0.5%)	(-0.2%)
Eastern	1 226	159	11 446	700	33 242	1 394
	(0.3%)	(0.6%)	(1.1%)	(9.9%)	(1.7%)	(0.6%)
Southern	1 382	204	6 794	731	31 098	616
	(0.7%)	(-1.4%)	(0.5%)	(14.8%)	(1.4%)	(-1.1%)
Yau Tsim Mong	2 337	546	13 405	1 767	17 745	358
	(-0.1%)	(5.4%)	(2.1%)	(-2.6%)	(0.5%)	(0.3%)
Sham Shui Po	2 337	1 097	8 175	1 494	18 645	1 092
	(1.6%)	(0.0%)	(1.8%)	(2.4%)	(1.8%)	(2.3%)
Kowloon City	2 467	232	7 742	1 356	39 408	588
	(0.9%)	(0.0%)	(-3.0%)	(-11.7%)	(1.7%)	(-0.2%)
Wong Tai Sin	1 076	161	5 278	240	14 480	1 025
	(0.2%)	(-0.6%)	(1.0%)	(3.4%)	(-0.5%)	(2.9%)
Kwun Tong	1 723	174	13 049	1 017	30 599	2 279
	(-3.8%)	(-3.9%)	(1.7%)	(-7.3%)	(1.0%)	(-14.2%)
Tsuen Wan	1 466	87	9 789	1 147	25 608	1 167
	(0.6%)	(0.0%)	(3.8%)	(-0.9%)	(2.9%)	(3.5%)
Tuen Mun	1 537	389	8 781	1 221	30 656	1 085
	(0.2%)	(2.6%)	(1.9%)	(-1.5%)	(0.5%)	(0.5%)
Yuen Long	1 608	553	8 849	467	30 798	1 452
	(-2.8%)	(-4.2%)	(4.3%)	(6.9%)	(0.3%)	(0.8%)
North	1 771	456	5 199	677	14 685	778
	(6.5%)	(-6.2%)	(2.6%)	(9.0%)	(0.9%)	(-1.5%)
Tai Po	1 840	415	5 509	329	21 167	587
	(4.2%)	(0.0%)	(0.2%)	(-0.9%)	(0.2%)	(0.0%)
Sai Kung	2 159	505	10 424	384	28 380	992
	(-0.7%)	(1.0%)	(-1.9%)	(-11.1%)	(5.1%)	(0.0%)
Sha Tin	2 208	338	16 336	1 136	54 341	1 467
	(-11.4%)	(-4.8%)	(1.2%)	(-1.5%)	(1.5%)	(1.4%)
Kwai Tsing	1 449	390	10 062	7 423	24 206	3 536
	(1.1%)	(6.8%)	(2.1%)	(-1.0%)	(0.1%)	(5.8%)
Islands	1 301	146	6 346	347	8 460	526
	(164.4%)	(10.6%)	(2.4%)	(0.0%)	(-4.7%)	(0.0%)
Total	31 921	6 486	164 791	20 839	479 738	19 686
	(2.2%)	(0.1%)	(1.1%)	(-1.1%)	(1.3%)	(-0.3%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2018)

District	<b>Number of parking spaces</b>					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 261	598	8 210	382	27 517	320
	(-19.9%)	(-3.2%)	(-0.2%)	(2.7%)	(-1.0%)	(0.0%)
Wan Chai	1 759	32	9 659	63	27 901	425
	(1.3%)	(0.0%)	(2.1%)	(0.0%)	(0.3%)	(0.0%)
Eastern	1 222	158	11 318	637	32 676	1 385
	(0.2%)	(-0.6%)	(2.8%)	(-18.6%)	(0.1%)	(-0.1%)
Southern	1 372	207	6 762	637	30 658	623
	(0.0%)	(-0.5%)	(0.1%)	(-3.8%)	(0.4%)	(1.8%)
Yau Tsim Mong	2 339	518	13 135	1 814	17 661	357
	(-0.0%)	(-1.7%)	(0.2%)	(-0.5%)	(0.7%)	(3.5%)
Sham Shui Po	2 301	1 097	8 028	1 459	18 312	1 067
	(3.1%)	(0.2%)	(-2.4%)	(-4.6%)	(1.4%)	(0.2%)
Kowloon City	2 445	232	7 984	1 535	38 742	589
	(0.5%)	(-0.4%)	(3.4%)	(-8.5%)	(2.1%)	(-0.5%)
Wong Tai Sin	1 074	162	5 227	232	14 558	996
	(0.0%)	(-4.1%)	(-6.3%)	(-18.0%)	(0.7%)	(2.2%)
Kwun Tong	1 791	181	12 828	1 097	30 307	2 655
	(5.0%)	(-1.1%)	(0.9%)	(3.0%)	(1.0%)	(-6.0%)
Tsuen Wan	1 457	87	9 434	1 158	24 896	1 128
	(-0.1%)	(-3.3%)	(0.1%)	(2.3%)	(3.3%)	(3.2%)
Tuen Mun	1 534	379	8 619	1 239	30 508	1 080
	(3.0%)	(8.3%)	(1.2%)	(-2.7%)	(2.3%)	(0.0%)
Yuen Long	1 655	577	8 482	437	30 720	1 440
	(11.6%)	(6.7%)	(1.4%)	(-2.2%)	(3.3%)	(7.6%)
North	1 663	486	5 068	621	14 559	790
	(0.1%)	(1.0%)	(-0.1%)	(-2.4%)	(-1.2%)	(-0.9%)
Tai Po	1 766	415	5 496	332	21 134	587
	(15.2%)	(-1.9%)	(-4.1%)	(-19.4%)	(1.1%)	(-6.1%)
Sai Kung	2 174	500	10 631	432	27 014	992
	(1.1%)	(-2.9%)	(0.8%)	(-0.7%)	(3.8%)	(0.2%)
Sha Tin	2 493	355	16 144	1 153	53 552	1 447
	(14.5%)	(2.3%)	(4.2%)	(0.8%)	(1.7%)	(-0.1%)
Kwai Tsing	1 433	365	9 854	7 499	24 186	3 342
	(-1.8%)	(5.2%)	(1.6%)	(3.7%)	(-0.4%)	(0.5%)
Islands	492	132	6 199	347	8 874	526
	(0.4%)	(1.5%)	(-12.9%)	(-13.0%)	(0.0%)	(0.0%)
Total	31 231	6 481	163 078	21 074	473 775	19 749
	(1.3%)	(0.5%)	(0.2%)	(-1.4%)	(1.2%)	(-0.1%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.



Number of parking spaces by district (as at February 2017)

District	<b>Number of parking spaces</b>					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 821	618	8 226	372	27 790	320
	(1.7%)	(1.6%)	(2.6%)	(-3.4%)	(3.0%)	(-0.6%)
Wan Chai	1 736	32	9 458	63	27 827	425
	(-0.6%)	(0.0%)	(1.8%)	(0.0%)	(0.9%)	(1.2%)
Eastern	1 220	159	11 005	783	32 656	1 386
	(0.2%)	(8.9%)	(-0.3%)	(0.3%)	(2.5%)	(1.6%)
Southern	1 372	208	6 752	662	30 530	612
	(1.9%)	(-1.0%)	(2.5%)	(36.2%)	(2.8%)	(-6.4%)
Yau Tsim Mong	2 340	527	13 108	1 824	17 544	345
	(0.5%)	(-0.4%)	(3.9%)	(-2.6%)	(5.0%)	(4.9%)
Sham Shui Po	2 232	1 095	8 224	1 529	18 063	1 065
	(-1.1%)	(-3.4%)	(-2.3%)	(28.8%)	(0.8%)	(-6.3%)
Kowloon City	2 433	233	7 722	1 677	37 960	592
	(-8.6%)	(0.0%)	(6.3%)	(-11.0%)	(6.4%)	(11.1%)
Wong Tai Sin	1 074	169	5 577	283	14 451	975
	(-3.9%)	(-11.1%)	(5.1%)	(-12.1%)	(0.4%)	(2.5%)
Kwun Tong	1 705	183	12 713	1 065	30 021	2 824
	(4.5%)	(-18.3%)	(-2.5%)	(-25.5%)	(2.4%)	(3.9%)
Tsuen Wan	1 458	90	9 422	1 132	24 101	1 093
	(2.7%)	(1.1%)	(0.2%)	(-1.5%)	(1.4%)	(8.2%)
Tuen Mun	1 489	350	8 521	1 274	29 833	1 080
	(-0.1%)	(6.4%)	(3.4%)	(-1.4%)	(0.8%)	(2.5%)
Yuen Long	1 483	541	8 368	447	29 739	1 338
	(6.5%)	(16.3%)	(4.4%)	(3.5%)	(3.3%)	(2.3%)
North	1 662	481	5 075	636	14 731	797
	(-2.8%)	(0.4%)	(1.7%)	(8.3%)	(4.1%)	(7.0%)
Tai Po	1 533	423	5 732	412	20 911	625
	(-0.5%)	(-0.2%)	(3.2%)	(-2.4%)	(0.2%)	(-2.8%)
Sai Kung	2 151	515	10 549	435	26 020	990
	(2.3%)	(5.7%)	(12.5%)	(-22.5%)	(7.1%)	(15.4%)
Sha Tin	2 177	347	15 493	1 144	52 676	1 449
	(6.2%)	(-3.1%)	(-3.8%)	(-1.5%)	(1.5%)	(2.7%)
Kwai Tsing	1 460	347	9 697	7 234	24 295	3 325
	(-4.5%)	(-2.3%)	(0.0%)	(5.9%)	(4.8%)	(4.0%)
Islands	490	130	7 119	399	8 870	526
	(9.4%)	(11.1%)	(2.8%)	(50.6%)	(13.5%)	(-7.9%)
Total	30 836	6 448	162 761	21 371	468 018	19 767
	(0.2%)	(0.6%)	(1.8%)	(1.3%)	(3.0%)	(2.8%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2016)

District	<b>Number of parking spaces</b>					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 775	608	8 018	385	26 985	322
	(0.3%)	(1.5%)	(0.2%)	(5.2%)	(0.4%)	(0.0%)
Wan Chai	1 747	32	9 293	63	27 592	420
	(32.6%)	(0.0%)	(8.8%)	(0.0%)	(10.7%)	(171.0%)
Eastern	1 217	146	11 034	781	31 864	1 364
	(-25.7%)	(24.8%)	(-7.2%)	(6.0%)	(-6.9%)	(-17.1%)
Southern	1 347	210	6 588	486	29 698	654
	(-0.7%)	(0.0%)	(-1.1%)	(18.0%)	(0.2%)	(0.0%)
Yau Tsim Mong	2 329	529	12 622	1 872	16 714	329
	(-0.3%)	(-0.2%)	(-1.0%)	(-5.8%)	(4.2%)	(20.1%)
Sham Shui Po	2 257	1 134	8 416	1 187	17 912	1 137
	(-3.8%)	(-0.4%)	(-1.3%)	(-32.1%)	(1.5%)	(1.8%)
Kowloon City	2 663	233	7 267	1 885	35 683	533
	(-0.4%)	(0.0%)	(-6.1%)	(-10.0%)	(0.1%)	(0.0%)
Wong Tai Sin	1 118	190	5 308	322	14 396	951
	(2.3%)	(1.1%)	(-0.4%)	(-14.8%)	(0.4%)	(0.0%)
Kwun Tong	1 632	224	13 041	1 429	29 310	2 719
	(2.8%)	(0.0%)	(-6.3%)	(-14.8%)	(2.0%)	(0.4%)
Tsuen Wan	1 420	89	9 405	1 149	23 765	1 010
	(0.0%)	(0.0%)	(7.1%)	(2.3%)	(2.7%)	(0.2%)
Tuen Mun	1 491	329	8 243	1 292	29 594	1 054
	(0.5%)	(-2.4%)	(1.3%)	(2.5%)	(0.5%)	(0.0%)
Yuen Long	1 392	465	8 015	432	28 799	1 308
	(-2.3%)	(-11.3%)	(0.1%)	(-2.9%)	(0.1%)	(-0.5%)
North	1 710	479	4 991	587	14 145	745
	(0.0%)	(0.0%)	(2.5%)	(-5.6%)	(0.7%)	(0.0%)
Tai Po	1 540	424	5 556	422	20 873	643
	(0.0%)	(-1.4%)	(-0.8%)	(-25.0%)	(5.1%)	(0.8%)
Sai Kung	2 102	487	9 380	561	24 290	858
	(0.0%)	(-2.2%)	(4.4%)	(9.8%)	(1.7%)	(-14.5%)
Sha Tin	2 049	358	16 110	1 161	51 874	1 411
	(-0.2%)	(-5.3%)	(-1.0%)	(-7.5%)	(1.2%)	(0.0%)
Kwai Tsing	1 529	355	9 697	6 828	23 187	3 198
	(2.9%)	(-2.2%)	(-1.9%)	(-3.6%)	(0.4%)	(0.1%)
Islands	448	117	6 925	265	7 815	571
	(2.1%)	(5.4%)	(1.3%)	(-4.0%)	(0.4%)	(0.0%)
Total	30 766	6 409	159 909	21 107	454 496	19 227
	(-0.0%)	(-1.1%)	(-0.5%)	(-6.6%)	(1.1%)	(-0.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2015)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 768	599	8 002	366	26 871	322
	(0.3%)	(0.0%)	(-0.7%)	(0.0%)	(0.3%)	(0.0%)
Wan Chai	1 317	32	8 541	63	24 935	155
	(-0.1%)	(0.0%)	(-1.6%)	(1.6%)	(0.2%)	(0.0%)
Eastern	1 639	117	11 894	737	34 230	1 646
	(-1.1%)	(0.0%)	(-0.9%)	(0.0%)	(0.2%)	(-0.4%)
Southern	1 357	210	6 658	412	29 648	654
	(-9.8%)	(2.9%)	(1.6%)	(1.0%)	(-0.9%)	(0.5%)
Yau Tsim Mong	2 337	530	12 752	1 987	16 042	274
	(-25.5%)	(-0.4%)	(1.5%)	(2.6%)	(-0.2%)	(0.0%)
Sham Shui Po	2 347	1 138	8 523	1 748	17 644	1 117
	(11.5%)	(1.7%)	(-1.7%)	(-0.6%)	(2.9%)	(-0.3%)
Kowloon City	2 673	233	7 735	2 094	35 634	533
	(11.9%)	(0.0%)	(3.3%)	(14.5%)	(0.6%)	(1.1%)
Wong Tai Sin	1 093	188	5 329	378	14 336	951
	(0.2%)	(0.0%)	(-6.0%)	(-7.4%)	(2.3%)	(0.0%)
Kwun Tong	1 588	224	13 915	1 678	28 722	2 709
	(0.0%)	(0.4%)	(-0.7%)	(9.7%)	(1.9%)	(0.3%)
Tsuen Wan	1 420	89	8 783	1 123	23 129	1 008
	(-3.7%)	(2.3%)	(-2.1%)	(-12.3%)	(0.5%)	(5.5%)
Tuen Mun	1 484	337	8 141	1 261	29 458	1 054
	(-0.6%)	(0.0%)	(0.3%)	(0.0%)	(0.8%)	(0.5%)
Yuen Long	1 425	524	8 006	445	28 767	1 314
	(0.1%)	(5.0%)	(1.5%)	(0.0%)	(0.5%)	(-0.1%)
North	1 710	479	4 869	622	14 043	745
	(1.5%)	(0.4%)	(0.5%)	(3.5%)	(-0.6%)	(0.0%)
Tai Po	1 540	430	5 601	563	19 856	638
	(-6.3%)	(1.4%)	(2.1%)	(0.0%)	(3.2%)	(0.0%)
Sai Kung	2 102	498	8 985	511	23 892	1 003
	(2.4%)	(-4.0%)	(-0.2%)	(0.0%)	(0.7%)	(0.0%)
Sha Tin	2 054	378	16 279	1 255	51 277	1 411
	(0.3%)	(0.0%)	(0.6%)	(-4.4%)	(0.7%)	(4.1%)
Kwai Tsing	1 486	363	9 886	7 082	23 097	3 195
	(0.7%)	(-0.3%)	(2.1%)	(2.2%)	(0.3%)	(0.7%)
Islands	439	111	6 839	276	7 785	571
	(3.5%)	(0.0%)	(-1.0%)	(-29.6%)	(8.3%)	(4.0%)
Total	30 779	6 480	160 738	22 601	449 366	19 300
	(-1.6%)	(0.6%)	(-0.0%)	(1.2%)	(0.8%)	(0.9%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

The numbers of newly registered private cars as at the end of each calendar year from 2015 up to February 2019 and the numbers of licensed private cars as at end February from 2015 to 2019 were as follows:

Year (as at year end)	Number of newly registered private cars
2015	50 322
2016	41 182
2017	43 642
2018	42 287
2019 (up to February)	6 007

Year (as at end February)	Number of licensed private cars
2015	500 449
2016	523 960
2017	539 446
2018	556 407
2019	567 486

The numbers of parking spaces by district and vehicle type as at February 2019 were as follows:

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
Central and Western	38 436	1 171	84	1 412	41 103
Wan Chai	39 425	396	130	1 289	41 240
Eastern	45 914	1 885	368	2 381	50 548
Southern	39 274	1 197	354	1 830	42 655
Yau Tsim Mong	33 487	2 386	285	2 101	38 259
Sham Shui Po	29 157	3 248	435	1 978	34 818
Kowloon City	49 617	1 539	637	1 936	53 729
Wong Tai Sin	20 834	1 290	136	2 239	24 499
Kwun Tong	45 371	3 268	202	4 060	52 901
Tsuen Wan	36 863	1 976	425	1 426	40 690
Tuen Mun	40 974	2 524	171	1 681	45 350
Yuen Long	41 255	2 112	360	1 723	45 450
North	21 655	1 834	77	812	24 378
Tai Po	28 516	1 191	140	956	30 803
Sai Kung	40 963	1 542	339	2 922	45 766
Sha Tin	72 885	2 722	219	2 866	78 692
Kwai Tsing	35 717	11 053	296	2 682	49 748
Islands	16 107	793	226	574	17 700
<b>Total</b>	<b>676 450</b>	<b>42 127</b>	<b>4 884</b>	<b>34 868</b>	<b>758 329</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)347****(Question Serial No. 3812)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee of:

1. the numbers of bicycle parking spaces in the 18 districts in Hong Kong in the past five years (in tabulated form);
2. the locations and numbers of bicycle parking spaces at public transport interchanges (PTIs) and near railway stations; and
3. the numbers of additional bicycle parking spaces to be provided in various districts in the coming year.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 411)Reply:

1. The numbers of bicycle parking spaces managed by the Transport Department (TD) by districts as at year end in the past five calendar years are as follows:

Districts	Number of bicycle parking spaces				
	2014	2015	2016	2017	2018
Central and Western	0	0	0	0	0
Wan Chai	0	0	0	0	0
Eastern	0	0	0	0	0
Southern	0	0	0	0	0
Kowloon City	0	0	0	0	0
Sham Shui Po	60	60	60	60	60
Kwun Tong	0	0	0	0	0
Kwai Tsing	0	0	0	0	0
Yau Tsim Mong	51	51	51	51	51
Wong Tai Sin	0	0	0	0	0
Islands	4 155	4 619	4 619	4 637	4 754

Districts	Number of bicycle parking spaces				
	2014	2015	2016	2017	2018
North	4 034	4 034	4 172	4 384	4 518
Sai Kung	4 986	4 986	4 986	5 112	5 112
Sha Tin	6 044	6 044	6 044	6 118	6 118
Tai Po	3 686	3 686	3 686	3 686	3 686
Tsuen Wan	74	74	74	74	80
Tuen Mun	4 261	4 339	4 431	4 668	5 404
Yuen Long	8 275	8 400	8 757	8 995	8 996
<b>Total</b>	<b>35 626</b>	<b>36 293</b>	<b>36 880</b>	<b>37 785</b>	<b>38 779</b>

2. The numbers of bicycle parking spaces managed by the TD at PTIs and in the vicinity of railway stations are at Annex 1 and Annex 2 respectively.
3. The estimated numbers of additional bicycle parking spaces to be provided in 2019 are as follows:

Districts	Number of additional bicycle parking spaces to be provided in 2019
Sai Kung	26
Sha Tin	18
Tuen Mun	95
Yuen Long	90
<b>Total</b>	<b>229</b>

**Number of Bicycle Parking Spaces  
managed by the TD at PTIs**

<b>Districts</b>	<b>PTIs</b>	<b>Number of bicycle parking spaces</b>
Sha Tin	Ma On Shan Town Centre	100
Tuen Mun	Lung Mun Oasis	38
	Tuen Mun Central	
Yuen Long	Yuen Long Station (North)	38
<b>Total</b>		<b>176</b>



**Number of Bicycle Parking Spaces  
managed by the TD in the vicinity of Railway Stations**

<b>Districts</b>	<b>Railway stations</b>	<b>Number of bicycle parking spaces</b>
North District	Sheung Shui	2 665
	Fanling	
Tai Po	Tai Wo	855
	Tai Po Market	
Sha Tin	University	3 286
	Fo Tan	
	Sha Tin	
	Tai Wai	
	Che Kung Temple	
	Sha Tin Wai	
	City One	
	Shek Mun	
	Tai Shui Hang	
	Heng On	
	Ma On Shan	
Sai Kung	Wu Kai Sha	1 352
	Po Lam	
	Hang Hau	
	Tseung Kwan O	
	Tiu Keng Leng	
LOHAS Park		
Islands	Tung Chung	456
Tsuen Wan	Tsuen Wan West	70
Yuen Long	Kam Sheung Road	2 942
	Yuen Long	
	Long Ping	
	Tin Shui Wai	
Tuen Mun	Siu Hong	1 450
	Tuen Mun	
<b>Total</b>		<b>13 076</b>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)348****(Question Serial No. 3813)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on:

1. the average vehicular flows of various tunnels in Hong Kong during peak hours and off-peak hours in the past five years (please provide the information in tabulated form); and
2. the management companies, contract management costs, revenues and contract periods of various tolled tunnels in Hong Kong in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 412)Reply:

1. The average vehicular flows of the government tunnels in Hong Kong during peak and off-peak hours in the past five years are provided at Annex.
2. The management, operation and maintenance (MOM) contractors and contract periods of the government tolled tunnels in the past five years are:

<b>Tunnel name</b>	<b>Name of MOM contractor</b>	<b>Contract period</b>
Cross-Harbour Tunnel	Serco Group (HK) Limited	1 November 2010 – 31 October 2016
	Chun Wo Tunnel Management Limited	1 November 2016 – 31 October 2022
Eastern Harbour Crossing <sup>1</sup>	Pacific Infrastructure Limited	7 August 2016 – 6 August 2019
Tate's Cairn Tunnel <sup>1</sup>	Pacific Infrastructure Management Limited	11 July 2018 – 10 July 2021
Lion Rock Tunnel	Greater Lucky (HK) Company Limited	1 August 2012 – 31 July 2018
	Chun Wo Tunnel Management Limited	1 August 2018 – 31 July 2024

<b>Tunnel name</b>	<b>Name of MOM contractor</b>	<b>Contract period</b>
Shing Mun Tunnels	Greater Lucky (HK) Company Limited	1 June 2012 – 31 May 2018
	Chun Wo Tunnel Management Limited	1 June 2018 – 31 May 2024
Tseung Kwan O Tunnel	Greater Lucky (HK) Company Limited	1 June 2012 – 31 May 2018
	Chun Wo Tunnel Management Limited	1 June 2018 – 31 May 2024
Aberdeen Tunnel	Serco Group (HK) Limited	29 September 2008 – 28 September 2014
	Transport Infrastructure Management Limited	29 September 2014 – 28 September 2020
Eagle's Nest Tunnel & Shatin Heights Tunnel	Transport Infrastructure Management Limited	19 March 2008 – 18 September 2013
	Serco Lam JV	19 September 2013 – 18 September 2019

<sup>1</sup> The MOM contracts of Eastern Harbour Crossing and Tate's Cairn Tunnel commenced in August 2016 and July 2018 respectively when the Government took over these tunnels upon the expiry of the "Build-Operate-Transfer" franchises, and the MOM contract of Eastern Harbour Crossing was extended for a further year upon its original expiry on 6 August 2018.

The contract management fees to MOM contractors and revenue of the government tolled tunnels from 2013-14 to 2017-18 were:

<b>Tunnel name</b>	<b>Contract management cost (\$ million)</b>					<b>Revenue (\$ million)</b>				
	<b>2017-18</b>	<b>2016-17</b>	<b>2015-16</b>	<b>2014-15</b>	<b>2013-14</b>	<b>2017-18</b>	<b>2016-17</b>	<b>2015-16</b>	<b>2014-15</b>	<b>2013-14</b>
Cross-Harbour Tunnel <sup>2</sup>	79	70	63	63	63	726	734	742	731	729
Eastern Harbour Crossing <sup>2,3</sup>	103	67	N/A	N/A	N/A	855	555	N/A	N/A	N/A
Lion Rock Tunnel	35	35	34	34	33	269	273	271	267	265
Shing Mun Tunnels	34	34	33	33	32	100	100	98	95	93
Tseung Kwan O Tunnel	34	34	33	33	32	103	102	99	97	95
Aberdeen Tunnel	47	45	43	40	37	111	116	118	119	120
Eagle's Nest Tunnel & Shatin Heights Tunnel	104	102	101	101	116	183	163	150	140	128

<sup>2</sup> Cross-Harbour Tunnel and Eastern Harbour Crossing were "Build-Operate-Transfer" projects. The capital costs of these tunnels were not contributed by the Government.

<sup>3</sup> The ownership of Eastern Harbour Crossing was transferred to the Government on 7 August 2016.

The average vehicular flows of government tunnels in the past five years are in the two tables below:

<b>(I) Tolled tunnels</b>											
Tunnel	Direction	Average vehicular flows during peak hours <sup>Note 1</sup>					Average vehicular flows during off-peak hours <sup>Note 1</sup>				
		2018	2017	2016	2015	2014	2018	2017	2016	2015	2014
Aberdeen Tunnel	Northbound	1 500	1 500	1 600	1 600	1 600	1 100	1 100	1 100	1 100	1 100
	Southbound	1 800	1 800	1 900	2 000	2 000	1 200	1 200	1 300	1 300	1 300
Cross-Harbour Tunnel	Northbound	2 700	2 700	2 700	2 700	2 800	2 200	2 200	2 200	2 200	2 200
	Southbound	2 800	2 800	2 800	2 900	2 900	2 200	2 200	2 200	2 300	2 200
Eastern Harbour Crossing	Northbound	2 700	2 700	2 600	2 700	2 600	1 500	1 400	1 400	1 400	1 300
	Southbound	2 700	2 700	2 700	2 800	2 700	1 300	1 300	1 300	1 300	1 200
Western Harbour Crossing	Northbound	2 500	2 500	2 500	2 400	2 300	1 300	1 300	1 200	1 200	1 200
	Southbound	2 700	2 600	2 500	2 500	2 400	1 200	1 200	1 200	1 100	1 100
Lion Rock Tunnel	Northbound	2 500	2 500	2 500	2 500	2 500	1 700	1 800	1 800	1 800	1 700
	Southbound	2 700	2 700	2 600	2 700	2 600	1 600	1 700	1 600	1 600	1 600
Tate's Cairn Tunnel	Northbound	2 300	2 200	2 200	2 200	2 100	1 100	1 100	1 100	1 000	1 000
	Southbound	2 300	2 300	2 200	2 300	2 200	900	900	900	900	800
Tseung Kwan O Tunnel	Westbound	2 700	2 700	2 700	2 700	2 700	1 600	1 600	1 600	1 800	1 500
	Eastbound	2 800	2 800	2 700	2 700	2 600	1 800	1 700	1 700	1 800	1 600
Eagle's Nest Tunnel & Shatin Heights Tunnel	Northbound	2 200	2 100	2 000	1 800	1 700	1 100	1 000	1 000	900	900
	Southbound	2 400	2 300	2 200	2 000	1 900	1 000	900	800	800	700
Shing Mun Tunnels	Westbound	1 900	1 800	1 800	1 800	1 800	1 000	900	900	900	900
	Eastbound	1 800	1 800	1 800	1 800	1 700	900	900	900	900	900
Tai Lam Tunnel	Northbound	1 800	1 800	1 800	1 800	1 800	1 100	1 100	1 100	1 100	1 200
	Southbound	2 400	2 400	2 300	2 400	2 300	1 100	1 100	1 100	1 100	1 100

<sup>Note 1</sup> The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through the toll collection systems. Peak hours refer to 7:00 am to 10:00 am and 5:00 pm to 8:00 pm on weekdays. Off-peak hours refer to the remaining hours other than the six peak hours in the morning and evening during the 24 hours on weekdays.

<b>(II) Toll-free tunnels</b> <sup>Note 2</sup>						
Tunnel	Direction	Average hourly vehicular flows				
		2018	2017	2016	2015	2014
Kai Tak Tunnel	Westbound	1 200	1 200	1 200	1 200	1 200
	Eastbound	1 000	1 000	1 000	1 000	1 100
Cheung Tsing Tunnel	Westbound	1 800	1 800	1 700	1 700	1 500
	Eastbound	1 500	1 500	1 500	1 400	1 400
Nam Wan Tunnel	Westbound	1 100	1 000	900	900	900
	Eastbound	1 200	1 100	1 100	1 100	1 100
Tai Wai Tunnel	Westbound	1 000	900	900	800	700
	Eastbound	1 000	900	900	900	800

<sup>Note 2</sup> For toll-free tunnels, without the installation of toll collection systems through which records can be obtained, the Transport Department does not have breakdown of the figures for peak hours and non-peak hours. The figures of the toll-free tunnels in the table are the average hourly vehicular flows for both directions, which are compiled by tunnel operators.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)349****(Question Serial No. 4773)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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 the Lantau Link in the past five years;
2. whether the Lantau Link has achieved full cost recovery and a financially break-even position?
3. what is the construction cost of the Lantau Link; and
4. what is the total revenue for the Lantau Link since commissioning?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 318)

Reply:

The operating expenditure and revenue of the Lantau Link in the past five years are tabulated below:

	2013-14 (\$ million)	2014-15 (\$ million)	2015-16 (\$ million)	2016-17 (\$ million)	2017-18 (\$ million)
Revenue	492.7	525.6	562.9	597.4	636.6
Expenditure	270.3	278.5	279.9	305.3	322.1

The initial capital expenditure of the Lantau Link is about \$10.8 billion and the capital cost has yet to be fully recovered. From its opening on 22 May 1997 to 2017-18, the total revenue is about \$8.0 billion. As for its operating accounts, the Lantau Link has been maintaining a financially break-even position since 2007.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)350**

**(Question Serial No. 4778)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In the coming year, the Government has planned to re-commission the “Central - Hung Hom” ferry route and launch a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central. Regarding this, please advise the Committee of the following:

1. the timetable and operation model of the concerned ferry services;
2. will the Government consider providing subsidy to these ferry services? If yes, what are the details? If no, what are the reasons?
3. In connection with the new residential development in Tsuen Wan West, will the Transport Department (TD) consider launching “Tsuen Wan West - Tsing Yi - Central” ferry service to cater for the need of residents in Tsuen Wan and Tsing Yi districts so as to relieve the burden on land transport? If yes, what are the details? If no, what are the reasons?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 326)

Reply:

It is the Government's established policy that public transport services should be operated by the private sector in accordance with commercial principles to ensure their cost-effectiveness and efficiency. The established policy is that, basically, in-harbour routes are not subsidised<sup>(Note)</sup> as there are a variety of land (and railway) transport alternatives available. That said, to help reduce the operating costs of ferry services, the Government has implemented various measures in recent years as and when needed, such as reimbursing pier rentals, exempting vessel licence fees for ferry service under the Elderly Concessionary Fares Scheme and allowing ferry operators to sub-let premises at piers for commercial purposes to generate non-fare box revenue for cross-subsidising the ferry operation. The above measures will be applicable to the “Central - Hung Hom” route and “water taxi” service being operated in the form of licensed ferry services.

During August and September 2018, the TD conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible.

Hong Kong has a well-developed public transport system which comprises different transport modes. The existing public transport services could generally meet the public transport demand. Regarding the proposed “Tsuen Wan West - Tsing Yi – Central” route suggested by the Member, there are existing public transport services, including rail services and franchised buses, serving these areas. Rail and road-based public transportation modes are in general more efficient and can carry more commuters than ferry services for these places. Notwithstanding the above, the Government welcomes operators to run new ferry services (including, for example, services which cover Tsuen Wan West, Tsing Yi and Central) should they consider such services financially and operationally viable. Operators who are interested in providing new licensed ferry services are welcome to submit applications any time. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, financial and operational viability, etc..

Note:

There is basically no subsidy for public transport services save for the six major outlying ferry routes. Special Helping Measures (SHM) are provided to these routes by the Government because for the islands in question there is basically no alternative to the ferry services as a means of public transport, and short of the SHM, the ferry services will not be commercially viable without periodic hefty fare increases. SHM is provided to keep fare increases moderate, while keeping the ferry services commercially viable.

The six major outlying islands ferry service include:

- (1) "Central - Cheung Chau";
- (2) "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau
- (3) "Central - Mui Wo";
- (4) "Central - Peng Chau";
- (5) "Central - Yung Shue Wan"; and
- (6) "Central - Sok Kwu Wan".

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)351**

**(Question Serial No. 4779)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories. In this connection, will the Government inform this Committee:

1. of the current progress of the nine projects and the expenditure and staff establishment involved.
2. whether the Government will commence a feasibility study on the construction of round-island cycle tracks in Tsing Yi? If yes, what are the details? If no, how will the Government respond to the voices of local residents?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 327)

Reply:

1. Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

As regards the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department(s) to undertake the design and construction for the improvement works.

The expenditure of the first batch of improvement works was about \$4 million. The estimated cost of the second batch of improvement works is about \$70 million. As regards the 300 remaining sites, the TD is liaising with the relevant works



department(s) to work out the estimated costs upon finalising the details of the works involved.

The improvement works are managed by the existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

2. Tsing Yi is a developed area where traffic in the district is busy. There are container terminals, industrial estates, oil depots and other industrial facilities locating in Tsing Yi, resulting in a high proportion of heavy vehicles making use of the road network in the area. The Government does not encourage cycling as a commuting mode in Tsing Yi in view of the traffic condition, limited road space and safety concern. The provision of a comprehensive cycle track network in the district will also have an impact on the existing road network due to competition of the limited road space. At present, the Government has no plan to construct the proposed “Round-Island Cycle Track” in Tsing Yi.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)352****(Question Serial No. 4780)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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 five years? What measures will the Transport Department (TD) take to urge franchised bus companies to reduce lost trips?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 328)

Reply:

The lost trip rates of each of the franchised bus companies in each of the past five years are set out below:

<b>Franchised Bus Company<sup>Note 1</sup></b>	<b>2014<sup>Note 2</sup></b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
KMB	2.6%	1.3%	1.5%	2.0%	3.3%
CTB(F1)	1.7%	1.7%	2.0%	1.9%	2.0%
CTB(F2)	0.8%	1.2%	1.7%	1.6%	1.0%
NWFB	2.3%	2.0%	2.4%	2.6%	2.9%
LW	1.7%	1.2%	0.7%	1.4%	1.0%
NLB	0.1%	0.0%	0.3%	0.4%	0.5%
<b>Overall</b>	<b>2.4%</b>	<b>1.4%</b>	<b>1.6%</b>	<b>2.0%</b>	<b>2.9%</b>

Note 1: KMB – The 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 Lantao Bus Company (1973) Limited

Note 2: The lost trip rates in 2014 took account of the first three 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 whereby bus companies do not operate bus departures that should be operated and yet buses do not depart or observe bus stops as scheduled. Lost trips refer to situations whereby bus companies fail to operate departures that should otherwise 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 methodology for calculating lost trip rates to reflect more accurately the lost trip situations for specific periods for appropriate follow-up actions. The TD has also stepped up the arrangements for issuing warning letters to the franchised bus companies regarding lost trip situations in order to oblige them to adopt rectification measures and improve services more proactively.

The lost trip rate for the industry average has slightly risen in 2018, which may be partly due to driver shortage. In this regard, the TD has requested bus companies to take more proactive and effective actions in bus captain recruitment and review the journey time of the bus routes concerned having regard to the actual traffic condition. The TD will also continue to examine with franchised bus companies the causes of lost trips, direct 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)353**

**(Question Serial No. 4781)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

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 five years; and
2. the loading of each of the light rail routes during peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 329)

Reply:

The loadings of the heavy rail lines and light rail routes from 2014 to 2018 are set out in 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 five years is as follows:**

Line	Critical link	2014		2015		2016		2017		2018	
		6 ppsm Note 1	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
<b>East Rail Line</b>	Tai Wai to Kowloon Tong	71%	100%	66%	93%	66%	93%	67%	94%	64%	89%
<b>West Rail Line</b>	Kam Sheung Road to Tsuen Wan West	74%	104%	74%	104%	70%	99%	72%	101%	72%	101%
<b>Ma On Shan Line</b>	Che Kung Temple to Tai Wai	57%	80%	57%	80%	58%	81%	32%	44%	29%	41%
<b>Tseung Kwan O Line</b>	Yau Tong to Quarry Bay	72%	102%	69%	97%	69%	97%	70%	99%	71%	100%
<b>Island Line</b>	Tin Hau to Causeway Bay	67%	94%	69%	96%	69%	97%	72%	101%	72%	101%
<b>South Island Line</b> <sup>Note 2</sup>	Ocean Park to Admiralty	N.A.	N.A.	N.A.	N.A.	20%	28%	51%	71%	55%	77%
<b>Kwun Tong Line</b>	Shek Kip Mei to Prince Edward	67%	95%	66%	92%	67%	94%	73%	102%	72%	101%
<b>Tsuen Wan Line</b>	Yau Ma Tei to Jordan	70% Note 3	98% Note 3	73% Note 3	102% Note 3	73%	103%	81%	113%	80%	113%

Line		Critical link	2014		2015		2016		2017		2018	
			6 ppsm Note 1	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
<b>Disneyland Resort Line</b>		Sunny Bay to Disneyland	19%	26%	23%	32%	21%	29%	26%	37%	27%	38%
<b>Sharing tracks at some sections</b>	<b>Tung Chung Line</b>	Olympic to Kowloon	61%	85%	61%	85%	61%	86%	75%	106%	67%	95%
	<b>Airport Express Line</b>	Tsing Yi to Airport	52%	61%	40%	47%	42%	49%	46% Note 4		48% Note 4	

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.

Note 3: The critical link of Tsuen Wan Line is “Tsim Sha Tsui to Admiralty” on or before 2015.

Note 4: The design of Airport Express Line is based on seat provision and the passenger density level in terms of the number of standees does not apply.

**2. The loading in the busiest one hour of morning peak hours of each of the Light Rail routes in the past five years is as follows <sup>Note 5</sup> :**

Light Rail route	Loading in the busiest 1 hour of morning peak hours (%)				
	2014	2015	2016	2017	2018
<b>505</b>	77%	94%	74%	78%	84%
<b>507</b>	81%	93%	83%	89%	79%
<b>610</b>	97%	88%	85%	69%	91%
<b>614</b> <sup>Note 6</sup>	79%	80%	69%	67%	81%
<b>614P</b> <sup>Note 6</sup>					
<b>615</b> <sup>Note 6</sup>	80%	85%	80%	87%	90%
<b>615P</b> <sup>Note 6</sup>					
<b>705</b>	67%	69%	87%	78%	73%
<b>706</b>	78%	75%	91%	78%	74%
<b>751</b>	74%	74%	96%	92%	81%
<b>751P</b>	83%	77%	78%	83%	68%
<b>761P</b>	84%	83%	81%	76%	81%

Note 5: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 6: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL 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)354****(Question Serial No. 4782)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for conducting vehicle examinations. Will the TD provide the following information:

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 three years; the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
2. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 330)

Reply:

1. The numbers of public light buses inspected by government VECs and the numbers of public light buses failing such inspections between 2016 and 2018 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate <sup>1</sup>
2016	4 552	231	5%
2017	4 336	162	4%
2018	4 579	175	4%

<sup>1</sup> Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system and damage to bodywork.

There were 4 349 registered public light buses in Hong Kong as at end-February 2019, comprising five models, namely Toyota Coaster, Mitsubishi Rosa, Golden Dragon



XML6700 series, Dongfeng Gemini and Optare Solo. Since Optare Solo was newly introduced in early 2018, no annual inspection has been carried out by government VECs. Vehicle models of the public light buses failing the inspections included Toyota Coaster, Mitsubishi Rosa and Golden Dragon XML6700 series. The TD does not have breakdown of the reasons for failure cases by manufacturer and vehicle model.

2. A vehicle should be in compliance with 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 used 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 aforesaid legislation. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, seatbelts, speed indicator, speed limiter, etc. are inspected to ensure that a vehicle is in compliance with the statutory requirements and is roadworthy.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)355**

**(Question Serial No. 4783)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned in the Chief Executive's 2017 Policy Address that the Government was discussing the implementation details of the low-floor wheelchair-accessible (LFWA) light bus trial scheme with the relevant light bus operators. Examination and approval of the specifications and installations of the new vehicle models were underway. The first low-floor light bus was formally put into operation in January last year instead of the fourth quarter of 2017 as scheduled. The progress is considered slow. Some associations for the disabled are worried that the growth rates of low-floor light buses and 19-seat light buses are different and cannot cope with the demand of wheelchair users. In this connection, will the Government inform this Committee:

- (1) of the respective number of 16-seat and 19-seat public light buses (PLBs) which has passed the examination and registered in Hong Kong;
- (2) of the timetable for implementing the trial scheme and reviewing the effectiveness of the trial scheme;
- (3) of the criteria to be adopted by the Government for assessing the effectiveness of the trial scheme; and
- (4) whether the Government will provide incentives to the trade to speed up the provision of low-floor light buses; if yes, what are the details; if no, what are the reasons.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 331)

Reply:

(1)  
The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 3 401 16-seat PLBs (accounting for about 78.2% of the total registered fleet of 4 350 PLBs) and 949 19-seat PLBs (accounting for about 21.8% of the total registered fleet of 4 350 PLBs) have been registered.

(2) to (4)

The Government has been actively taking forward the "low-floor wheelchair-accessible light bus trial scheme". The trial scheme involves three low-floor wheelchair-accessible

PLBs. The first low-floor wheelchair-accessible PLB was put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) on 26 January 2018. The second low-floor wheelchair-accessible PLB was put into service on New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) on 28 May 2018. The third low-floor wheelchair-accessible PLB is being modified to comply with licensing requirements, and will be put into service on Kowloon GMB Route No. 2 (Whampoa Garden – Festival Walk via St. Teresa’s Hospital) in the second quarter of 2019.

At present, the operators participating in the trial scheme purchase and operate the low-floor wheelchair-accessible PLBs at their own costs without government subsidies. The Transport Department launched a review on the effectiveness of the trial scheme in the fourth quarter of 2018, in tandem with its regular survey on the market occupancy rate of light buses. The review will examine the operational effectiveness of the low-floor wheelchair-accessible light buses, including technical and operational feasibility, repair and maintenance, and passengers’ feedback, etc. The review will be completed by end 2019. If the trial scheme is considered feasible and desirable, the Government will discuss with the PLB trade on how low-floor wheelchair-accessible PLBs can be further promoted.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)356**

**(Question Serial No. 4784)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government indicated that they would carry out a study and conduct trials on intelligent traffic signal systems with sensors to detect pedestrians and vehicles at signalised road junctions to help optimise the green times allocated to vehicles and pedestrians. Please advise this Committee:

1. the estimated expenditure and staffing provision for project implementation; and
2. the cost of each intelligent traffic light.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 332)

Reply:

1. The Transport Department (TD) will carry out a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians. The study will include conducting laboratory trials, and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020. The estimated cost for the study, including the trial installations, is about \$8.1 million. Supervision of the study is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of staff provision for this purpose.
2. The cost of each intelligent traffic signal system is not available at this stage as it will depend on the size, site conditions and complexity of the signalised junctions to be selected for the trial.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)357**

**(Question Serial No. 4785)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) sets up the Emergency Transport Co-ordination Centre (ETCC) to monitor traffic and public transport situation. As such, would the Government please advise this Committee on the following:

1. The dates, incidents details and the manpower involved which the ETCC escalated the operation in the past three years.
2. There were serious system faults of Kowloon Motor Bus (KMB) and MTR Corporation Limited (MTRCL) in the past year, please advise the role of the ETCC and the manpower involved.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 333)

Reply:

1.

The ETCC of the TD monitors and handles traffic and transport incidents on a 24-hour basis. It is responsible for liaising with other government departments, public transport operators and relevant organisations on the handling of traffic and transport incidents. ETCC also disseminates the latest traffic and transport arrangements associated with the incidents concerned to the public. ETCC is currently manned by a staff establishment of 54, consisting of Traffic Engineers, Transport Officers, Transport Controllers, Technical Officers, Clerical Officers and a Typist, who also undertake other related duties such as formulating and updating of traffic and transport contingency plans and action checklists, etc.

ETCC operates under a Three-Tier Response System depending on the scale and severity of the planned events or unplanned traffic and transport incidents. Under normal situation, ETCC operates at the level of Tier One Response (Normal ETCC Operation). When circumstances warrant, ETCC will be escalated to Tier Two Response, under which existing staff from other sections of the TD will be redeployed to assist in the operation of ETCC.

For Tier Three Response, representatives from relevant government departments and/or public transport operators will be invited to join ETCC to provide high-level steer and co-ordination.

The dates and details of incidents in the past three years, for which Normal ETCC Operation was escalated to Tier Two or Tier Three Operations are tabulated as follows:

**Table 1: ETCC Tier Two Operations**

Date	Incident details
9 February 2016	Public activities in Mong Kok
4 June 2016	Public event
1 August 2016	Typhoon Nida
1 September 2016	New school year
7 September 2016	Landslide incident on South Lantau Road
21 October 2016	Typhoon Haima
23 to 25 October 2016	Commissioning of Kwun Tong Line Extension
28 December 2016 and 3 January 2017	Commissioning of South Island Line (East)
12 to 13 June 2017	Typhoon Merbok
2 July 2017	“Heritage Vogue · Hollywood Road” street carnival
23 July 2017	Typhoon Roku
22 August 2017	Implementation of two-way toll collection arrangement at Lantau Link
23 to 24 August 2017	Typhoon Hato
26 to 27 August 2017	Typhoon Pakhar
17 September 2017	Opening of Austin Road underpass
15 October 2017	Typhoon Khanun
2 and 4 December 2017	Provision of “Stop-and-go” e-payment facilities at Cross Harbour Tunnel
17 December 2017	Tuen Mun Half Marathon
17 to 18 December 2017	Opening of Lin Cheung Road/ Austin Road West Underpass
11 January 2018	Signalling system failure on MTR East Rail Line
10 February 2018	Franchised bus accident on Tai Po Road
6 to 7 May 2018	Opening of underpass on Lin Cheung Road and Austin Road West
14 May 2018	Provision of “Stop-and-go” e-payment facilities at Tsing Sha Highway
31 May to 1 June 2018	Changeover of the operator of Shing Mun Tunnels and Tseung Kwan O Tunnel
19 June 2018	Knocking down of gantry at Lion Rock Tunnel
1 October 2018	Commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link
16 October 2018	Signalling system failure on MTR Island, Kwun Tong, Tsuen Wan and Tseung Kwan O Lines

**Table 2: ETCC Tier Three Operations**

Date	Incident details
17 January 2016	Hong Kong Marathon
17 to 19 May 2016	Visit of the Chairman of the Standing Committee of National People's Congress, Zhang Dejiang, to Hong Kong
1 July 2016	Public procession
18 July 2016	Closure of Wui Man Road
6 August 2016	Take-over of Eastern Harbour Crossing
21 to 22 August 2016	Emergency repairing of Lion Rock Tunnel
11 September 2016	Emergency repairing of Lion Rock Tunnel
11 to 12 September 2016	MTR Shatin-Central Link construction works
25 September 2016	Hong Kong Cyclothon
8 to 9 October 2016	FIA Formula E Hong Kong E-Prix
1 January 2017	Public procession
12 February 2017	Hong Kong Marathon
20 March 2017	Public petition
26 March 2017	2017 Chief Executive Election
29 June to 1 July 2017	20 <sup>th</sup> Anniversary of the Establishment of the Hong Kong Special Administrative Region
1, 4 and 5 September 2017	New school year
1 October 2017	Public procession
8 October 2017	Hong Kong Cyclothon
12 November 2017	Shatin Cycle Racing
2 to 3 December 2017	FIA Formula E Hong Kong E-Prix
21 January 2018	Hong Kong Marathon
1 July 2018	Public procession
3 September 2018	New school year
15 to 22 September 2018	Super typhoon Mangkhut
23 to 24 September 2018	Commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link
28 to 30 September 2018	Trial run of Hong Kong-Zhuhai-Macao Bridge
14 October 2018	Hong Kong Cyclothon
24 to 29 October, 3, 4, 10 to 11, 17 and 18 November 2018	Commissioning of Hong Kong-Zhuhai-Macao Bridge
9 December 2018	Hong Kong Island 10-km running competition

2.

During the signalling system failure incidents on MTR East Rail Line on 11 January 2018 and MTR Island, Kwun Tong, Tsuen Wan and Tseung Kwan O Lines on 16 October 2018, as well as the disruption of bus services provided by Kowloon Motor Bus on 18 February 2019, ETCC activated Tier Two Operation. Apart from the normal staff on duty at ETCC, staff from other branches and divisions of the TD were redeployed to ETCC to closely monitor the traffic and transport situation, and liaise with other public transport operators for early service resumption. Besides, the TD's staff were deployed on site at major MTR stations to monitor the operation and passenger-queuing situations during the incidents.

ETCC also disseminated traffic advice to the public in a timely manner during such occasions.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)358**

**(Question Serial No. 4786)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department is responsible for implementing and monitoring the Public Transport Fare Subsidy Scheme (the Scheme). In this connection, please inform this Committee of:

1. the actual amounts of recurrent expenditure and non-recurrent expenditure incurred for taking forward the Scheme in 2018-19;
2. the estimated amounts of recurrent expenditure and non-recurrent expenditure to be incurred for taking forward the Scheme in 2019-20;
3. the amount of administrative fees payable by the Government for the operation of Subsidy Collection Points (at supermarkets and convenience stores, etc.) under the Scheme; and
4. the actual amount of administrative fees payable by the Government to the Octopus Cards Limited (OCL) under the Scheme.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 334)

Reply:

1. The Scheme has been implemented from 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are about \$185.7 million and about \$120.9 million respectively. Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is \$11.6 million. There is also a sum of \$26 million under the recurrent expenditure in 2018-19 for pre-operation preparation, including staff cost and audit fee before the implementation of the Scheme.

In 2018-19, the non-recurrent expenditure for implementing the Scheme, which includes costs for developing a new system to process subsidy, modifying relevant software and hardware, and installing dedicated Octopus readers for subsidy collection and registration of expenses on monthly/day passes, is about \$71.0 million.

2. In 2019-20, the estimated subsidy amount is \$2.3 billion while the estimated recurrent administrative cost (excluding the estimated subsidy amount) for implementing the Scheme is \$68.8 million. The estimated non-recurrent expenditure for implementing the Scheme in 2019-20 is about \$3.6 million.
3. Since the implementation of the Scheme on 1 January 2019, the amount of administrative fee paid to designated retailers for distributing the subsidy for January 2019 is about \$0.52 million.
4. The total amount paid to the OCL and its contractors is about \$7.52 million for the service provided in January and February 2019. This covers the calculation and collection of subsidies and the operation and maintenance of relevant hardware and software by the OCL, as well as other support services provided by third-party service providers entrusted by the OCL such as setting up and operating dedicated customer support hotline and other enquiry services. Of the above payment to the OCL and its contractors for the two months, about \$3.28 million is a non-recurrent, one-off charge for arranging ambassadors to assist commuters to register their monthly/day passes and collect subsidy through dedicated Octopus readers, as well as for keeping a higher level of support and enquiry services during the launch of the Scheme and the early stage of implementation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)359**

**(Question Serial No. 5254)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has been taking forward various transport infrastructure projects such as the Central Kowloon Route. 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 the peak hour in the past five 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 five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 316)

Reply:

1. The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Between 2013 and 2017 <sup>Note 1</sup>, the v/c ratios of major sections of each of the strategic routes <sup>Note 2</sup> in Hong Kong during the morning peak hour <sup>Note 3</sup> are listed at Annex.

2. As the Transport Department does not compile traffic volume data during non-peak hours, the related v/c ratios cannot be provided. In general, the v/c ratio of a section of a strategic route during non-peak hours will be lower than that during peak hours.

Note

<sup>1</sup> The traffic statistics for 2018 are still being compiled.

<sup>2</sup> The v/c ratio for Route 6 is not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning. Since no peak-hour traffic flow data for

Kong Sham Western Highway are available in the Annual Traffic Census from 2013 to 2016, the corresponding v/c ratio cannot be compiled. The v/c ratio for Kong Sham Western Highway in 2017 was compiled based on an individual traffic survey.

- <sup>3</sup> “Morning peak hour” refers to the busiest one hour from 7:00 am to 10:00 am on weekdays (i.e. Mondays to Fridays, except public holidays).

Road Section	Strategic Route	Direction	V/C Ratio				
			2013	2014	2015	2016	2017
<b>Hong Kong</b>							
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	0.7	0.5	0.6	0.7	0.6
<b>Kowloon</b>							
Princess Margaret Road (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	0.7
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.7	0.8	0.8	0.9	0.9
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	0.9	0.9	0.9	0.8	0.9

Road Section	Strategic Route	Direction	V/C Ratio				
			2013	2014	2015	2016	2017
<b>New Territories East</b>							
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	0.9	1.0
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.4	0.4	0.5	0.5
<b>New Territories West</b>							
Ting Kau Bridge	3	Southbound	0.8	1.0	1.1	1.0	1.0
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, including the slip road from Sham Tseng)	9	Eastbound	0.9	0.9	1.0	0.9	0.9
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	10	Northbound	-	-	-	-	0.2

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)360****(Question Serial No. 5255)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport and Housing Bureau is responsible for monitoring the development of transport system in Hong Kong. Please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contract operator	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 traffic 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									
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 (LegCo internal reference no.: 317)

Reply:

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Eastern Harbour Crossing and Cross-Harbour Tunnel exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the tables below present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. Furthermore, traffic congestion at the northbound portal of the Aberdeen Tunnel during peak hours occasionally necessitates intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and in turn lowering the v/c ratio of the Aberdeen Tunnel.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volumes of each of the tunnels in Hong Kong and their respective v/c ratios in the past five years are provided in the two tables below <sup>Note 1</sup>:

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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	2018	1 500	0.6	1 100	0.4
			2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
			2014	1 600	0.6	1 100	0.4
		Southbound	2018	1 800	0.7	1 200	0.5
			2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
			2014	2 000	0.8	1 300	0.5



(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 700	1.0	2 200	0.8
			2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
			2014	2 800	1.1	2 200	0.8
		Southbound	2018	2 800	1.1	2 200	0.8
			2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
			2014	2 900	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2018	2 700	1.0	1 500	0.6
			2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
			2014	2 600	1.0	1 300	0.5
		Southbound	2018	2 700	1.0	1 300	0.5
			2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5
			2014	2 700	1.0	1 200	0.5
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2018	2 500	0.6	1 300	0.3
			2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
			2014	2 300	0.5	1 200	0.3
		Southbound	2018	2 700	0.6	1 200	0.3
			2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
			2014	2 400	0.6	1 100	0.3

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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
Lion Rock Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 500	1.0	1 700	0.7
			2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
			2014	2 500	1.0	1 700	0.7
		Southbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
			2014	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Pacific Infrastructure Management Limited	Northbound	2018	2 300	0.9	1 100	0.4
			2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
			2014	2 100	0.8	1 000	0.4
		Southbound	2018	2 300	0.9	900	0.3
			2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3
			2014	2 200	0.8	800	0.3
Tseung Kwan O Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
			2014	2 700	1.0	1 500	0.6
		Eastbound	2018	2 800	1.1	1 800	0.7
			2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
			2014	2 600	1.0	1 600	0.6

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	MOM operator	Direction	Year	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
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Northbound	2018	2 200	0.5	1 100	0.2
			2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
			2014	1 700	0.4	900	0.2
		Southbound	2018	2 400	0.5	1 000	0.2
			2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
			2014	1 900	0.4	700	0.1
Shing Mun Tunnels	Chun Wo Tunnel Management Limited	Westbound	2018	1 900	0.7	1 000	0.4
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 800	0.7	900	0.3
		Eastbound	2018	1 800	0.7	900	0.3
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 700	0.7	900	0.3
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2018	1 800	0.4	1 100	0.2
			2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
			2014	1 800	0.4	1 200	0.3
		Southbound	2018	2 400	0.5	1 100	0.2
			2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2
			2014	2 300	0.5	1 100	0.2

(II) Toll-free tunnels <sup>Note 4</sup>					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	1 200	0.5
			2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
			2014	1 200	0.5
		Eastbound	2018	1 000	0.4
			2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
			2014	1 100	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2018	1 800	0.4
			2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
			2014	1 500	0.3
		Eastbound	2018	1 500	0.3
			2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
			2014	1 400	0.3
Nam Wan Tunnel	Serco Lam JV	Westbound	2018	1 100	0.2
			2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
			2014	900	0.2
		Eastbound	2018	1 200	0.3
			2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2
			2014	1 100	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department (TD) does not have their estimated peak hour and non-peak hour traffic volumes and estimated v/c ratios during construction.

Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions,

which are compiled by tunnel operators through the toll collection systems. 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 six peak hours in the morning and evening during the 24 hours on weekdays.

- Note 3: The TD does not have the data on Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.
- Note 4: For toll-free tunnels including Kai Tak Tunnel, Cheung Tsing Tunnel and Nam Wan Tunnel, without the toll collection systems through which records can be obtained, the TD does not have breakdown of the traffic data for peak hours and non-peak hours. The figures on toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions provided by tunnel operators and their respective average v/c ratio.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)361**

**(Question Serial No. 5629)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the pilot scheme for the Automated Parking System (APS), please advise this Committee of the following:

1. The progress and time table of the study;
2. The expenditure of the study; and
3. The locations of the six pilot sites.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 166)

Reply:

1. and 3. The Transport Department (TD) commenced a pilot study on APS through consultancy services in early 2018 and is identifying suitable sites to carry out pilot projects to evaluate the feasibility and applicability of APS in Hong Kong. The TD targets to invite tender for the first pilot project in Tsuen Wan in end 2019.
2. The expenditure of the study in 2019-20 is estimated to be \$1.5 million. Management of the consultants is undertaken by the TD's existing staff and there is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)362**

**(Question Serial No. 5630)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee in tabulated form on:

1. the monthly rents of each of the government car parks in the 18 districts in Hong Kong and their year-on-year rates of increase (with a breakdown by type of parking space) in each of the past five years;
2. the hourly rents of each of the government car parks in the 18 districts in Hong Kong and their year-on-year rates of increase (with a breakdown by type of parking space) in each of the past five years;
3. the numbers of parking spaces provided by each of the government car parks in the 18 districts in Hong Kong and their respective proportion among the total number of parking spaces in the district (with a breakdown by type of parking space) in each of the past five years; and
4. the management costs incurred by each of the government car parks in the 18 districts in Hong Kong in each of the past five years, with a breakdown by staff number, wage expenses, maintenance and repair expenses of the car park, etc.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 167)

Reply:

1. The monthly rents of government car parks managed by the Transport Department (TD) and their year-on-year rates of increase in the past five years are tabulated in Annex 1.
2. The hourly rents (for private cars/vans) and day/night park fees (for motorcycles) of the government car parks managed by the TD and their year-on-year rates of increase in the past five years are tabulated in Annex 2.

3. The numbers of public parking spaces provided by government car parks managed by the TD and their respective proportion among the total number of parking spaces in the 18 districts in the past five years are tabulated in Annex 3.
  
4. The TD has outsourced the day-to-day management of the government car parks to contractors. The management fees paid to the contractors, numbers of staff deployed by the contractors for each car park and wage expenses incurred by the contractors in each of the past five years are set out in Annex 4. Regarding maintenance and repair expenses, the TD does not have breakdown of such expenses for individual government car parks. The overall maintenance and repair expenses of all government car parks managed by the TD in the past five financial years are as follows:

<b>Maintenance and repair expenses (\$)</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>
<b>Total</b>	1,835,987	1,886,909	1,902,304	1,943,200	2,012,862



## Monthly Rents of Government Car Parks Managed by the TD in the Past Five Years

### I. Monthly rents of parking spaces for private cars/ vans

Car Park	Monthly rents as at year end (\$) (year-on-year rates of increase)				
	2014	2015	2016	2017	2018
Murray Road Car Park*	4,100/ 4,700 (reserved parking space)	4,100(+0%)/ 4,700(+0%) (reserved parking space)	4,100(+0%)/ 4,700(+0%) (reserved parking space)	-	-
Star Ferry Car Park	4,100/ 5,900 (reserved parking space)	4,100(+0%)/ 5,900(+0%) (reserved parking space)	4,100(+0%)/ 5,900(+0%) (reserved parking space)	4,200(+2.4%)/ 5,900(+0%) (reserved parking space)	4,300(+2.4%)/ 5,900(+0%) (reserved parking space)
City Hall Car Park	4,100	4,100(+0%)	4,100(+0%)	4,200(+2.4%)	4,300(+2.4%)
Rumsey Street Car Park	3,750	3,750(+0%)	3,750(+0%)	3,850(+2.7%)	3,950(+2.6%)
Tin Hau Car Park	2,600	2,600(+0%)	2,600(+0%)	2,700(+3.8%)	2,800(+3.7%)
Shau Kei Wan Car Park	1,800	1,800(+0%)	1,800(+0%)	1,900(+5.6%)	2,000(+5.3%)
Aberdeen Car Park	1,600	1,600(+0%)	1,600(+0%)	1,700(+6.3%)	1,800(+5.9%)
Yau Ma Tei Car Park	2,600	2,600(+0%)	2,600(+0%)	2,700(+3.8%)	2,800(+3.7%)
Sheung Fung Street Car Park, Wong Tai Sin	1,700	1,700(+0%)	1,700(+0%)	1,800(+5.9%)	5,700 (quarterly) (+5.6% on average)
Kwai Fong Car Park	1,800	1,800(+0%)	1,800(+0%)	1,900(+5.6%)	2,000(+5.3%)
Tsuen Wan Car Park	1,800	1,800(+0%)	1,800(+0%)	1,900(+5.6%)	2,000(+5.3%)
Kennedy Town Car Park	6,000 (quarterly)	6,000(+0%) (quarterly)	6,000(+0%) (quarterly)	6,300(+5%) (quarterly)	6,600(+4.8%) (quarterly)
Sheung Shui Park-and-ride Car Park**	1,200	1,200(+0%)	1,200(+0%)	1,300(+8.3%)	-

\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\* Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

## II. Monthly rents of parking spaces for motorcycles

Car Park	Monthly rents as at year end (\$) (year-on-year rates of increase)				
	2014	2015	2016	2017	2018
Murray Road Car Park*				-	-
Star Ferry Car Park					
City Hall Car Park					
Rumsey Street Car Park					
Tin Hau Car Park					320(+6.7%)
Shau Kei Wan Car Park	280	280(+0%)	280(+0%)		
Aberdeen Car Park				300(+7.1%)	
Yau Ma Tei Car Park					
Sheung Fung Street Car Park, Wong Tai Sin					960(quarterly) (+6.7% on average)
Kwai Fong Car Park					
Tsuen Wan Car Park					320(+6.7%)
Kennedy Town Car Park	840 (quarterly)	840 (quarterly) (+0%)	840 (quarterly) (+0%)	900 (quarterly) (+7.1%)	960 (quarterly) (+6.7%)
Sheung Shui Park-and-ride Car Park**	N/A	N/A	N/A	N/A	-

\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\* No parking space for motorcycles was provided in Sheung Shui Park-and-Ride Car Park. The Car Park was permanently closed on 1 August 2018.

## Hourly Rates and Day/night Park Fees of Government Car Parks Managed by the TD in the Past Five Years

### I. Hourly rates of parking spaces for private cars/ vans

Car Park	Hourly rates as at year end (\$) (year-on-year rates of increase)									
	2014		2015		2016		2017		2018	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Murray Road Car Park*	22	13	22 (+0%)	13 (+0%)	22 (+0%)	13 (+0%)	-	-	-	-
Star Ferry Car Park	20	14	20 (+0%)	14 (+0%)	20 (+0%)	14 (+0%)	21 (+5%)	15 (+7.1%)	22 (+4.8%)	16 (+6.7%)
City Hall Car Park	20	14	20 (+0%)	14 (+0%)	20 (+0%)	14 (+0%)	21 (+5%)	15 (+7.1%)	22 (+4.8%)	16 (+6.7%)
Rumsey Street Car Park	20	14	20 (+0%)	14 (+0%)	20 (+0%)	14 (+0%)	21 (+5%)	15 (+7.1%)	22 (+4.8%)	16 (+6.7%)
Tin Hau Car Park	18	13	18 (+0%)	13 (+0%)	18 (+0%)	13 (+0%)	19 (+5.6%)	14 (+7.7%)	20 (+5.3%)	15 (+7.1%)
Shau Kei Wan Car Park	10	8	10 (+0%)	8 (+0%)	10 (+0%)	8 (+0%)	11 (+10%)	9 (+12.5%)	12 (+9.1%)	10 (+11.1%)
Aberdeen Car Park	14	12	14 (+0%)	12 (+0%)	14 (+0%)	12 (+0%)	15 (+7.1%)	13 (+8.3%)	16 (+6.7%)	14 (+7.7%)
Yau Ma Tei Car Park	16	12	16 (+0%)	12 (+0%)	16 (+0%)	12 (+0%)	17 (+6.3%)	13 (+8.3%)	18 (+5.9%)	14 (+7.7%)
Sheung Fung Street Car Park, Wong Tai Sin	10	8	10 (+0%)	8 (+0%)	10 (+0%)	8 (+0%)	11 (+10%)	9 (+12.5%)	12 (+9.1%)	10 (+11.1%)
Kwai Fong Car Park	12	9	12 (+0%)	9 (+0%)	12 (+0%)	9 (+0%)	13 (+8.3%)	10 (+11.1%)	14 (+7.7%)	11 (+10%)
Tsuen Wan Car Park	15	11	15 (+0%)	11 (+0%)	15 (+0%)	11 (+0%)	16 (+6.7%)	12 (+9.1%)	17 (+6.3%)	13 (+8.3%)
Kennedy Town Car Park	10	10	10 (+0%)	10 (+0%)	10 (+0%)	10 (+0%)	11 (+10%)	11 (+10%)	12 (+9.1%)	12 (+9.1%)
Sheung Shui Park-and-ride Car Park**	12	8	12 (+0%)	8 (+0%)	12 (+0%)	8 (+0%)	13 (+8.3%)	9 (+12.5%)	-	-

\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\* Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

## II. Day/night park fees of parking spaces for motorcycles

Fees for parking spaces for motorcycles were not charged on hourly basis, but in form of day park and night park fees. The details are as follows:

Car Park	Day/night park fees as at year end (\$) (year-on-year rates of increase )									
	2014		2015		2016		2017		2018	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Murray Road Car Park*							-	-	-	-
Star Ferry Car Park										
City Hall Car Park										
Rumsey Street Car Park										
Tin Hau Car Park										
Shau Kei Wan Car Park										
Aberdeen Car Park	20	8	20 (+0%)	8 (+0%)	20 (+0%)	8 (+0%)	22 (+10%)	9 (+12.5%)	24 (+9.1%)	10 (+11.1%)
Yau Ma Tei Car Park										
Sheung Fung Street Car Park, Wong Tai Sin										
Kwai Fong Car Park										
Tsuen Wan Car Park										
Kennedy Town Car Park										
Sheung Shui Park-and-ride Car Park**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	-

\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\* No parking space for motorcycles was provided in Sheung Shui Park-and-Ride Car Park. The Car Park was permanently closed on 1 August 2018.

**Numbers of public parking spaces provided in government car parks  
managed by the TD and their respective proportion among  
the total number of parking spaces in respective districts**

**I. Parking spaces for private cars/vans**

District	Number of public parking spaces and respective proportion (as at February each year)				
	2015	2016	2017	2018	2019
Central and Western*	1 953	1 953	1 968	1 580	1 580
	(5.19%)	(5.17%)	(5.07%)	(4.16%)	(4.11%)
Wan Chai	429	429	429	429	429
	(1.23%)	(1.11%)	(1.10%)	(1.09%)	(1.09%)
Eastern	386	386	386	386	386
	(0.81%)	(0.87%)	(0.86%)	(0.85%)	(0.84%)
Southern	293	293	293	293	293
	(0.78%)	(0.78%)	(0.76%)	(0.76%)	(0.75%)
Yau Tsim Mong	771	770	770	770	770
	(2.48%)	(2.43%)	(2.33%)	(2.32%)	(2.30%)
Sham Shui Po <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Kowloon City <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Wong Tai Sin	268	268	268	268	268
	(1.29%)	(1.28%)	(1.27%)	(1.29%)	(1.29%)
Kwun Tong <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Tsuen Wan	547	545	545	545	545
	(1.64%)	(1.58%)	(1.56%)	(1.52%)	(1.48%)
Tuen Mun <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Yuen Long <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
North**	91	91	91	91	-
	(0.44%)	(0.44%)	(0.42%)	(0.43%)	-
Tai Po <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Sai Kung <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Sha Tin <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-

District	Number of public parking spaces and respective proportion (as at February each year)				
	2015	2016	2017	2018	2019
Kwai Tsing	552	552	552	552	552
	(1.60%)	(1.60%)	(1.56%)	(1.56%)	(1.55%)
Islands <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Total	5 290	5 287	5 302	4 914	4 823
	(0.83%)	(0.82%)	(0.80%)	(0.74%)	(0.71%)

\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\* Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

# Districts with no government car parks managed by the TD.

## II. Parking spaces for motorcycles

District	Number of public parking spaces and respective proportion (as at February each year)				
	2015	2016	2017	2018	2019
Central and Western*	301	303	304	249	249
	(23.55%)	(23.29%)	(22.32%)	(18.47%)	(17.63%)
Wan Chai	75	75	75	75	75
	(7.46%)	(5.91%)	(5.91%)	(5.80%)	(5.82%)
Eastern	72	72	72	72	72
	(2.99%)	(3.33%)	(3.20%)	(3.18%)	(3.02%)
Southern	51	51	51	51	51
	(2.94%)	(2.93%)	(2.85%)	(2.82%)	(2.79%)
Yau Tsim Mong	76	76	76	76	76
	(4.07%)	(3.91%)	(3.79%)	(3.75%)	(3.62%)
Sham Shui Po <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Kowloon City <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Wong Tai Sin	74	74	74	74	74
	(3.60%)	(3.48%)	(3.35%)	(3.28%)	(3.31%)
Kwun Tong <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Tsuen Wan	34	34	34	34	34
	(3.07%)	(2.95%)	(2.76%)	(2.65%)	(2.38%)
Tuen Mun <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Yuen Long <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
North**	-	-	-	-	-
	-	-	-	-	-
Tai Po <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Sai Kung <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Sha Tin <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Kwai Tsing	93	93	93	93	93
	(3.79%)	(3.73%)	(3.56%)	(3.54%)	(3.47%)
Islands <sup>#</sup>	-	-	-	-	-
	-	-	-	-	-
Total	776	778	779	724	724
	(2.54%)	(2.49%)	(2.37%)	(2.15%)	(2.08%)

- \* Murray Road Car Park was permanently closed on 1 May 2017.
- \*\* No parking space for motorcycles was provided in Sheung Shui Park-and-Ride Car Park. The Car Park was permanently closed on 1 August 2018.
- # Districts with no government car parks managed by the TD.



**Management Fees, Numbers of Staff Deployed for Each Car Park and Wage Expenses Incurred by the Contractors in respect of Government Car Parks Managed by the TD in the Past Five Years**

**I. Management fees paid to contractors**

Car Park	Annual Management Fees (\$) #				
	2014	2015	2016	2017	2018
Middle Road Car Park*	2,916,654	-	-	-	-
Murray Road Car Park**	2,517,924	2,720,316	2,905,409	755,573	-
Star Ferry Car Park	3,009,392	2,552,211	2,887,836	3,013,112	3,232,128
City Hall Car Park	522,839	978,157	850,658	953,635	1,207,678
Rumsey Street Car Park	6,655,868	6,169,036	6,166,724	7,603,159	8,545,292
Tin Hau Car Park	2,457,222	2,643,858	2,709,946	2,214,313	2,131,485
Shau Kei Wan Car Park	1,564,829	1,681,155	1,763,041	1,735,547	1,891,588
Aberdeen Car Park	714,318	705,647	725,460	877,330	1,057,681
Yau Ma Tei Car Park	4,661,187	5,073,000	5,223,505	4,351,030	4,286,885
Sheung Fung Street Car Park, Wong Tai Sin	854,809	872,490	918,790	1,158,786	1,489,604
Kwai Fong Car Park	1,456,630	1,446,644	1,645,164	1,692,622	1,875,641
Tsuen Wan Car Park	2,659,007	2,872,701	2,961,797	2,445,180	2,428,393
Kennedy Town Car Park	972,262	1,084,401	1,122,024	1,187,887	1,311,237
Sheung Shui Park-and-ride Car Park***	765,378	707,427	705,418	666,621	377,807
<b>Total</b>	<b>31,728,319</b>	<b>29,507,041</b>	<b>30,585,770</b>	<b>28,654,796</b>	<b>29,835,422</b>

\* Middle Road Car Park was permanently closed on 1 July 2014.

\*\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\*\* Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

# All values are rounded to the nearest integer.

## II. Number of staff deployed by the contractors for each car park

Car Park	Number of car park staff deployed by the contractors (as at year end)				
	2014	2015	2016	2017	2018
Murray Road Car Park*	8	8	8	-	-
Star Ferry Car Park	8	8	8	8	8
City Hall Car Park	6	6	6	6	6
Rumsey Street Car Park	9	9	9	9	9
Tin Hau Car Park	8	8	8	8	8
Shau Kei Wan Car Park	8	8	8	8	8
Aberdeen Car Park	8	8	8	8	8
Yau Ma Tei Car Park	9	9	9	9	9
Sheung Fung Street Car Park, Wong Tai Sin	8	8	8	8	8
Kwai Fong Car Park	8	8	8	8	8
Tsuen Wan Car Park	8	8	8	8	8
Kennedy Town Car Park	8	8	8	8	8
Sheung Shui Park-and-ride Car Park**	4	4	4	4	-

\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\* Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

### **III. Wage expenses incurred by the contractors**

<b>Car Park</b>	<b>Wage Expenses(\$)</b>				
	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Middle Road Car Park*	423,960	-	-	-	-
Murray Road Car Park**	732,120	757,920	757,920	252,640	-
Star Ferry Car Park	732,120	757,920	757,920	873,600	931,440
City Hall Car Park	558,720	577,920	577,920	665,600	709,440
Rumsey Street Car Park	818,820	847,920	847,920	977,600	1,042,440
Tin Hau Car Park	732,120	757,920	757,920	873,600	931,440
Shau Kei Wan Car Park	732,120	757,920	757,920	873,600	931,440
Aberdeen Car Park	732,120	757,920	757,920	873,600	931,440
Yau Ma Tei Car Park	818,820	847,920	847,920	977,600	1,042,440
Sheung Fung Street Car Park, Wong Tai Sin	732,120	757,920	757,920	873,600	931,440
Kwai Fong Car Park	732,120	757,920	757,920	873,600	931,440
Tsuen Wan Car Park	732,120	757,920	757,920	873,600	931,440
Kennedy Town Car Park	732,120	757,920	757,920	873,600	931,440
Sheung Shui Park-and-ride Car Park***	385,320	397,920	397,920	457,600	141,320

\* Middle Road Car Park was permanently closed on 1 July 2014.

\*\* Murray Road Car Park was permanently closed on 1 May 2017.

\*\*\* Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)363****(Question Serial No. 5869)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing light bus parking spaces. In this connection, will the Government advise this Committee on:

1. the numbers of on-street light bus parking spaces in the past five years, the numbers of on-street light bus parking spaces for which local consultations have been conducted, and the number of additional on-street light bus parking spaces which will be provided in each district in the coming year (in tabulated form);
2. the numbers of light bus parking spaces in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (in tabulated form); and
3. the monthly rents of light bus parking spaces in the 18 districts in Hong Kong and their year-on-year growth rates (in tabulated form).

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 187)

Reply:

1. The numbers of on-street parking spaces on public roads that can be used by light buses as at end February each year in the past five years were as follows:

<b>Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Number of on-street parking spaces	17 904	17 908	18 008	18 156	18 130

The number of on-street parking spaces that can be used by light buses and for which local consultations have been conducted in the past five years was 506.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming year.

2. The numbers of parking spaces that can be used by light buses in 18 districts are tabulated in the Annex.
3. In general, the car park operators will determine the monthly parking fees for light buses based on market situation. The TD does not monitor the fees charged by the car park operators.

Number of parking spaces that can be used by light buses by district

District	Number of parking spaces			Total
	At public light bus stands	On-street parking	Others*	
Central & Western	34	443	-	477
Wan Chai	-	954	-	954
Eastern	23	383	94	500
Southern	13	606	9	628
Yau Tsim Mong	4	1 478	-	1 482
Sham Shui Po	30	1 175	-	1 205
Kowloon City	2	2 203	121	2 326
Wong Tai Sin	6	279	9	294
Kwun Tong	42	375	46	463
Tsuen Wan	14	748	3	765
Tuen Mun	1	1 255	4	1 260
Yuen Long	59	1 176	2	1 237
North	1	1 306	2	1 309
Tai Po	-	1 456	2	1 458
Sai Kung	11	1 933	91	2 035
Sha Tin	5	1 519	64	1 588
Kwai Tsing	3	385	20	408
Islands	3	456	-	459
<b>TOTAL</b>	<b>251</b>	<b>18 130</b>	<b>467</b>	<b>18 848</b>

\*This figure includes parking spaces at school premises and short-term tenancy public fee-paying car parks that can be used by light buses.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)364****(Question Serial No. 5897)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee on:

1. the numbers of on-street parking spaces in the past five years, the numbers of on-street parking spaces for which local consultations have been conducted, and the numbers of additional on-street parking spaces which will be provided in each district in the coming year (in tabulated form);
2. the numbers of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (by vehicle type) (in tabulated form);
3. the monthly rents of STT car parks in the 18 districts in Hong Kong and their year-on-year growth rates (by type of parking space) (in tabulated form); and
4. the names of multi-storey car parks under the TD's management, the numbers of parking spaces therein (by vehicle type) and the utilisation rates of such parking spaces.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 165)

Reply:

1. The numbers of on-street parking spaces as at end February each year in the past five years were as follows:

<b>Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Number of on-street parking spaces	32 638	32 841	33 295	33 771	34 024

The number of on-street parking spaces for which local consultations have been conducted in the past five years is 3 232.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years..

2. As at February 2019, the numbers of STT public fee-paying car parks and the numbers of parking spaces by vehicle types in each of the 18 districts are in Annex.
3. In general, the car park operators of STT car parks will determine the parking fees based on market situation. The TD does not monitor the fees charged by the car park operators.
4. The multi-storey car parks under the management of the TD, the numbers of parking spaces in these car parks and their average utilisation rates as at December 2018 are as follows:

**(i) Private Cars/ Van-type Light Goods Vehicles**

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	380	51%	70%	16%
City Hall Car Park	170	43%	58%	15%
Rumsey Street Car Park	835	60%	68%	45%
Tin Hau Car Park	429	75%	81%	64%
Shau Kei Wan Car Park	386	83%	84%	81%
Aberdeen Car Park	293	81%	76%	89%
Yau Ma Tei Car Park	770	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	268	87%	86%	87%
Kwai Fong Car Park*	552	73%	74%	72%
Tsuen Wan Car Park	545	90%	91%	88%
Kennedy Town Car Park	195	81%	83%	75%
<b>Total</b>	<b>4 823</b>	<b>71%</b>	<b>76%</b>	<b>60%</b>

\* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 477 parking spaces were available during the concerned period.



**(ii) Motorcycles**

<b>Car Park</b>	<b>No. of Parking Spaces</b>	<b>Average utilisation rate</b>		
		<b>Daily</b>	<b>Day-time (0800-2300)</b>	<b>Night-time (2300-0800)</b>
Star Ferry Car Park	37	57%	64%	46%
City Hall Car Park	27	78%	79%	73%
Rumsey Street Car Park	148	68%	69%	66%
Tin Hau Car Park	75	84%	84%	85%
Shau Kei Wan Car Park	72	78%	75%	84%
Aberdeen Car Park	51	75%	73%	80%
Yau Ma Tei Car Park	76	79%	79%	79%
Sheung Fung Street Car Park, Wong Tai Sin	74	69%	65%	77%
Kwai Fong Car Park	93	74%	72%	76%
Tsuen Wan Car Park	34	76%	73%	81%
Kennedy Town Car Park	37	81%	78%	86%
<b>Total</b>	<b>724</b>	<b>74%</b>	<b>73%</b>	<b>76%</b>

**Number of parking spaces in STT car parks**

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central & Western	4	34	232	4	11
Wan Chai	0	0	0	0	0
Eastern	12	1 319	192	110	35
Southern	6	196	71	27	0
Yau Tsim Mong	6	454	78	0	2
Sham Shui Po	6	649	408	66	17
Kowloon City	8	1 267	299	497	4
Wong Tai Sin	4	330	18	78	28
Kwun Tong	9	1 067	120	40	3
Tsuen Wan	11	2 006	142	28	24
Tuen Mun	15	1 801	470	0	6
Yuen Long	12	1 056	87	0	22
North	19	2 325	410	0	22
Tai Po	8	1 129	148	0	16
Sai Kung	15	2 669	139	17	7
Sha Tin	16	2 572	254	36	14
Kwai Tsing	41	2 364	5 299	221	14
Islands	1	67	0	0	0
<b>Total</b>	<b>193</b>	<b>21 305</b>	<b>8 367</b>	<b>1 124</b>	<b>225</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)365****(Question Serial No. 6469)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- a. Please list out the number of complaints from the public received by the Transport Department (TD) concerning the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), Citybus Limited (CTB), New World First Bus Services Limited (NWFB), New Lantao Bus Company (1973) Limited (NLB), taxis, public light buses (PLBs) and railway in the past three years.

KMB	
LWB	
CTB	
NWFB	
NLB	
Taxis	
PLBs	
Railway	

- b. What was the number of complaints received by the TD concerning LWB bus routes in different time periods and the reasons for complaint in the past year?

Route	Number of complaints in different time periods	Reasons in gist
E31	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E32	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E32A	Morning peak hours	
	Morning non-peak hours	

Route	Number of complaints in different time periods	Reasons in gist
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E33	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E33P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34A	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34B	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34X	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E41	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E42	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E42P	Morning peak hours	
	Morning non-peak hours	

Route	Number of complaints in different time periods	Reasons in gist
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S1	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64C	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64X	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
N31	Night-time non-peak hours	

- c. What was the number of complaints received by the TD concerning NLB bus routes in different time periods and the reasons for complaint in the past year?

Route	Number of complaints in different time periods	Reasons in gist
3M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
11	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	

34	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37H	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
38	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
39M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
N37	Night-time non-peak hours	
N38	Night-time non-peak hours	

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 448)

Reply:

a. The number of complaints from the public received by the TD concerning KMB, LWB, CTB (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)), CTB (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), NWFB, NLB, taxis, PLBs and railway in the past three years is set out in the table below:

	Number of Complaints Received by the TD <sup>(Note 1)</sup>		
	2016	2017	2018
Franchised Bus			
KMB	5 521	5 118	6 977
LWB	352	468	512
CTB(F1)	979	961	965

	Number of Complaints Received by the TD <sup>(Note 1)</sup>		
	2016	2017	2018
CTB(F2)	459	511	559
NWFB	1 108	1 268	1 390
NLB	180	211	283
Others <sup>(Note 2)</sup>	2 388	2 612	2 643
Taxis	844	1 047	1 211
PLBs	10 267	10 862	11 139
Railway	541	638	562

Note 1: The sources of complaints include those directly received by the TD through letters or emails, as well as those referred to the TD by the Transport Complaint Unit and 1823 call centre.

Note 2: Complaints involved more than one franchisee / jointly operated routes / franchisee could not be identified.

b. The number and nature of complaints received by the TD on the LWB bus routes concerned in 2018 are given in the following table:

Routes	Number of Complaints (by time periods) <sup>(Note 3)</sup>			
	Period <sup>(Note 4)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 5)</sup>
E31	Morning peak	5	1	0
	Inter-peak	2	1	0
	Evening peak	4	1	0
	After evening peak	2	0	0
	Not specified	1	1	23
E32	Morning peak	3	3	0
	Inter-peak	0	0	0
	Evening peak	10	1	0
	After evening peak	2	0	0
	Not specified	0	1	16
E32A	Morning peak	2	1	0
	Inter-peak	1	0	0
	Evening peak	2	0	0
	After evening peak	1	0	0
	Not specified	0	7	1
E33	Morning peak	2	4	0
	Inter-peak	0	4	0
	Evening peak	1	0	0
	After evening peak	1	0	0
	Not specified	1	0	14
E33P	Morning peak	6	5	0
	Inter-peak	2	1	0
	Evening peak	2	0	0
	After evening peak	0	0	0
	Not specified	1	0	4

Routes	Number of Complaints (by time periods) <sup>(Note 3)</sup>			
	Period <sup>(Note 4)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 5)</sup>
E34A	Morning peak	10	4	0
	Inter-peak	2	0	0
	Evening peak	5	0	0
	After evening peak	2	0	0
	Not specified	0	0	19
E34B	Morning peak	2	0	0
	Inter-peak	5	0	0
	Evening peak	2	0	0
	After evening peak	1	0	0
	Not specified	5	0	6
E34P	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
E34X	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
E41	Morning peak	4	2	0
	Inter-peak	0	0	0
	Evening peak	1	1	0
	After evening peak	2	1	0
	Not specified	1	1	14
E42	Morning peak	8	7	0
	Inter-peak	2	0	0
	Evening peak	6	0	0
	After evening peak	5	0	0
	Not specified	2	5	11
E42P	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
S1	Morning peak	0	0	0
	Inter-peak	1	0	0
	Evening peak	0	1	0
	After evening peak	0	0	0
	Not specified	0	0	5



Routes	Number of Complaints (by time periods) <sup>(Note 3)</sup>			
	Period <sup>(Note 4)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 5)</sup>
S64	Morning peak	2	1	0
	Inter-peak	0	0	0
	Evening peak	2	1	0
	After evening peak	1	0	0
	Not specified	0	1	6
S64C	Morning peak	0	0	0
	Inter-peak	1	0	0
	Evening peak	1	0	0
	After evening peak	0	0	0
	Not specified	0	0	2
S64X	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
S64P	Morning peak	0	1	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
N31 <sup>(Note 6)</sup>	After evening peak	1	0	0
	Not specified	0	0	6

Note 3: The sources of complaints include those directly received by the TD through letters or email, as well as those referred to the TD by the Transport Complaints Unit and 1823 call centre.

Note 4: The different time periods are defined as follows:

- (i) Morning peak period: from the first departure to 9:59 am;
- (ii) Inter-peak period: from 10:00 am to 3:59 pm;
- (iii) Evening peak period: from 4:00 pm to 7:59 pm; and
- (iv) After evening peak period: from 8:00 pm to the last departure.

Note 5: Others refer to complaints concerning improper driving behaviours, conduct and performance of staffs (including bus captains), conditions of vehicles, etc.

Note 6: Overnight service.

c. The number and nature of complaints received by the TD on NLB bus routes concerned in 2018 are given in the following table:

Routes	Number of complaints (by time periods) <sup>(Note 7)</sup>			
	Period <sup>(Note 8)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 9)</sup>
3M	Morning peak	0	3	0
	Inter-peak	1	7	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	1	2	9
11	Morning peak	3	3	0
	Inter-peak	1	11	0
	Evening peak	1	4	0
	After evening peak	0	0	0
	Not specified	2	4	42
34	Morning peak	1	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
37	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	1	2	0
	After evening peak	0	0	0
	Not specified	1	3	10
37H	Morning peak	3	0	0
	Inter-peak	1	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	7
37M	Morning peak	3	3	0
	Inter-peak	0	2	0
	Evening peak	1	0	0
	After evening peak	1	1	0
	Not specified	1	2	14
38	Morning peak	1	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	15
39M	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	2	1
N37 <sup>(Note 10)</sup>	After evening peak	0	0	0
	Not specified	0	0	0
N38 <sup>(Note 10)</sup>	After evening peak	0	0	0
	Not specified	0	0	0

Note 7: The sources of complaints include those directly received by the TD through letters or email, as well as those referred to the TD by the Transport Complaints Unit and 1823 call centre.

Note 8: The different time periods are defined as follows:

- (i) Morning peak period: from the first departure to 9:59 am;
- (ii) Inter-peak period: from 10:00 am to 3:59 pm;
- (iii) Evening peak period: from 4:00 pm to 7:59 pm; and
- (iv) After evening peak period: from 8:00 pm to the last departure.

Note 9: Others refer to complaints concerning improper driving behaviour, conduct and performance of staffs (including bus captains), conditions of vehicles, etc.

Note 10: Overnight service.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)366****(Question Serial No. 6508)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers  
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Lantau Closed Road Permit (LCRP):

- (1) What were the numbers of LCRPs issued in the past three years? Please list the information with breakdown by individual, company, "Driving on Lantau Island" Scheme and temporary permits, etc.
- (2) What were the traffic flows on the closed roads in South Lantau in the past three years?
- (3) Has the Transport Department (TD) taken any action against unlawful use of LCRPs for purposes such as "pak pai" operation? If yes, what were the unlawful acts, actions taken and the results? If no, what were the reasons?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 490)Reply:(1)

The numbers of different types of LCRP, namely long-term LCRP, temporary LCRP and permits issued under the "Driving on Lantau Island" Scheme, issued in the past three years are provided below. There is no breakdown of the numbers of permits issued to individuals and organisations.

Type of Permits	Calendar Year		
	2016	2017	2018
Long-term LCRP <sup>(Note 1)</sup>	4 700	5 100	4 600
Temporary LCRP <sup>(Note 2)</sup> (excluding "Driving on Lantau Island" Scheme)	10 600	11 600	11 900
"Driving on Lantau Island" Scheme <sup>(Note 3)</sup>	4 800	5 700	5 700
Total	20 100	22 400	22 200

Note 1 : Long-term LCRPs are generally issued to residents/ people doing business on South Lantau. The maximum validity period of a long-term LCRP is 12 months and the LCRP can be renewed upon expiry.

Note 2 : Temporary LCRPs are generally issued to people with temporary needs to enter South Lantau, such as moving of furniture and carrying out construction works.

Note 3 : Under “Driving on Lantau Island” Scheme implemented since February 2016, a maximum of 25 private cars are issued with LCRPs for access to South Lantau on weekdays as visitors.

(2)

The average daily traffic flows of major closed road sections on South Lantau in the three years from 2015 to 2017 are provided below.

<b>Road Sections</b>	<b>Calendar Year</b> <sup>(Note)</sup>		
	<b>2015</b> <b>(vehicles/day)</b>	<b>2016</b> <b>(vehicles/day)</b>	<b>2017</b> <b>(vehicles/day)</b>
Tung Chung Road (south of Shek Mun Kap Road)	4 820	4 880	4 850
South Lantau Road	2 910	3 340	3 020
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 610	2 620	2 700
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 080	1 150	1 140

Note: The traffic data for 2018 are being compiled and therefore are not available.

(3)

Upon receipt of complaints on suspected unlawful use of LCRPs, the TD will refer the cases to the Hong Kong Police Force (the Police) for investigation and enforcement actions. The Police will conduct patrol, intercept vehicles for checking, or arrange decoy operation if necessary, to combat against unlawful use of LCRPs. According to the TD’s record, no such complaint case was received in 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)367**

**(Question Serial No. 6509)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for planning and developing franchised bus, non-franchised bus (NFB), tram, taxi, ferry and public light bus services; formulating regulatory measures for the services, and planning their related facilities. In this connection, will the Government inform this Committee:

- (1) of the “schedules of service” (including but not limited to the routeing, frequency and fare, etc.) of all NFB services using the green minibus (GMB) stop outside Tsing Yi Swimming Pool (i.e. the existing stop of GMB Route No. 409) for picking up/setting down passengers, according to information of the TD;
- (2) whether the TD has conducted site visit to understand and monitor the picking up/setting down situation of NFBs; if yes, what are the details;
- (3) of the criteria for approving the pick-up/set-down points for NFBs by the TD; and
- (4) whether the TD will liaise with the relevant NFB operators and request them to relocate the pick-up/set-down point of these NFB services to the covered public transport interchange of Tsing Yi Station (i.e. Exit C of Tsing Yi Station) or outside the eastern ground level of Airport Express Tsing Yi Station (i.e. the designated pick-up/set-down areas for shuttle buses and GMBs), so as to minimise the impact on residents; if yes, what are the details; if no, what are the reasons.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 491)

Reply:

- (1) According to the TD's record, there is one NFB service approved with a stop at Tsing King Road near Maritime Square for picking up/setting down passengers. The said stop is about 14 metres south of the existing stop for GMB Route No. 409 at Tsing King Road (outside Tsing Yi Swimming Pool). The operating details stipulated in the Schedule of Service of this NFB service are summarised below:

Type of Service:	Employees' Service
Route:	Tsing King Road - China Merchant Logistics Centre
Frequency:	8 – 15 minutes (peak hours) 15 – 30 minutes (off-peak hours)
Fare :	Free of charge to eligible employees

(2), (3) and (4)

The picking up and setting down points of the scheduled NFB services are proposed by the operators to the TD for approval. When assessing the applications, the TD will take into account factors such as convenience to passengers, impact on other public transport services, road safety and traffic conditions, and consult relevant government departments where appropriate.

The TD has conducted site inspections to monitor the operations of NFB and GMB services at Tsing King Road from time to time. The most recent one was conducted in mid-March 2019. It has been observed that the operation of the GMB and NFB services at the stops on Tsing King Road was generally in order, but there were occasions during the peak hours when the NFBs stopped too close to the GMB stop and the long passenger queue of the NFB service caused inconvenience to the pedestrians. With a view to improving the situation, upon the TD's request, the operator of the NFB service has deployed staff on site to monitor the passenger queue and the operation of NFBs to avoid affecting the operation of GMB Route No. 409 and the pedestrians. The TD will also arrange to relocate the NFB stop a few metres further away from the GMB stop to facilitate the operation of both services. The TD will monitor and review the situation after the implementation of these improvement measures, and will consider other possible measures if deemed necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)368**

**(Question Serial No. 6510)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

One of the functions of the Transport Department (TD) is planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus (PLB) services, formulating regulatory measures for the services, and planning their related facilities. In this connection, please inform this Committee of the following:

1. Regarding the new PLB routes put out to tender in the past five years, what were their routeings, consultation time required, and the lead time from consultation to tendering? (Please provide the information in tabulated form.)
2. It is noted that the Government conducted a consultation on the introduction of two PLB routes serving Tsing Yi (i.e. Tsing Yi to Princess Margaret Hospital/Mong Kok East to Tsing Yi overnight route) last year. What is the progress of the proposed routes? What is the anticipated time for conducting tender exercise?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 492)

Reply:

1. The TD has been introducing new route packages suitable for green minibus (GMB) operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc. Before inviting operators to apply for operating these GMB routes through open invitation, the TD will consult the relevant District Councils and/or the local communities through District Offices, as well as the public transport trades. In general, the consultation process will take about three to six months to complete. In some cases, consultation may take longer time if different views are received. The TD endeavours to conduct the Green Minibus Operators Selection Exercise (GMBOSE) on an annual basis.

The GMB routes put out to tender in the past five years (i.e. 2014 - 2018) were as follows:



Year	No.	Origin - Destination
2014	(1)	Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)
	(2)	Hilltop Garden / King Lai Court – Diamond Hill Station <sup>(Note)</sup>
	(3)	Hilltop Garden – Wong Tai Sin Station <sup>(Note)</sup>
	(4)	Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)
	(5)	Shui Chuen O, Sha Tin – Shek Mun Station
	(6)	Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)
	(7)	Allway Gardens, Tsuen Wan – Tsuen Wan Chung On Street
	(8)	The Beaumont, Tseung Kwan O – Hang Hau (Circular)
2015	(1)	Hung Shui Kiu (Hung Yuen Road) – MTR Tin Shui Wai Station (Circular)
	(2)	Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular)
	(3)	Anderson Road Development Area – Kowloon Bay (Sheung Yee Road)
2016	(1)	San Po Kong (The Latitude) – Festival Walk Public Transport Terminus
	(2)	Park YOHO – Kam Sheung Road Station Public Transport Interchange
	(3)	Lai Ping Road – Sha Tin (Pak Hok Ting Street) (Circular)
	(4)	Wong Nai Tau – Fo Tan Station (including a supplementary service plying between Wong Lai Tau and Sha Tin Central) <sup>(Note)</sup>
	(5)	Wong Nai Tau – Mong Kok Station <sup>(Note)</sup>
	(6)	Kau To – Sha Tin Station <sup>(Note)</sup>
	(7)	A Kung Kok – Sha Tin Station (including a supplementary service plying between Shek Mun Estate and Sha Tin Station) <sup>(Note)</sup>
2017	(1)	Park YOHO Transport Terminus – Kam Sheung Road Station Public Transport Interchange
	(2)	Tseung Kwan O Station – Ocean Wings (Circular)
	(3)	Tiu Keng Leng Station – Alto Residences (Circular)
	(4)	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port Hong Kong Public Transport Interchange – Tung Chung North (Circular)
2018	(1)	Sheung Wan (Hollywood Road) – Caine Road (Circular)
	(2)	Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/Ap Lei Chau Estate (Circular) <sup>(Note)</sup>
	(3)	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) (Circular) <sup>(Note)</sup>
	(4)	Yau Tong (Yau Lai Estate) – Hong Kong Children’s Hospital
	(5)	Sau Mau Ping – Hong Kong Children’s Hospital

Note : These were cancelled routes for re-tendering in the respective GMBOSE.

- The TD has been conducting local consultation on the two proposed new GMB routes serving Tsing Yi since late 2018, including (i) a new route plying between Tsing Yi and Princess Margaret Hospital; and (ii) an overnight route plying between Tsing Yi and Mong Kok East via Tsuen Wan. For the proposed route plying between Tsing Yi and Princess Margaret Hospital, no adverse comment has been received from the locals. Subject to the results of the on-going consultation with the public transport trades, the TD plans to include the route in the 2019 GMBOSE which will be launched in the second quarter of 2019. Regarding the proposed overnight route plying between Tsing Yi and Mong Kok East via Tsuen Wan, the TD is considering the

different views received concerning the proposed routeing, and is re-visiting the overall provision of public transport services for Tsing Yi and Tsuen Wan with a view to coming up with alternative proposal(s) for further consultation as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)369****(Question Serial No. 4391)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the implementation of the Hong Kong-Zhuhai-Macao Bridge (HZMB), will the Government inform this Committee:

- of the average monthly passenger and vehicular flows as well as the maximum vehicular flow of the HZMB since the commissioning of the Hong Kong section of the HZMB, with breakdown by inbound and outbound passenger and vehicle type;
- whether the Government has assessed the changes in passenger and vehicular flows in the vicinity of the HZMB since the commissioning of the Hong Kong section of the HZMB; if yes, what are the details;
- of the number of parking spaces, utilisation rates and arrangements of the park-and-ride facilities at the Hong Kong Port (HKP) of the HZMB; and
- of the government department(s), staff establishment and expenditure involved each year in overseeing the operation of the Hong Kong section of the HZMB.

Asked by: Hon Luk Chung-hung (LegCo internal reference no.: 22)

Reply:Item (a) and (b)

According to the HZMB Authority, the average monthly cross-boundary vehicular flow of the HZMB by inward and outward traffic flow, as well as vehicle types is as follows:

		Private Car		Coach		Goods Vehicle		Total Vehicles		
Year / Month		Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
2018/	11	15 804	16 793	34 255	34 204	1 401	1 970	51 460	52 967	104 427
	12	22 263	22 810	34 325	34 302	2 493	2 809	59 081	59 921	119 002
2019/	01	22 172	22 691	26 911	26 873	3 240	3 780	52 323	53 344	105 667
	02	27 307	27 810	28 108	28 090	1 655	1 774	57 070	57 674	114 744

**Note:**

- (1) While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account.
- (2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (3) Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross boundary shuttle buses plying between HKP and Zhuhai Port/Macao Port of the HZMB.

The maximum monthly vehicular flow of the HZMB was recorded in December 2018 as shown in the above table.

According to the Immigration Department, the number of average monthly cross-boundary passengers via the HKP of the HZMB is as follows:

Year / Month	Number of Passengers	
	Arrival	Departure
2018/11	1 209 104	1 390 685
2018/12	963 075	1 254 771
2019/01	740 179	905 554
2019/02	976 191	1 101 892

**Note:**

- (1) While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account.

The Government has been closely monitoring the vehicular and passenger flows of the HZMB. The traffic at and in the vicinity of the HZMB HKP, the airport and Tung Chung area has generally been smooth. The HKP has also been in order so far. The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the HKP of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

**Item (c)**

The domestic public car parks at the HZMB HKP provide a total of 733 parking spaces, including 661 for private cars, 12 for the disabled, 25 for motorcycles, 14 for light goods vehicles and 21 for out-of-service taxis. The utilisation rate of the domestic public car parks at the HZMB HKP is tabulated below:

Year / Month	Utilisation Rate of the Domestic Car Parks			
	Private car parking spaces	Motorcycle parking spaces	Light goods vehicles parking spaces	Out-of-service taxi parking spaces
2018/10	4.7%	8.4%	6.3%	3.3%
2018/11	6.6%	5.6%	11.2%	1.6%
2018/12	8.7%	4.4%	19.2%	1.9%
2019/01	7.2%	4.8%	12.7%	2.6%
2019/02	10.8%	6.7%	22.0%	4.7%

Source: Highways Department

There is no inbound car park at the HKP according to the project design of the HZMB. Different types of cross-boundary transport services are currently provided for passengers travelling among the three places.

The Government has invited the Airport Authority of Hong Kong (AAHK) to submit a proposal for the topside development at the HZMB Hong Kong Boundary Crossing Facilities Island (including the feasibility of providing an inbound car park at the topside development). After completion of the study and submission of the proposal by the AAHK, the Government will carefully consider the relevant recommendations.

Item (d)

The monitoring of the traffic condition of the Hong Kong section of HZMB and the nearby areas is part of the normal duties of the TD and will be absorbed by existing resources of the Department. There is no separate breakdown of expenditure for these tasks.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)370****(Question Serial No. 3519)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) indicated that it would continue to collaborate with the Highways Department (HyD) to provide traffic and transport inputs for the detailed design of the proposed pedestrian footbridge system in Mong Kok. Please inform this Committee:

- the manpower and expenditure involved in the work of the TD in providing traffic and transport inputs for the proposed pedestrian footbridge system in Mong Kok over the past three years;
- when the traffic impact assessment report of the proposed pedestrian footbridge system in Mong Kok will be approved by the TD;
- what traffic and transport inputs will be provided by the TD for the detailed design of the proposed pedestrian footbridge system in Mong Kok; and
- the current daily pedestrian and traffic flows at the proposed pedestrian footbridge system in Mong Kok. Please reply in the following table:

Location	Daily pedestrian flow in 2018	Peak pedestrian flow per hour in 2018	Afternoon peak pedestrian flow in 2018	Estimated daily pedestrian flow upon project completion	Estimated peak pedestrian flow per hour upon project completion	Estimated afternoon peak pedestrian flow upon the project completion
The section of Argyle Street between Sai Yee Street and Fa Yuen Street						
The section of Argyle Street between Fa Yuen Street and Tung Choi Street						

Location	Daily pedestrian flow in 2018	Peak pedestrian flow per hour in 2018	Afternoon peak pedestrian flow in 2018	Estimated daily pedestrian flow upon project completion	Estimated peak pedestrian flow per hour upon project completion	Estimated afternoon peak pedestrian flow upon the project completion
The section of Argyle Street between Tung Choi Street and Sai Yeung Choi Street South						
The section of Argyle Street between Sai Yeung Choi Street South and Nathan Road						
The section of Argyle Street between Nathan Road and Portland Street						
The section of Argyle Street between Portland Street and Shanghai Street						
The section of Argyle Street between Shanghai Street and Reclamation Street						
The section of Argyle Street between Reclamation Street and Canton Road						
The section of Argyle Street between Canton Road and Tong Mi Road						

Location	Daily traffic flow in 2018	Peak traffic flow per hour in 2018	Afternoon peak traffic flow in 2018	Estimated daily traffic flow (southbound and northbound) upon project completion	Estimated peak traffic flow per hour (southbound and northbound) upon project completion	Estimated afternoon peak traffic flow (southbound and northbound) upon project completion
The section of Argyle Street between Sai Yee Street and Fa Yuen Street						

Location	Daily traffic flow in 2018	Peak traffic flow per hour in 2018	Afternoon peak traffic flow in 2018	Estimated daily traffic flow (southbound and northbound) upon project completion	Estimated peak traffic flow per hour (southbound and northbound) upon project completion	Estimated afternoon peak traffic flow (southbound and northbound) upon project completion
The section of Argyle Street between Fa Yuen Street and Tung Choi Street						
The section of Argyle Street between Tung Choi Street and Sai Yeung Choi Street South						
The section of Argyle Street between Sai Yeung Choi Street South and Nathan Road						
The section of Argyle Street between Nathan Road and Portland Street						
The section of Argyle Street between Portland Street and Shanghai Street						
The section of Argyle Street between Shanghai Street and Reclamation Street						
The section of Argyle Street between Reclamation Street and Canton Road						
The section of Argyle Street between Canton Road and Tong Mi Road						

Asked by: Hon MO Claudia (LegCo internal reference no.: 59)

Reply:

The HyD conducted a public consultation exercise for the preliminary scheme of the proposed pedestrian footbridge system in 2017-18. The HyD is reviewing the preliminary scheme and making necessary refinement taking into account the public views received.



The TD has been providing traffic and transport inputs to the HyD during the process to facilitate the assessment of the traffic impact. Upon completion of the review, we will engage with relevant stakeholders including the Yau Tsim Mong District Council and make available the relevant traffic and transport information to the public.

The TD has been deploying existing staff to provide traffic and transport inputs to the HyD. There is no breakdown of the manpower and expenditure involved for such work.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)371****(Question Serial No. 3521)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2018, the Transport Department (TD) handled the issue of vehicle and driving licences and closed road permits (CRPs) for quota-holders of cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao, as well as applications for the Macao Port Park-and-Ride Scheme in connection with the commissioning of the Hong Kong-Zhuhai-Macao Bridge. Please advise this Committee:

the details of issue of vehicle and driving licences and CRPs for quota-holders of cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao in the following table:

	Vehicle Licence			Driving Licence			CRP		
	No. of permits issued	No. of rejected cases	Accumulated no.	No. of permits issued	No. of rejected cases	Accumulated no.	No. of permits issued	No. of rejected cases	Accumulated no.
Mainland cross-boundary vehicle quota									
Hong Kong cross-boundary vehicle quota									
Macao cross-boundary vehicle quota									

Asked by: Hon MO Claudia (LegCo internal reference no.: 61)Reply:

The holding of appropriate classes of vehicle and driving licences is one of the pre-requisites for applying for cross boundary quotas which are jointly administered by the governments of Hong Kong and Guangdong/Macao as appropriate. Once a cross boundary quota is approved, the quota holder's vehicle will be issued with a CRP by the TD which permits travelling across the boundary control point via the closed roads. The numbers of cross-boundary vehicles issued with CRPs as at end-2018 are as follows:-

<b>Types of Vehicles</b>		<b>No. of vehicles issued with CRPs at end 2018</b>
Locally Registered Vehicles		54 689
Non-locally Registered Vehicles (Note 1)	From the Mainland	4 359
	From Macao	458

Note 1: Non-locally registered cross-boundary vehicles refer to non-commercial Mainland/Macao vehicles which were issued with International Circulation Permits, in addition to the CRPs, for use in Hong Kong. As the commercial vehicles concerned are required to register in Hong Kong, the relevant number has been included under the "locally registered vehicles".

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)372**

**(Question Serial No. 3522)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will provide more public car parking spaces under the “Single Site, Multiple Uses” principle under a new policy initiative. In this connection, please inform this Committee of:

- a. the manpower distribution and expenditure involved in handling the work on provision of more public car parking spaces in the past three years; and
- b. the locations for the provision of more public car parking spaces under the “Single Site, Multiple Uses” principle, the numbers of car parking spaces so provided, and details of the progress.

Asked by: Hon MO Claudia (LegCo internal reference no.: 62)

Reply:

- a. Increasing the provision of parking is an on-going task of the TD and is undertaken by the TD's existing staff. There is no separate breakdown of manpower and expenditure involved.
- b. The Government follows the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable “Government, Institution or Community” facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)373**

**(Question Serial No. 3523)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) under this Programme includes enhancing road safety, with one of the performance indicators being “injury accidents involving motor vehicles per million vehicle-km”. However, a number of traffic accidents involving multiple casualties have occurred in recent years, and quite a number of them involved public transport vehicles. In this connection, please inform this Committee of the following:

- (1) Will the TD consider using the number of casualties in lieu of the number of accidents, so as to better reflect the effectiveness of the TD’s work on enhancing road safety?
- (2) Will the TD or relevant bureau(x) make reference to overseas practice in setting up a permanent independent accident investigation agency to be tasked with independent investigation of serious traffic accidents, so as to prevent recurrence of similar accidents?
- (3) How much resource will the TD allocate in 2019-20 for enhancing road safety? What are the TD’s plans for organising activities or formulating policies to enhance road safety?
- (4) What were the numbers of traffic accidents involving casualties in the past three years? Please reply by completing the following table:

Year	Total no. of traffic accidents	No. of injuries in traffic accidents	No. of traffic accidents involving injuries only	No. of fatalities in traffic accidents	No. of fatal traffic accidents	No. of traffic accidents involving more than or equal to ten casualties

- (5) What are the locations of traffic accident black spots? What were the number of traffic accidents occurring at each black spot and the number of casualties caused by the accidents in the past three years?

Asked by: Hon MO Claudia (LegCo internal reference no.: 63)

Reply:

- (1) The TD takes into account both the number of traffic accidents and the number of casualties involved in analysing traffic accidents.
- (2) To prevent recurrence of similar traffic accidents, the TD conducts investigation at 100 locations with clusters of injury accidents (including junctions, bends and other road sections) every year. Detailed investigations are carried out to examine if there are any distinct accident patterns and to identify common factors contributing to these accidents. Road safety enhancement measures will be proposed where necessary. The Hong Kong Police Force (HKPF) will also investigate the cause of each traffic accident.
- (3) In 2019-20, the TD will continue to examine and implement measures to enhance road safety through road safety audit, legislation, publicity and use of technology.

Specifically, the TD will set up a new dedicated team for carrying out road safety audit to enhance road safety. The dedicated team comprises one Senior Engineer, one Engineer and one Technical Officer (Traffic). In addition, the TD has been closely monitoring traffic accident trends, paying close attention to and analysing relevant traffic accident-related figures, so as to formulate and implement appropriate measures to mitigate road safety risks.

On legislation, the TD will consider from time to time the case for legislative amendments so as to enhance road safety. For example, in order to discourage inappropriate driving behaviour, the TD is considering raising the penalty levels of certain serious traffic offences such as careless driving, dangerous driving, drink driving and drug driving, etc. under the Road Traffic Ordinance (Cap. 374) and the fixed penalty levels of the scheduled traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), such as speeding, etc. The Government plans to consult the Legislative Council Panel on Transport in the latter half of 2019 once the proposals are ready. 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 HKPF in launching publicity and educational activities such as publicity video clips, leaflets and carnivals to enhance safety awareness of road users. The TD also conducts the Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers to disseminate safe driving and health messages, and provides free health checks. The estimated expenditure of the RSC in 2019-20 is about \$5.4 million and the estimated expenditure of the Campaign is about \$1.3 million.

Regarding the use of technology, the Government will keep close track of technological developments, make reference to overseas experience and conduct timely reviews of the features of the technologies concerned and their suitability for use in Hong Kong. For example, the TD is planning to carry out a technical trial scheme of an average speed camera system so as to ascertain the technical feasibility of such camera system and their suitability for use in Hong Kong. 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.

- (4) The traffic accident statistics involving casualties in the past three years are provided below:

Year	Total no. of traffic accidents	No. of injuries in traffic accidents	No. of traffic accidents involving injuries only	No. of fatalities in traffic accidents	No. of fatal traffic accidents	No. of traffic accidents involving more than or equal to ten casualties
2016	16 099	20 000	15 970	132	129	24
2017	15 725	19 780	15 621	108	104	31
2018	15 935	19 502	15 828	135	107	19

- (5) The locations of traffic accident black spots, the numbers of traffic accidents occurring at each black spot and the numbers of casualties caused by the accidents in the past three years are at Annex.

**The locations of traffic accident black spots, the numbers of traffic accidents occurring at each black spot and the numbers of casualties caused by the accidents in the past three years**

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>HONG KONG</b>												
<b>CENTRAL &amp; WESTERN</b>												
Connaught Road West, Eastern Street North, Eastern Street	5	0	1	4	11	0	2	11	12	0	1	14
Des Voeux Road West, Wilmer Street	4	1	1	2	1	0	1	0	3	0	1	2
<b>EASTERN</b>												
Aldrich Bay Road, Oi Shun Road	2	2	0	0	1	0	0	1	2	0	1	2
<b>KOWLOON</b>												
<b>KOWLOON CITY</b>												
Argyle Street, Kadoorie Avenue	2	0	1	1	1	1	0	0	1	0	0	1
Ma Hang Chung Road, Ma Tau Wai Road, Tin Kwong Road	8	0	0	11	9	0	1	9	9	0	1	9
Ma Tau Chung Road, Sung Wong Toi Road, Fu Ning Street	10	0	0	12	11	0	1	12	15	0	0	16
Ma Tau Wai Road, Fat Kwong Street, Man Yue Street	4	1	0	3	5	1	0	4	6	0	1	10
Princess Margaret Road, Sheung Hing Street	4	0	0	4	6	0	0	11	9	0	0	12
Waterloo Road, Argyle Street, Princess Margaret Road	23	0	1	30	23	0	3	34	20	0	1	26
Waterloo Road, Rutland Quadrant, Durham Road	7	0	0	8	10	0	0	13	12	0	0	18



LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>KWUN TONG</b>												
Hong Ning Road, Ming Chi Street	1	1	0	0	0	0	0	0	0	0	0	0
Kai Cheung Road, Wang Chiu Road	4	0	1	4	5	0	1	4	11	0	1	15
Kwun Tong Road, Hong Ning Road	17	0	1	27	9	0	0	18	12	0	0	15
Kwun Tong Road, Lai Yip Street, Elegance Road	4	0	1	3	9	0	1	10	13	0	0	15
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	5	0	0	5	4	0	1	4	12	0	4	14
Ngau Tau Kok Road, Horse Shoe Lane	3	0	0	3	2	1	0	1	2	0	0	2
<b>SHAM SHUI PO</b>												
Castle Peak Road, Kwong Cheung Street	3	0	0	3	2	1	0	1	3	0	0	3
Cheung Sha Wan Road, Hing Wah Street	8	0	2	8	6	0	0	7	12	0	2	10
Cheung Sha Wan Road, Mei Lai Road	5	0	1	4	2	0	0	2	6	0	0	9
Cheung Sha Wan Road, Tonkin Street	14	1	2	13	17	0	3	17	17	0	1	17
Cheung Sha Wan Road, Yen Chow Street	10	0	3	8	12	3	14	29	16	0	1	18
Cheung Wah Street, Fuk Wing Street	2	0	2	0	2	0	1	1	3	1	0	2
Ki Lung Street, Pei Ho Street	6	0	1	5	5	0	2	3	5	0	1	4
Lai Chi Kok Road, Fat Tseung Street	1	0	0	2	0	0	0	0	2	1	0	1
Lai Chi Kok Road, Nam Cheong Street	4	0	1	3	7	1	0	9	4	0	1	4

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Nathan Road, Cheung Sha Wan Road, Boundary Street	9	0	1	11	10	0	2	9	8	0	1	9
Tai Po Road, Caldecott Road	4	0	0	6	8	0	1	10	10	0	1	12
<b>WONG TAI SIN</b>												
Choi Hung Road, Choi Yee Lane	1	0	0	1	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	0	0	3	3	0	0	5	6	0	2	8
New Clear Water Bay Road, Fung Shing Street	4	1	0	3	3	1	2	14	2	0	0	5
Tseuk Luk Street, Hong Keung Street	2	0	1	1	4	0	0	4	11	0	3	8
<b>YAU TSIM MONG</b>												
Argyle Street, Reclamation Street	6	0	1	6	5	1	2	4	7	0	0	9
Argyle Street, Sai Yee Street	7	0	0	8	9	0	0	11	16	0	1	17
Argyle Street, Tong Mi Road, Cherry Street	13	0	2	19	5	0	0	5	10	0	2	15
Austin Road, Cox's Road	8	0	0	14	4	0	0	6	7	0	0	8
Canton Road, Bute Street	5	1	0	9	3	0	2	2	0	0	0	0
Canton Road, Public Square Street	1	1	0	0	0	0	0	0	3	1	1	2
Chatham Road South, Austin Road, Cheong Wan Road	22	0	3	33	19	0	0	28	18	0	0	26
Jordan Road, Lin Cheung Road	7	0	0	10	9	0	1	10	7	0	0	10
Jordan Road, Shanghai Street	9	0	1	9	13	0	3	12	8	0	1	8
Lin Cheung Road (N/B), Cherry Street	8	0	1	9	6	0	0	13	19	0	1	24
Mong Kok Road, Tong Mi Road, Anchor Street, Fuk Tsun Street	5	1	0	4	8	0	0	12	8	0	1	7
Nathan Road, Argyle Street	12	0	3	9	14	0	1	14	17	0	1	19
Nathan Road, Austin Road	5	0	1	4	11	0	2	10	6	0	0	6

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Nathan Road, Haiphong Road, Humphreys Avenue	10	1	0	9	6	1	0	8	5	0	0	7
Nathan Road, Mong Kok Road	14	0	2	16	17	0	3	20	13	0	1	14
Nathan Road, Waterloo Road	11	0	1	10	12	0	3	17	16	0	0	21
Portland Street, Hamilton Street	9	1	0	11	5	0	0	6	9	0	1	10
Prince Edward Road West, Fa Yuen Street	3	1	1	2	2	0	0	2	2	0	0	3
Sycamore Street, Maple Street	1	0	0	1	0	0	0	0	9	0	2	8
Waterloo Road, Ferry Street, Lai Cheung Road	7	0	0	7	8	0	0	9	7	1	0	10
<b>NEW TERRITORIES</b>												
<b>SHA TIN</b>												
Che Kung Miu Road, Mei Tin Road, Hung Mui Kuk Road Roundabout (Mei Tin Road)	5	0	0	5	11	0	1	16	12	0	2	11
Yuen Wo Road, Fo Tan Road	1	0	0	1	7	0	0	7	11	0	0	15
<b>TAI PO</b>												
Tai Po Tai Wo Road, On Cheung Road, Po Heung Street	8	0	2	9	8	0	0	17	4	0	0	4
Ting Kok Road, Yuen Shin Road, Dai Fuk Street	4	0	0	6	10	0	1	11	7	0	1	12
<b>TSUEN WAN</b>												
Tsuen Kam Interchange, Texaco Road North	19	0	0	21	15	0	2	14	22	0	1	24
Tsuen Kam Interchange, Wai Tsuen Road	3	0	0	3	6	0	1	8	9	0	0	10
Tsuen Tsing Interchange, Tsuen Wan Road	19	0	1	24	14	0	1	16	22	0	1	24

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>YUEN LONG</b>												
Castle Peak Road - Yuen Long, Long Yat Road	4	1	0	4	9	0	2	8	11	0	0	14
Tung Lok Street, Fook Tak Street	4	0	1	3	2	0	0	2	2	0	0	2

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)374**

**(Question Serial No. 3528)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the plan to re-commission the “Central - Hung Hom” ferry route and launch a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central; and inject commercial elements into the Hung Hom (South) Ferry Pier by the Transport Department (TD), please advise this Committee the following:

1. the current progress of re-commissioning the “Central - Hung Hom” ferry route and launching a pilot “water taxi” service plying between Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central and the requirement of manpower establishment under the plan; and
2. detailed information and expenditure about “injection of commercial elements into the Hung Hom (South) Ferry Pier”.

Asked by: Hon MO Claudia (LegCo internal reference no.: 68)

Reply:

During August and September 2018, the TD conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals of the two ferry services, together with their proposals for enhancing the Hung Hom (South) Pier while the expenditure to be incurred is subject to the confirmed pier enhancement details.

The work to prepare for the tenders and monitor the operation of the “Central – Hung Hom” ferry route and “water taxi” service is undertaken by the existing staff of the TD as part of

their normal duties. There is no additional manpower involved nor separate breakdown of expenditure for such duty. On the other hand, the Transport and Housing Bureau proposed to create five permanent posts (including one Administrative Officer Staff Grade C and four non-directorate posts) in the Transport Branch in the 2019-20 financial year to assist in preparing and continuously overseeing the implementation of the various new initiatives for enhancing public transport services. These include, among other duties, overseeing the implementation of the “Central – Hung Hom” ferry route and "water taxi" service. The proposal will be submitted to the Establishment Subcommittee for consideration, and the manpower expenditure involved is \$5,280,660. There is no further breakdown of the resources involved in relation to the ferry route and “water taxi” service, as these tasks form part of the many duties undertaken by the additional staff mentioned above.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)375**

**(Question Serial No. 3529)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department will provide subsidy to and monitor the franchised bus operators on the installation of appropriate safety devices on existing buses. Please advise this Committee of the following:

(a) Please provide the details of the expenditure for subsidy on the installation of appropriate safety devices in the table below:

Year	Name of bus company	Installation of appropriate safety devices	Number of bus installed	Estimated expense

(b) How will the Department monitor the installation of appropriate safety devices and what are the estimated expenditure and staff establishment involved?

Asked by: Hon MO Claudia (LegCo internal reference no.: 69)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all franchised bus operators have undertaken that all new double-deck buses procured from July 2018 will be equipped with seat belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

Regarding the existing franchised buses, the Government proposes to set aside \$500 million to subsidise the franchised bus operators 80% of the relevant costs for retrofitting ESC and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops. The remaining costs and maintenance in future will be borne by the franchised bus operators.

Based on the prevailing cost of retrofitting the three safety devices, it is estimated that each double-deck bus will receive a subsidy of around \$20,000 for installing ESC, around \$10,000 for installing the speed limiting retarder and around \$192,000 for installing seat belts on all seats in the upper deck. Among the around 6 000 existing franchised buses, about 4 000 buses are suitable for retrofitting ESC and speed limiting retarder. About \$120 million has been earmarked for the installation of these two devices. Separately, about 2 000 buses are now operating on long-haul routes via expressways with relatively fewer bus stops, and may be identified for retrofitting seat belts on all seats in the upper deck. About \$380 million has been earmarked for such installation.

In the light of the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, the TD is conducting a cost-benefit analysis on the retrofitting of seat belts, ESC and speed limiting retarder on existing buses before making a decision on implementing the proposal. The analysis is expected to be completed in mid-2019.

The TD is working with the bus manufacturers and franchised bus operators on the technical requirements of the safety devices/installation. It will also work with the franchised bus operators on the implementation programmes to ensure the retrofitting works will not affect normal bus operations. The subsidy scheme will be governed by a subsidy agreement between the Government and the franchised bus companies which would set out the procedures and criteria for the disbursement of subsidy. The TD will also conduct technical inspections, including the statutory type approval process and the compliance checking on the technical requirements, for the retrofitting works.

To cope with the tasks in relation to the above work, the TD will create five civil service posts on a time-limited basis for six years, including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Motor Vehicle Examiner I, one Motor Vehicle Examiner II, one Transport Officer I and one Transport Officer II. The total expenditure involved in terms of notional annual mid-point salary of the five posts is \$3,630,870.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)376**

**(Question Serial No. 3532)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will conduct a study on the provision of territory-wide real-time arrival information of green minibuses (GMBs). In this connection, please inform this Committee of the following:

- a. Will the study be conducted in-house or outsourced? What are the expenditure and manpower involved?
- b. What are the direction, timetable and objectives of the study?

Asked by: Hon MO Claudia (LegCo internal reference no.: 71)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the TD's website and the "e-Mobility" mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use. GMB operators can make use of the data for fleet management with a view to enhancing the operational efficiency, while the Government can apply the data for the purpose of traffic management or transport planning.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system.

The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about \$31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional annual recurrent expenditure of about \$3.39 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)377**

**(Question Serial No. 3536)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
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 (LegCo internal reference no.: 75)

Reply:

The Transport Department (TD) has been updating and enhancing the Comprehensive Transport Study (CTS) Model continuously to enhance its performance and capability; to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data; and to ensure the provision of robust and reliable traffic forecasts for planning purposes.

The CTS Model was set up by the TD in 1999. The TD completed the comprehensive updating and enhancement of the CTS Model in 2015 through a consultancy service at a fee of \$6.87 million. The operation of the CTS Model requires specific computer software as a platform and the annual licence fee involved is about \$90,000.

The CTS Model was set up by the TD for use by professional staff within the Government as a tool for transport planning, which is not intended to be open for public use.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)378****(Question Serial No. 3542)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

One of the duties of the Transport Department (TD) is to design and implement 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. Would the TD please advise:

- (a) the numbers of traffic accidents involving roadside skips and related casualties in the past three years;
- (b) the numbers of applications for placement of roadside skips received by the TD and the numbers of approved cases in the past three years. Please tabulate the figures by District Councils;
- (c) the numbers of complaints received related to roadside skips received by the TD in the past three years. Please tabulate the figures by District Councils; and
- (d) the numbers of prosecutions instituted against operators of roadside skips, the numbers of convicted cases and the relevant penalties in the past three years.

Asked by: Hon MO Claudia (LegCo internal reference no.: 82)

Reply:

- (a) The numbers of traffic accidents involving roadside skips and related casualties in the past three years are shown below. All accidents were minor ones with no death or serious injuries.

<b>Year</b>	<b>Number of traffic accidents with personal injury and involving roadside skips</b>	<b>Number of casualties</b>
2016	4	6
2017	3	5
2018	1	1

- (b) A skip owner may apply for a licence from the Lands Department (LandsD) for temporary occupation of unleased government land, including roads, under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). The TD does not have information on the number of applications received or approved in the past three years.
- (c) Complaints received by 1823 against roadside skips will be referred to the LandsD for enforcement and copied to the TD. The numbers of complaints copied to the TD in the past three years are shown below. The TD will examine the cases, and if the skips concerned are found to be causing obstruction or imposing risk of traffic accidents, the TD will refer such cases to the Police for enforcement actions.

District	Year		
	2016	2017	2018
North	7	1	0
Wan Chai	20	30	1
Eastern	14	37	0
Southern	4	9	0
Kowloon City	2	4	0
Sham Shui Po	9	4	2
Kwun Tong	9	4	0
Central and Western	15	20	0
Yau Tsim Mong	10	6	0
Wong Tai Sin	0	0	0
Islands	2	2	0
Kwai Tsing	8	24	0
Sai Kung	24	6	0
Sha Tin	14	6	2
Tai Po	10	9	0
Tsuen Wan	7	15	0
Tuen Mun	2	4	0
Yuen Long	5	4	0

- (d) According to the Hong Kong Police Force, they instituted 27 prosecutions against skip operators in the past three years, of which all were convicted and the maximum fine was \$3,500. The prosecution figures are given below:

Year	2016	2017	2018
No. of summons	1	20	6
No. of cases convicted	1	20	6

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)379**

**(Question Serial No. 3543)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
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 (LegCo internal reference no.: 83)

Reply:

- (a) 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. In considering bus priority measures, we should pay due regard to the actual road situation and traffic conditions. Since the implementation of these measures would reduce the number of lanes for use by other vehicles on the relevant road section, the usage and travelling speed of other vehicles may be affected. Therefore, when planning for bus priority measures in any particular road section, the TD must carefully assess the feasibility to strike a proper balance.

The TD will implement a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel in end 2019. The TD is also studying the feasibility of extending the operating hours of the existing bus-only lanes at Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road, as well as setting up new

bus-only lanes at a road section of Connaught Road Central eastbound (outside Jardine House).

**Bus only lanes**  
**(As at March 2019)**

Locations	Operation hours	Applicable vehicle type
<b>Hong Kong Island</b>		
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
Man Kat Street (eastbound) (between Man Chiu Street and Man Cheung Street)	<u>Daily</u> <u>24 hours</u>	Franchised and non-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 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
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



<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
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
Hennessy Road westbound (between Stewart Road and Fleming Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Fenwick Road northbound (between Hennessy Road and Lockhart Road)	<u>Daily</u> <u>24 hours</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 Grantham Hospital)	<u>Weekdays</u> 16:00 – 20:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (between Grantham 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
Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
<b>Kowloon</b>		
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 Fife Street and Nelson 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
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Lung Cheung Road southbound (near Choi Hung Estate Kam Wan House)	<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

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
Hong Chong Road southbound (outside Cross Harbour Tunnel Administration 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 – 20:00	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
Cherry Street eastbound (from Palm Street to Tong Mi Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Lai Chi Kok Road eastbound (from Arran Street to Nathan Road)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
<b>New Territories</b>		
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

<b>Locations</b>	<b>Operation hours</b>	<b>Applicable vehicle type</b>
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 (to 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> 24 hours	Franchised buses
Tuen Mun Road eastbound (from near 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> 24 hours	Franchised buses
Tuen Mun Road northbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses
Sam Shing Street westbound	<u>Daily</u> 24 hours	Franchised buses
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	<u>Daily</u> 24 hours	Franchised buses
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	<u>Daily</u> 24 hours	Franchised buses and non-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

Locations	Operation hours	Applicable vehicle type
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 2019)**

Location	Operation hours	Applicable vehicle type
<b>Hong Kong Island</b>		
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
<b>Kowloon</b>		
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
<b>New Territories</b>		
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)380**

**(Question Serial No. 3372)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In "Matters Requiring Special Attention in 2018-19", the Government states that it will commence stakeholder consultation on public transport service re-organisation proposals in connection with the commissioning of the Shatin to Central Link (SCL). In the light of the potential delay for the commissioning of SCL, what kind of measures will the Government adopt so as to ensure sufficient transport means available for citizens living in New Territories East region? Does the Government estimate the pressure that will be created on road traffic due to the delayed commissioning of SCL? How will the Government adjust and re-organise public transport service to cater such scenario?

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 75)

Reply:

The "Tai Wai to Hung Hom Section" of the SCL will connect the West Rail Line and Ma On Shan Line (MOL) to form Tuen Ma Line, with four new stations, namely Hin Keng, Kai Tak, Sung Wong Toi and To Kwa Wan Stations, while "Hung Hom to Admiralty Section" will extend the existing East Rail Line (ERL) from Hung Hom across the harbour to Hong Kong Island with one new station at Exhibition Centre. Due to the concerns about the quality of works of Hung Hom Station Extension and the associated investigations, the target commissioning date of "Tai Wai to Hung Hom Section" will need to be further reviewed, whereas the target commissioning date of "Hung Hom to Admiralty Section" remains to be 2021 for the time being.

Before the commissioning of the SCL, the transport demand in New Territories East is mainly served by ERL and MOL and the patronages of the two rail lines per hour per direction during the morning peak hours for the critical links were 54 800 (ERL) and 15 800 (MOL), and the loadings were 89% (ERL) and 41% (MOL) on the basis of a density of four persons (standing) per square metre in 2018. The existing train services of ERL and MOL are currently able to meet the passenger demand. Moreover, there is a comprehensive network of franchised bus routes serving New Territories East, including local routes, inter-district routes and cross-harbour routes. The existing train services of ERL and MOL as well as the franchised bus services are able to meet the passenger demand

in New Territories East. According to the Transport Department (TD)'s assessment, the road traffic will not be adversely affected by any possible delay of the commissioning of the SCL.

The TD regularly reviews the service level and patronage of franchised bus service, as well as the transportation needs arising from infrastructure and housing development in different districts. The TD 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. The TD and franchised bus companies will take into account possible commissioning dates of SCL in the service adjustment planning of franchised buses.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)381****(Question Serial No. 5413)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the closed road permits (CRPs) for cross-boundary vehicles, please advise this Committee:

1) please set out in table form the (i) numbers of new applications received, (ii) numbers of new applications approved, (iii) numbers of new CRPs issued; and (iv) cumulative numbers of CRPs for cross-boundary vehicles in the past five years:

	2014	2015	2016	2017	2018
(i) No. of new applications received					
(ii) No. of new applications approved					
(iii) No. of new CRPs issued					
(iv) Cumulative no. of CRPs issued					

2) please set out in table form the numbers of new CRPs issued and the accumulated numbers of CRPs for cross-boundary vehicles in the past five years, with breakdown by individual and company applicant:

(Year)

	Individual	Company
No. of new CRPs issued		
Cumulative no. of CRPs issued		

3) please set out in table form the numbers of new CRPs issued and the cumulative numbers of CRPs for cross-boundary vehicles in the past five years, with breakdown by type of vehicle:

(Year)

	Private cars	Buses	Hire car
No. of new CRPs issued			
Cumulative no. of CRPs issued			

4) please set out in table form the numbers of new CRP issued and the accumulated numbers of CRPs for cross-boundary vehicles in the past five years, with breakdown by control points:

(Year)

	Lok Ma Chau	Man Kam To	Sha Tau Kok	Shenzhen Bay Port	Hong Kong-Zhuhai-Macao Bridge (HZMB)
No. of new CRPs issued					
Cumulative no. of CRPs issued					

Asked by: Hon SHIU Ka-chun (LegCo internal reference no.: 158)

Reply:

In the past five years (calendar years), the numbers of CRP applications (including renewal) received for all cross-boundary vehicles and the numbers of CRP issued to cross-boundary vehicles for the year are set out in the following table. The Transport Department does not maintain breakdown of figures on the new CRPs issued to individual and company applicants.

Year	Total Number of CRP applications (including renewal) received	Total Number of CRPs issued to cross-boundary vehicles
2014	52 139	53 472

Year	Total Number of CRP applications (including renewal) received	Total Number of CRPs issued to cross-boundary vehicles
2015	51 774	54 025
2016	52 601	54 676
2017	55 274	57 326
2018	70 336	72 110

Note 1: The number of CRP issued is greater than the number of CRP applications received because cross-boundary vehicles may apply for more than one CRPs if they need to make use of more than one control points.

Note 2: Depending on the application submission date and timely submission of the required information, the approval of applications may not be granted in the same calendar year as the submission of application.

The numbers of CRPs issued to different types of cross-boundary vehicles in the past five years are as follows:-

Year	Private cars <sup>Note 1</sup>	Coaches <sup>Note 2</sup>	Hire cars
2014	36 445	1 952	364
2015	37 776	1 611	396
2016	39 066	1 289	426
2017	41 739	1 182	417
2018	56 202	1 483	528

Note 1: Private cars refer to non-commercial cross-boundary private cars with regular quota for using the land boundary control points.

Note 2: Coaches include cross-boundary coaches, cross-boundary shuttle buses plying between Lok Ma Chau Boundary Control Point and Huanggang Port, and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/Macao Port of the HZMB.

The numbers of CRPs issued to cross-boundary vehicles for individual control points in the past five years are as follows:-

Year	Lok Ma Chau	Man Kam To	Sha Tau Kok	Shenzhen Bay Port	HZMB (Note)
2014	15 125	1 719	3 399	19 249	N/A
2015	14 974	1 564	3 235	20 127	N/A
2016	14 822	1 479	3 348	20 928	N/A
2017	14 661	1 516	3 524	23 064	N/A
2018	14 492	1 469	3 587	24 133	13 910

Note: The HZMB was commissioned on 24 October 2018.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)382****(Question Serial No. 4512)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past three years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 300)

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 three calendar years with breakdown by vehicle class and reasons are tabulated below:

<b>Vehicle class</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
<b>(a) Non-compliance with vehicle examination notice, examination order or vehicle repair order</b>			
Motorcycle/motor tricycle	10	19	7
Private car	181	256	141
Taxi	19	10	5
Non-franchised public bus	32	19	13
Private bus	0	1	1
Public light bus	1	1	5
Private light bus	0	0	0
Light goods vehicle	31	33	23
Medium goods vehicle	15	8	5
Heavy goods vehicle	4	2	2
Special purpose vehicle	0	0	0
<b>(b) Failure of having the vehicle tested at a vehicle emission testing centre when required to do so or non-compliance with vehicle emission standards</b>			
Private car	154	51	71
Taxi	10	3	5

<b>Vehicle class</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Non-franchised public bus	2	2	6
Public light bus	0	0	2
Private light bus	0	1	0
Light goods vehicle	14	11	10
Medium goods vehicle	4	9	10
Heavy goods vehicle	0	0	1
Special purpose vehicle	2	4	0
(c) Non-compliance with regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles			
Private car	0	1	0

Note: There were some cases in which the vehicles failed to comply with more than one requirement, resulting in the vehicle licences not issued or be cancelled.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)383****(Question Serial No. 5116)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport Services  
(4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the number of buses owned by franchised bus companies with breakdown by emission standard and the corresponding retirement schedule.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 301)Reply:

The number of buses of each franchised bus company with breakdown by emission standards as at end of December 2018 is set out below:

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI*	Electric buses*	Total
	With SCR**	Without SCR	With SCR**	Without SCR					
KMB	48	65	615	424	93	2 827	5	17	<b>4 094</b>
CTB	0	0	8	1	24	900	39	6	<b>978</b>
NWFB	7	3	34	0	38	512	64	4	<b>662</b>
LW	0	0	7	10	32	208	0	4	<b>261</b>
NLB	0	0	0	17	23	113	0	2	<b>155</b>

\* Four out of the 108 buses of Euro VI emission standard are hybrid buses. These four buses and the 33 electric buses were fully subsidised by the Environmental Protection Department for trial operation by the franchised bus companies in Hong Kong.

\*\* The Government fully subsidised the franchised bus companies to retrofit their Euro II and III buses with selective catalytic reduction (SCR) devices to upgrade their emission performance to that of Euro IV or above level. A total of 1 030 eligible buses (some bus models are not technically feasible for SCR retrofit) were retrofitted upon completion of the programme in December 2017. 311 of these buses have been retired or put out of service.

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

Franchised bus companies are required to provide their services with buses under the age of 18. Newly purchased buses are also required to comply with the prevailing statutory emission standards. As such, we expect that all in-service buses of Euro II, Euro III, Euro IV and Euro V emission standards will be retired by end 2019, 2026, 2029 and 2036 respectively.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)384**

**(Question Serial No. 5117)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by taxis on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 302)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the ten counting stations with the highest traffic volume recorded amongst survey cordons in the 2017 Annual Traffic Census are presented in this reply. The average occupancy of taxis and the percentage of taxis among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

<b>Time/Road</b>		<b>Taxi</b>
<b>1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)</b>		
0700 - 0800	Proportion <sup>Note 1</sup> (%)	20.8
	Occupancy <sup>Note 2</sup>	2.0
0800 - 0900	Proportion (%)	18.2
	Occupancy	2.0
0900 - 1000	Proportion (%)	16.5
	Occupancy	1.9
1600 - 1700	Proportion (%)	17.2
	Occupancy	1.8
1700 - 1800	Proportion (%)	16.4
	Occupancy	1.9
1800 - 1900	Proportion (%)	14.1
	Occupancy	2.2
<b>2. Victoria Park Road (Gloucester Road to Island East Corridor)</b>		
0700 - 0800	Proportion (%)	33.3
	Occupancy	2.0
0800 - 0900	Proportion (%)	26.5
	Occupancy	2.0
0900 - 1000	Proportion (%)	26.9
	Occupancy	2.0
1600 - 1700	Proportion (%)	25.3
	Occupancy	1.9
1700 - 1800	Proportion (%)	24.5
	Occupancy	2.0
1800 - 1900	Proportion (%)	22.2
	Occupancy	2.2
<b>3. Harcourt Road (Tamar Street to Arsenal Street)</b>		
0700 - 0800	Proportion (%)	35.8
	Occupancy	2.1
0800 - 0900	Proportion (%)	33.2
	Occupancy	2.0
0900 - 1000	Proportion (%)	33.3
	Occupancy	2.1
1600 - 1700	Proportion (%)	30.3
	Occupancy	2.2
1700 - 1800	Proportion (%)	28.8
	Occupancy	2.2
1800 - 1900	Proportion (%)	27.5
	Occupancy	2.2

<b>Time/Road</b>		<b>Taxi</b>
<b>4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)</b>		
0700 - 0800	Proportion (%)	7.6
	Occupancy	1.9
0800 - 0900	Proportion (%)	5.8
	Occupancy	2.0
0900 - 1000	Proportion (%)	6.2
	Occupancy	1.8
1600 - 1700	Proportion (%)	5.1
	Occupancy	2.2
1700 - 1800	Proportion (%)	5.4
	Occupancy	2.0
1800 - 1900	Proportion (%)	3.9
	Occupancy	2.0
<b>5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)</b>		
0700 - 0800	Proportion (%)	7.9
	Occupancy	2.1
0800 - 0900	Proportion (%)	7.3
	Occupancy	2.0
0900 - 1000	Proportion (%)	8.1
	Occupancy	1.9
1600 - 1700	Proportion (%)	6.9
	Occupancy	1.7
1700 - 1800	Proportion (%)	6.2
	Occupancy	1.9
1800 - 1900	Proportion (%)	6.0
	Occupancy	1.8
<b>6. Cross Harbour Tunnel (Toll Plaza to South Portal)</b>		
0700 - 0800	Proportion (%)	11.1
	Occupancy	2.2
0800 - 0900	Proportion (%)	5.8
	Occupancy	2.3
0900 - 1000	Proportion (%)	6.9
	Occupancy	2.2
1600 - 1700	Proportion (%)	11.1
	Occupancy	1.8
1700 - 1800	Proportion (%)	7.1
	Occupancy	2.2
1800 - 1900	Proportion (%)	7.3
	Occupancy	2.2

<b>Time/Road</b>		<b>Taxi</b>
<b>7. Chatham Road North (Wuhu Street to Hong Chong Road)</b>		
0700 - 0800	Proportion (%)	21.1
	Occupancy	2.1
0800 - 0900	Proportion (%)	18.3
	Occupancy	2.0
0900 - 1000	Proportion (%)	19.5
	Occupancy	2.0
1600 - 1700	Proportion (%)	22.2
	Occupancy	1.9
1700 - 1800	Proportion (%)	21.7
	Occupancy	2.1
1800 - 1900	Proportion (%)	20.2
	Occupancy	2.2
<b>8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)</b>		
0700 - 0800	Proportion (%)	14.5
	Occupancy	2.1
0800 - 0900	Proportion (%)	14.9
	Occupancy	2.0
0900 - 1000	Proportion (%)	15.1
	Occupancy	2.0
1600 - 1700	Proportion (%)	11.2
	Occupancy	1.9
1700 - 1800	Proportion (%)	10.5
	Occupancy	2.1
1800 - 1900	Proportion (%)	10.7
	Occupancy	2.2
<b>9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)</b>		
0700 - 0800	Proportion (%)	9.5
	Occupancy	2.2
0800 - 0900	Proportion (%)	7.5
	Occupancy	2.2
0900 - 1000	Proportion (%)	7.4
	Occupancy	2.2
1600 - 1700	Proportion (%)	8.6
	Occupancy	2.1
1700 - 1800	Proportion (%)	6.7
	Occupancy	1.9
1800 - 1900	Proportion (%)	6.6
	Occupancy	2.1

<b>Time/Road</b>		<b>Taxi</b>
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)		
0700 - 0800	Proportion (%)	17.6
	Occupancy	2.1
0800 - 0900	Proportion (%)	6.2
	Occupancy	2.0
0900 - 1000	Proportion (%)	14.2
	Occupancy	2.0
1600 - 1700	Proportion (%)	16.5
	Occupancy	1.6
1700 - 1800	Proportion (%)	12.2
	Occupancy	1.9
1800 - 1900	Proportion (%)	9.7
	Occupancy	2.0

Note 1: The proportion refers to the percentage of taxis among the total number of vehicles.

Note 2: The average occupancy of taxis (in terms of number of persons) includes both driver and passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)385**

**(Question Serial No. 5118)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by buses on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 303)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the ten counting stations with the highest traffic volume recorded amongst survey cordons in the 2017 Annual Traffic Census are presented in this reply. The average occupancy of buses and the percentage of buses among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
<b>1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)</b>				
0700 - 0800	Proportion <sup>Note 2</sup>	3.0	0.1	6.0
	Occupancy <sup>Note 3</sup>	18.1	7.0	52.7
0800 - 0900	Proportion (%)	2.0	0.1	5.6
	Occupancy	22.6	19.0	61.7
0900 - 1000	Proportion (%)	1.2	0.1	5.8
	Occupancy	5.8	9.0	37.2
1600 - 1700	Proportion (%)	2.5	0.1	5.3
	Occupancy	9.3	15.0	36.1
1700 - 1800	Proportion (%)	1.7	0.1	5.8
	Occupancy	8.8	27.0	49.3
1800 - 1900	Proportion (%)	1.5	0.1	6.5
	Occupancy	32.4	32.7	63.0
<b>2. Victoria Park Road (Gloucester Road to Island East Corridor)</b>				
0700 - 0800	Proportion (%)	5.1	0	3.6
	Occupancy	16.5	0	48.5
0800 - 0900	Proportion (%)	2.5	0	3.8
	Occupancy	13.7	0	66.1
0900 - 1000	Proportion (%)	2.0	0.1	3.6
	Occupancy	12.2	1.0	36.3
1600 - 1700	Proportion (%)	2.7	0	2.8
	Occupancy	14.4	0	23.8
1700 - 1800	Proportion (%)	3.2	0	3.5
	Occupancy	13.8	0	31.3
1800 - 1900	Proportion (%)	3.2	0	3.4
	Occupancy	16.5	0	46
<b>3. Harcourt Road (Tamar Street to Arsenal Street)</b>				
0700 - 0800	Proportion (%)	4.9	0	4.0
	Occupancy	11.2	0	25.1
0800 - 0900	Proportion (%)	3.8	0.1	4.0
	Occupancy	14.8	34.3	36.4
0900 - 1000	Proportion (%)	2.0	0.1	3.6
	Occupancy	16.4	8.8	17.1
1600 - 1700	Proportion (%)	2.3	0	2.3
	Occupancy	10.6	0	13.8
1700 - 1800	Proportion (%)	2.3	0.1	2.9
	Occupancy	15.7	1.0	14.8
1800 - 1900	Proportion (%)	3.5	0	2.8
	Occupancy	24.6	0	25.5

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
<b>4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)</b>				
0700 - 0800	Proportion (%)	5.0	0	4.8
	Occupancy	24.9	0	62.3
0800 - 0900	Proportion (%)	4.0	0	5.0
	Occupancy	31.2	0	67.4
0900 - 1000	Proportion (%)	3.8	0	5.3
	Occupancy	18.6	0	27.5
1600 - 1700	Proportion (%)	3.1	0	4.4
	Occupancy	16.8	0	42.2
1700 - 1800	Proportion (%)	3.2	0	5.3
	Occupancy	21.1	0	53.0
1800 - 1900	Proportion (%)	4.7	0	4.6
	Occupancy	26.2	0	67.9
<b>5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)</b>				
0700 - 0800	Proportion (%)	3.2	0	2.0
	Occupancy	15.9	0	69.1
0800 - 0900	Proportion (%)	2.8	0	1.7
	Occupancy	9.6	0	63.6
0900 - 1000	Proportion (%)	3.0	0.1	2.0
	Occupancy	7.9	1.0	33.0
1600 - 1700	Proportion (%)	2.1	0.1	1.9
	Occupancy	8.4	1.0	36.3
1700 - 1800	Proportion (%)	2.3	0	2.2
	Occupancy	6.4	0	46.3
1800 - 1900	Proportion (%)	3.4	0	2.0
	Occupancy	23.4	0	70.2
<b>6. Cross Harbour Tunnel (Toll Plaza to South Portal)</b>				
0700 - 0800	Proportion (%)	2.6	0	4.8
	Occupancy	10.1	0	57.7
0800 - 0900	Proportion (%)	3.9	0	7.1
	Occupancy	6.3	0	65.8
0900 - 1000	Proportion (%)	3.1	0	7.2
	Occupancy	5.3	0	39.7
1600 - 1700	Proportion (%)	3.6	0	5.3
	Occupancy	3.4	0	47.0
1700 - 1800	Proportion (%)	5.5	0.1	5.5
	Occupancy	21.6	1.0	61.9
1800 - 1900	Proportion (%)	2.7	0	5.9
	Occupancy	7.1	0	81.7



Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
<b>7. Chatham Road North (Wuhu Street to Hong Chong Road)</b>				
0700 - 0800	Proportion (%)	5.7	0.1	6.0
	Occupancy	19.7	21.5	43.9
0800 - 0900	Proportion (%)	3.0	0.1	5.8
	Occupancy	17.7	50	53.7
0900 - 1000	Proportion (%)	3.0	0.1	6.1
	Occupancy	11.7	12.0	31.1
1600 - 1700	Proportion (%)	4.4	0.1	5.2
	Occupancy	15.9	22.0	35.9
1700 - 1800	Proportion (%)	5.4	0.1	5.3
	Occupancy	16.3	23.0	43.5
1800 - 1900	Proportion (%)	5.4	0.1	5.6
	Occupancy	21.2	56.0	62.1
<b>8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)</b>				
0700 - 0800	Proportion (%)	4.5	0.1	3.7
	Occupancy	19.4	1.0	55.9
0800 - 0900	Proportion (%)	2.5	0	3.0
	Occupancy	22.1	0	64.7
0900 - 1000	Proportion (%)	1.8	0	3.5
	Occupancy	7.8	0	31.6
1600 - 1700	Proportion (%)	2.0	0	3.6
	Occupancy	9.5	0	40.0
1700 - 1800	Proportion (%)	2.6	0	3.6
	Occupancy	11.0	0	53.5
1800 - 1900	Proportion (%)	2.0	0.1	3.2
	Occupancy	24.4	1.0	67.8
<b>9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)</b>				
0700 - 0800	Proportion (%)	5.4	0.1	1.2
	Occupancy	12.0	30.0	20.5
0800 - 0900	Proportion (%)	4.1	0.1	0.7
	Occupancy	14.0	41.9	31.7
0900 - 1000	Proportion (%)	3.0	0.1	1.3
	Occupancy	16.4	26.3	14.4
1600 - 1700	Proportion (%)	3.4	0.1	1.4
	Occupancy	11.1	24.8	22.7
1700 - 1800	Proportion (%)	3.6	0.2	1.1
	Occupancy	12.1	33.7	29.5
1800 - 1900	Proportion (%)	2.5	0.1	0.7
	Occupancy	9.6	32.1	31.8

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)				
0700 - 0800	Proportion (%)	3.2	0.1	2.8
	Occupancy	15.5	1.0	80.4
0800 - 0900	Proportion (%)	2.7	0	3.3
	Occupancy	25.8	0	76.6
0900 - 1000	Proportion (%)	1.4	0	3.0
	Occupancy	9.5	0	41.8
1600 - 1700	Proportion (%)	2.7	0	2.4
	Occupancy	6.6	0	45.6
1700 - 1800	Proportion (%)	1.5	0	3.4
	Occupancy	13.4	0	61.0
1800 - 1900	Proportion (%)	1.6	0.1	3.0
	Occupancy	16.7	41.0	86.6

Note 1: S.D. - single-decked; D.D. - double-decked.

Note 2: The proportion refers to the percentage of buses among the total number of vehicles.

Note 3: The average occupancy of buses (in terms of number of persons) includes both driver and passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)386**

**(Question Serial No. 5119)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by private cars on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 304)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the ten counting stations with the highest traffic volume recorded amongst survey cordons in the 2017 Annual Traffic Census are presented in this reply. The average occupancy of private cars and the percentage of private cars among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

<b>Time/Road</b>		<b>Private Car</b>
<b>1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)</b>		
0700 - 0800	Proportion <sup>Note 1</sup> (%)	32.7
	Occupancy <sup>Note 2</sup>	1.3
0800 - 0900	Proportion (%)	42.3
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.1
	Occupancy	1.3
1600 - 1700	Proportion (%)	34.1
	Occupancy	1.3
1700 - 1800	Proportion (%)	42.4
	Occupancy	1.4
1800 - 1900	Proportion (%)	49.0
	Occupancy	1.4
<b>2. Victoria Park Road (Gloucester Road to Island East Corridor)</b>		
0700 - 0800	Proportion (%)	35.7
	Occupancy	1.3
0800 - 0900	Proportion (%)	48.4
	Occupancy	1.4
0900 - 1000	Proportion (%)	42.2
	Occupancy	1.3
1600 - 1700	Proportion (%)	41.3
	Occupancy	1.5
1700 - 1800	Proportion (%)	48.8
	Occupancy	1.4
1800 - 1900	Proportion (%)	56.4
	Occupancy	1.4
<b>3. Harcourt Road (Tamar Street to Arsenal Street)</b>		
0700 - 0800	Proportion (%)	33.8
	Occupancy	1.3
0800 - 0900	Proportion (%)	45.5
	Occupancy	1.4
0900 - 1000	Proportion (%)	38.9
	Occupancy	1.3
1600 - 1700	Proportion (%)	49.3
	Occupancy	1.5
1700 - 1800	Proportion (%)	54.2
	Occupancy	1.5
1800 - 1900	Proportion (%)	55.6
	Occupancy	1.4

<b>Time/Road</b>		<b>Private Car</b>
<b>4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)</b>		
0700 - 0800	Proportion (%)	51.4
	Occupancy	1.3
0800 - 0900	Proportion (%)	45.4
	Occupancy	1.3
0900 - 1000	Proportion (%)	45.7
	Occupancy	1.3
1600 - 1700	Proportion (%)	38.5
	Occupancy	1.4
1700 - 1800	Proportion (%)	40.2
	Occupancy	1.5
1800 - 1900	Proportion (%)	58.8
	Occupancy	1.3
<b>5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)</b>		
0700 - 0800	Proportion (%)	58.4
	Occupancy	1.3
0800 - 0900	Proportion (%)	58.2
	Occupancy	1.3
0900 - 1000	Proportion (%)	46.3
	Occupancy	1.4
1600 - 1700	Proportion (%)	49.4
	Occupancy	1.4
1700 - 1800	Proportion (%)	53.1
	Occupancy	1.2
1800 - 1900	Proportion (%)	64.2
	Occupancy	1.3
<b>6. Cross Harbour Tunnel (Toll Plaza to South Portal)</b>		
0700 - 0800	Proportion (%)	52.0
	Occupancy	1.4
0800 - 0900	Proportion (%)	51.2
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.0
	Occupancy	1.3
1600 - 1700	Proportion (%)	49.6
	Occupancy	1.4
1700 - 1800	Proportion (%)	51.7
	Occupancy	1.3
1800 - 1900	Proportion (%)	59.1
	Occupancy	1.3

<b>Time/Road</b>		<b>Private Car</b>
<b>7. Chatham Road North (Wuhu Street to Hong Chong Road)</b>		
0700 - 0800	Proportion (%)	33.9
	Occupancy	1.3
0800 - 0900	Proportion (%)	44.7
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.5
	Occupancy	1.3
1600 - 1700	Proportion (%)	36.6
	Occupancy	1.4
1700 - 1800	Proportion (%)	40.9
	Occupancy	1.5
1800 - 1900	Proportion (%)	43.4
	Occupancy	1.4
<b>8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)</b>		
0700 - 0800	Proportion (%)	33.7
	Occupancy	1.2
0800 - 0900	Proportion (%)	36.0
	Occupancy	1.2
0900 - 1000	Proportion (%)	31.5
	Occupancy	1.3
1600 - 1700	Proportion (%)	31.6
	Occupancy	1.4
1700 - 1800	Proportion (%)	40.8
	Occupancy	1.2
1800 - 1900	Proportion (%)	49.1
	Occupancy	1.2
<b>9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)</b>		
0700 - 0800	Proportion (%)	40.1
	Occupancy	1.1
0800 - 0900	Proportion (%)	46.8
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.6
	Occupancy	1.4
1600 - 1700	Proportion (%)	35.1
	Occupancy	1.5
1700 - 1800	Proportion (%)	40.6
	Occupancy	1.5
1800 - 1900	Proportion (%)	59.4
	Occupancy	1.4

<b>Time/Road</b>		<b>Private Car</b>
<b>10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)</b>		
0700 - 0800	Proportion (%)	35.4
	Occupancy	1.4
0800 - 0900	Proportion (%)	48.7
	Occupancy	1.3
0900 - 1000	Proportion (%)	40.0
	Occupancy	1.2
1600 - 1700	Proportion (%)	36.5
	Occupancy	1.3
1700 - 1800	Proportion (%)	45.0
	Occupancy	1.4
1800 - 1900	Proportion (%)	56.4
	Occupancy	1.3

Note 1: The proportion refers to the percentage of private cars among the total number of vehicles.

Note 2: The average occupancy of private cars (in terms of number of persons) includes both driver and passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)387**

**(Question Serial No. 5120)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the vehicular flows, average vehicular speeds, roadside air pollution (percentage and concentration of air pollutants) and pedestrian flows of the following roads:

- Connaught Road Central;
- Dex Voeux Road Central;
- Queen's Road Central;
- Tuen Mun Road;
- Tuen Mun Heung Sze Wui Road; and
- Shek Pai Tau Road.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 305)

Reply:

The average daily vehicular flows and average vehicular speeds during morning and evening peak hours in the past five years are at Annex 1. Since pedestrian flow is not covered by our routine surveys, the Transport Department does not have information on the pedestrian flows of the roads concerned.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to better understand the emissions of air pollutants from various pollution sources in Hong Kong. Such information is used for the formulation of policies to reduce emissions and monitor the effectiveness of the control policies. Hong Kong is small in size with different air pollution sources. In addition, vehicles are travelling in different districts where various air quality improvement measures are implemented in parallel. Therefore, assessing air pollutant emissions from vehicles within specific road sections cannot adequately reflect the overall effectiveness of the air quality improvement measures. It is also very difficult and not cost-effective to conduct such assessment.

Nevertheless, the EPD has set up roadside air quality monitoring stations in major areas with heavy vehicular and pedestrian traffic as well as canyon effect to effectively monitor



roadside air quality in busy urban area. The concerned road sections in Central district mentioned in the question are close to the Central Roadside Air Quality Monitoring Station (AQMS). Hence, data from Central Roadside AQMS can generally reflect the effects of vehicle emissions from the nearby areas including Connaught Road Central, Des Voeux Road Central and Queen's Road Central on the roadside air quality.

Although there is no Roadside AQMS in the Tuen Mun District, owing to the lower development density of the Tuen Mun District with less canyon effect, the effect of vehicle emissions from the concerned road sections, viz, Tuen Mun Road, Tuen Mun Heung Sze Wui Road and Shek Pai Tau Road on the air quality of the nearby areas can be generally reflected by the data from the Tuen Mun General AQMS, which is located near Tuen Mun Road.

According to the EPD, with the implementation of various vehicle emission control measures by the Government in recent years, the concentrations of major air pollutants in the ambient air and at roadside have decreased by about 30% to 50% between 2013 and 2018. The major air pollutant concentrations of the Central Roadside and Tuen Mun General AQMS from 2013 to 2018 are given in the tables at Annex 2.

		Year				
		2018	2017	2016	2015	2014
<b>Connaught Road Central</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	40 710	41 860	42 680	43 670
Vehicular speed at peak hours <sup>@</sup> (eastbound) (kilometres (km)/hour (hr))	AM	17	21	19	22	21
	PM	12	16	23	19	14
Vehicular speed at peak hours <sup>@</sup> (westbound) (km/hr)	AM	20	22	26	25	28
	PM	18	15	25	24	20
<b>Dex Voeux Road Central (between Pedder Street &amp; Queen Victoria Street)</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	15 980	15 360	15 890	15 590
Vehicular speed at peak hours <sup>@</sup> (eastbound) (km/hr)	AM	9	11	11	12	9
	PM	12	6	12	10	9
Vehicular speed at peak hours <sup>@</sup> (westbound) (km/hr)	AM	17	17	16	16	17
	PM	15	13	10	9	12
<b>Queen's Road Central</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	13 220	11 290	11 920	12 870
Vehicular speed at peak hours <sup>@</sup> (km/hr)	AM	19	18	18	19	19
	PM	9	10	12	9	10
<b>Tuen Mun Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	129 590	123 250	102 660	94 530
Vehicular speed at peak hours <sup>@ Ψ</sup> (eastbound) (km/hr)	AM	52	46	46	48	55
	PM	68	63	66	-	-
Vehicular speed at peak hours <sup>@ Ψ</sup> (westbound) (km/hr)	AM	66	68	63	68	62
	PM	62	60	64	-	-
<b>Tuen Mun Heung Sze Wui Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	21 080	21 420	21 780	21 670
Vehicular speed at peak hours <sup>@#</sup> (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-
<b>Shek Pai Tau Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	9 130	9 280	8 900	9 000
Vehicular speed at peak hours <sup>@#</sup> (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-

+ Since the traffic statistics in the Annual Traffic Census 2018 are still being compiled, the vehicular flows for 2018 are not yet available.

@ Peak hours refer to morning peak hours from 8:00am to 9:30am and evening peak hours from 5:00pm to 7:00pm on weekdays.

Ψ Survey for average vehicular speeds did not cover evening peak hours before 2016.

# Survey for average vehicular speeds did not cover the roads concerned.

Table 1 : 2013 to 2018 Annual Average Pollutant Concentrations recorded at the Central Roadside Air Quality Monitoring Station

Air Pollutants	Year					
	2013	2014	2015	2016	2017	2018*
	Concentration ( $\mu\text{g}/\text{m}^3$ )					
Respirable Suspended Particulates	56	46	37	31	33	34
Fine Suspended Particulates	34	28	24	20	21	21
Nitrogen Dioxide	122	104	93	78	80	80
Sulphur Dioxide	12	9	9	8	8	8

\* 2018 data has not yet been validated.

Table 2: 2013 to 2018 Annual Average Pollutant Concentrations recorded at the Tuen Mun General Air Quality Monitoring Station

Air Pollutants	Year					
	2013 <sup>#</sup>	2014 <sup>^</sup>	2015	2016	2017	2018*
	Concentration ( $\mu\text{g}/\text{m}^3$ )					
Respirable Suspended Particulates	-	47	45	44	43	42
Fine Suspended Particulates	-	30	30	27	27	26
Nitrogen Dioxide	-	53	48	51	46	47
Sulphur Dioxide	-	15	10	10	8	9

# Tuen Mun General Air Quality Monitoring Station was commissioned on 30 December 2013.

<sup>^</sup> Owing to building renovation work, the operation of Tuen Mun General Air Quality Monitoring Station was temporarily suspended in November and December of 2014.

\* 2018 data has not yet been validated.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)388**

**(Question Serial No. 5123)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will “commence the development of a data collection and sharing system with a mobile application for the provision of territory-wide real-time arrival information of green minibuses (GMBs)”.

1. What is the timetable? When will the mobile application be launched?
2. The operational mode of public light buses (PLBs) is such that they “depart only when full”, and this (i) leaves passengers uncertain about when a PLB would depart from the PLB stop; and (ii) gives rise to the situation that even when a PLB arrives at the stop, it is likely to be fully loaded. Will the Government advise how it will tackle these problems?
3. What is the estimated expenditure for the work to “commence the development of a data collection and sharing system with a mobile application”?
4. Will the real-time data be released to the public in “machine-readable format”?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 308)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the TD’s website and the “e-Mobility” mobile application. The relevant real-time data will also be released in machine-readable format via “DATA.GOV.HK” for public use.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD’s “HKe-Mobility” mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade

representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The feasibility of occupancy detection for GMBs and information dissemination through the “HKe-Mobility” mobile application will also be studied. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about \$31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative which will incur an additional annual recurrent expenditure of about \$3.39 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)389****(Question Serial No. 5142)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

At present, vehicles outside Hong Kong, including those of the Mainland government, can apply for the international circulation permits (ICPs) (known as FV/FU licences) for use in Hong Kong without the need of registration and licencing in Hong Kong. Please advise this Committee:

(a) The applications details of ICPs in the past five years:

Year	No. of applications received	No. of applications approved	No. of applications rejected	No. of applications as at year end	No. of valid permits as at year end
2014					
2015					
2016					
2017					
2018					

(b)

(i) At present, which countries/regions' applicants may apply for the ICPs? Please list out the eligible countries/regions and the numbers of applications in the past five years:

Countries/regions	No. of applications approved				
	2014	2015	2016	2017	2018
e.g.: the Mainland China					

(ii) What are the application criteria?

(c) Please provide the names and the numbers of vehicles of which the Mainland government, departments directly under the Mainland authorities or enterprise units issued with ICP in the past five years.

Name of the Mainland governments, departments directly under the Mainland authorities or enterprise units	Number of vehicles				
	2014	2015	2016	2017	2018

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 427)

Reply:

(a) The Transport Department (TD) only maintains the statistics on the applications received and approved for ICPs, as well as the number of valid ICPs issued. Such information in the past five years is tabulated as follows:

Year	No. of applications received and approved during the calendar year	No. of valid permits issued (as at year end)
2014	3 052	2 552
2015	3 317	2 842
2016	3 742	3 146
2017	4 151	3 396
2018	5 752	4 817

Note: The numbers of applications received and approved during the calendar year is greater than the number of permits issued as at the year end because some quota holders have applied for the change of vehicles within the same year in which the ICP is granted.

(b)(i) Under existing legislation, there is no restriction on the countries/regions from which ICP can be applied. The numbers of applications approved in the past five years (calendar year), with breakdown of the applicants by countries/ regions are as follows:-

Countries/ regions	No. of applications approved				
	2014	2015	2016	2017	2018
Canada	0	0	1	1	0
Germany	0	0	0	1	0
Macao	0	0	0	0	471
Mainland China	3 051	3 314	3 740	4 147	5 273
Malaysia	0	0	0	0	4
New Zealand	0	0	0	0	2
Singapore	0	3	0	0	1
Sweden	0	0	0	2	0
Switzerland	0	0	1	0	0
United Kingdom	1	0	0	0	1

(b)(ii) According to Regulation 31 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), an applicant may apply for an ICP for motor vehicle brought into Hong Kong for a short stay of not more than 12 months. When processing the applications of ICPs, the TD will vet the relevant vehicle details, including the information on vehicle owner, vehicle type and the nature of use.

(c) The numbers of vehicles of Mainland government, departments directly under the Mainland authorities and enterprise units with ICPs issued in the past five years are set out in table under part (b)(i) above. The TD is not able to provide further information because personal information relating to the applicants of ICPs can only be used for the purpose of processing and issuing of the ICPs. They cannot be used for other purposes or released to the third party without the expressed consent of the applicants as governed by the Personal Data (Privacy) Ordinance (Cap. 486).

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)390****(Question Serial No. 7197)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for handling matters relating to the Public Transport Fare Subsidy Scheme (the Scheme). In this connection, will the Government inform this Committee of the following:

- (1) The numbers of beneficiaries and amounts of subsidy involved per month since the implementation of the Scheme.
- (2) Statistics on public transport expenses paid by Octopus in January 2019, with breakdown by amount of public transport expenses, in the table below.

Amount of public transport expenses in January	Number of commuters (based on use of Octopus cards)
< \$200	
\$200-\$300	
\$300-\$400	
\$400-\$500	
\$500-\$600	
\$600-\$700	
\$700-\$800	
\$800-\$900	
\$900-\$1000	
\$1000-\$1100	
\$1100-\$1200	
\$1200-\$1300	
\$1300-\$1400	
\$1400-\$1500	
\$1500-\$1600	
>\$1600	

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 17)

Reply:

- (1) The Scheme has been implemented from 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are around \$185.7 million and around \$120.9 million respectively, involving around 2.35 million beneficiaries in the first month and around 1.94 million beneficiaries in the second month.
- (2) The distribution of public transport expenses under the Scheme in January 2019 is as follows:

Amount of public transport expenses under the Scheme	Number of commuters (rounded off to the nearest ten thousand)
≤\$200	7 180 000
\$200.1-\$300	980 000
\$300.1-\$400	700 000
\$400.1-\$500	560 000
\$500.1-\$600	470 000
\$600.1-\$700	370 000
\$700.1-\$800	270 000
\$800.1-\$900	200 000
\$900.1-\$1000	140 000
\$1000.1-\$1100	100 000
\$1100.1-\$1200	70 000
\$1200.1-\$1300	50 000
\$1300.1-\$1400	40 000
\$1400.1-\$1500	30 000
\$1500.1-\$1600	20 000
>\$1600	40 000

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)391**

**(Question Serial No. 3507)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

A number of Members of the Kwun Tong District Council and Wong Tai Sin District Council have relayed to me several times that, given the persistent shortage of parking spaces in the two districts, many motorists were unable to find suitable parking spaces and resorted to on-street illegal parking, causing obstruction to the traffic. In this connection, what short-, medium- and long-term measures will the Government roll out and implement in the new financial year to increase the supply of parking spaces in the two districts?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 37)

Reply:

The Government continues to pursue actively a number of short and medium to long term measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;
- (d) encouraging parking of school buses inside school premises after school hours;
- (e) providing parking spaces and picking up/setting down facilities for coaches;
- (f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles;
- (g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
- (h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

For Kwun Tong and Wong Tai Sin Districts, the Transport Department is pursuing a number of specific measures as follows:

I. Short term measures

- (a) provision of a short-term tenancy public fee-paying car park with about 100 parking spaces at Choi Hing Road;
- (b) designation of 51 additional on-street parking spaces for motorcycles, private cars and coaches near Hoi Bun Road; and
- (c) designation of 55 additional on-street parking spaces for motorcycles at Fung Tak Road, Wang Kwong Road, Kai Yan Street and Hiu Kwong Street.

II. Medium to long term measures

- (a) provision of 25 additional parking spaces for coaches at Wong Tai Sin Public Transport Terminus; and
- (b) provision of an underground public vehicle park with about 300 parking spaces at Sze Mei Street, following the principle of “Single Site, Multiple Uses”.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)392**

**(Question Serial No. 3964)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

All four designated driving schools (DDSs) in Hong Kong will be operated under the same private company in monopoly. The Transport Department (TD) and the Lands Department adopted the tendering approach of awarding the site to the highest bidder, which caused the New Kwun Tong Driving School to be operated by the Hong Kong School of Motoring Limited and led to monopolisation of the market. Does the Government connive in the over-dominance of the Hong Kong School of Motoring Limited?

What are the passing rates of private driving schools, private driving instructors (PDIs) and the DDSs? Did the Government conduct any assessment and review to the current driving test arrangement?

At present, some driving test routes such as the new test routes at Wing Hau Street in Kwai Hing is not accessible to learner drivers for practice. Also, the repeaters need to undergo balloting for test appointment and the time for obtaining a test appointment is uncertain, and when they succeed, they only have two weeks to practise. On the contrary, the DDSs have their own training venues so that their students are not required to find public places to practise parking skills. If a student of DDS failed in the road test, he/she will be arranged for re-test at the same DDS whilst students of PDI will be assigned a Driving Test Centre (DTC) for re-test through balloting. Would this give rise to a vast difference and inconsistency between the test of the DDS and non-DDS as well as the quality of those who obtained the driving licences from the two sectors?

Are there adequate venues near each DTC to facilitate practice of parking and three point turn? Did the government design the DTCs with same level of difficulties?

Some road sections such as Kowloon City district are densely packed with tall buildings with insufficient roads. Will the Government propose to relocate the DTC to newly developed districts such as Tseung Kwan O, Ma On Shan and Tuen Mun?

Asked by: Hon WONG Pik-wan, Helena (LegCo internal reference no.: 59)

Reply:

The Government adopts a “two-pronged approach” for driver training in view of the traffic situation in Hong Kong. On the one hand, we promote off-street driver training through the establishment of DDSs to reduce traffic congestion caused by on-street driver training. On the other hand, we maintain adequate supply of PDIs for on-street driver training provided that such activities will not aggravate the traffic situation or cause road safety concerns. The present market for driver training is open to all potential participants. Under this policy, the TD has been sourcing suitable sites for setting up DDS. At present, there are two types of DDSs: DDSs set up on the Government short term tenancy (STT) sites, and DDSs on sites provided by the operators on their own. For the former, their tenders were awarded through competitive bidding based on the highest rental proposal with the mandatory requirements being met. The practice of competitive tendering in acquiring the Government STT site for designation of DDS is well-established, transparent and fair. All tenderers were assessed on a level playing field. For the latter, the Government welcomes application from any operator who can provide suitable site on their own to operate DDS provided that all the pre-requisite requirements are met.

Learner drivers are free to choose the DDS or PDI for driving training. The passing rates of candidates trained by PDI (including candidates trained by private driving schools) and DDS in respect of the Part C road test for various vehicle types in 2018 are shown in the table below:-

Vehicle Types	Passing rate in the PDI sector	Passing rate in the DDS sector
Private Car	28.6%	36.6%
Light Goods Vehicle	23.1%	25.8%
Motorcycle	40.1%	41.4%
Medium Goods Vehicle	34.6%	44.0%
Heavy Goods Vehicle	28.9%	N.A. <sup>Note</sup>
Private/Public Bus	42.8%	38.5%
Private/Public Light Bus	29.7%	N.A. <sup>Note</sup>
Articulated Vehicle	39.0%	53.8%

Note: There was no road test of Heavy Goods Vehicle and Private Light Bus/ Public Light Bus held for the DDS sector as the relevant driving training is available in PDI sector only.

In the past three years, over 70% of candidates taking the TD’s driving tests received their training from PDIs. All driving tests are conducted by Driving Examiners of the TD regardless of whether the driving tests are conducted at DDSs or other DTCs. The standard and requirements of tests imposed by the TD for all candidates are the same. Candidates passing the tests are all assessed on the basis of whether they have the required driving

competence and qualified of obtaining the respective driving licences. If a student of PDI would like to have a longer time period to practise before re-test, he/she may book a test appointment up to the 30th working day from the date of application. Learner drivers may practise driving on public roads (including those near DTCs) except those expressly prohibited to learner drivers generally. There is no additional driver training restriction at Wing Hau Street.

At present, there are a total of 17 DTCs in the territory. The TD has been making tremendous efforts in identifying suitable sites for setting up of more and widely-distributed DTCs over the territory. The TD will continue its effort on this front, including identifying suitable sites at Tseung Kwan O, Ma On Shan and Tuen Mun. The TD has no plan to relocate the DTCs in the Kowloon City District until a suitable replacement site is available.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)393****(Question Serial No. 3603)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of:

- 1) the numbers of additional parking spaces provided in 2017-18 and 2018-19, with breakdown by vehicle type and district; and
- 2) the estimated number of additional parking spaces to be provided in 2019-20.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 57)Reply:

- 1) The numbers of additional parking spaces provided in 2017-18 and 2018-19 in various districts by vehicle type are as follows:

District	Financial year	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central and Western	2018-19	424	0	0	64	488
	2017-18	116	0	0	49	165
Wan Chai	2018-19	235	3	2	27	267
	2017-18	270	0	0	24	294
Eastern	2018-19	652	33	39	119	843
	2017-18	177	0	109	18	304
Southern	2018-19	275	4	103	36	418
	2017-18	68	0	0	10	78
Yau Tsim Mong	2018-19	571	0	32	84	687
	2017-18	170	0	0	11	181
Sham Shui Po	2018-19	211	2	0	103	316
	2017-18	617	7	0	117	741
Kowloon City	2018-19	875	0	50	116	1 041
	2017-18	932	5	0	100	1 037



District	Financial year	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Wong Tai Sin	2018-19	19	2	0	26	47
	2017-18	76	3	0	52	131
Kwun Tong	2018-19	445	0	6	259	710
	2017-18	725	18	0	76	819
Tsuen Wan	2018-19	1 068	0	0	145	1 213
	2017-18	5	0	0	57	62
Tuen Mun	2018-19	322	10	0	46	378
	2017-18	763	0	0	42	805
Yuen Long	2018-19	239	26	10	60	335
	2017-18	1 183	25	9	135	1 352
North	2018-19	483	55	0	31	569
	2017-18	59	14	1	0	74
Tai Po	2018-19	76	0	0	9	85
	2017-18	136	1	0	4	141
Sai Kung	2018-19	1 322	0	18	154	1 494
	2017-18	1 175	11	1	90	1 277
Sha Tin	2018-19	681	38	1	63	783
	2017-18	550	13	5	27	595
Kwai Tsing	2018-19	330	255	48	63	696
	2017-18	272	269	15	0	556
Islands	2018-19	809	14	0	54	877
	2017-18	567	4	11	25	607
Total	2018-19	9 037	442	309	1 459	11 247
	2017-18	7 861	370	151	837	9 219

# 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.

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

2) Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy, the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand, and if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not have specific projection on the number of such parking spaces.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)394**

**(Question Serial No. 3604)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

- (1) the carrying capacity of each MTR line in 2018 (loading at four and six persons (standing) per square metre (ppsm));
- (2) the patronage of each MTR line during peak hours in 2018 (loading at four and six ppsm);
- (3) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines; and
- (4) for upgrading of signalling systems of various MTR lines, please provide the (i) work plan, (ii) year; and (iii) maximum carrying capacity per hour (at four ppsm) during morning peak hours after upgrading.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 58)

Reply:

(1) to (3)

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 2018 are set out in Annex.

The carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2018 are as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour during the morning peak hours</b>	<b>Passenger loading of the busiest section in the morning (Note 1)</b>
505	2 356	84%
507	2 430	79%
610	2 019	91%
614 (Note 2)	980	81%
614P(Note 2)	1 225	
615 (Note 2)	942	90%
615P(Note 2)	1 225	
705	4 900	73%
706	5 440	74%
751	2 625	81%
751P	1 532	68%
761P	5 444	81%

Note 1: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL 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.

(4)

The MTRCL is carrying out works to replace the signalling systems of seven railway lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line and Airport Express). Currently, the replacement works of Tsuen Wan Line, Island Line and Kwun Tong Line are in progress while those of the other railway lines will commence continuously. Upon the completion of all works in 2026, the overall carrying capacity of these seven railway lines will be increased by about 10%. The signalling system of East Rail Line, in association with the Shatin to Central Link (SCL) project, is also being upgraded.

The planned completion timeframe of the upgrading of the new signaling systems is provided as below:

<b>Railway line</b>	<b>Expected completion year</b>
Tsuen Wan Line	2019
East Rail Line	2019
Kwun Tong Line	2020
Island Line	2021
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

Having regard to the MTR railway incident on Tsuen Wan Line on 18 March 2019, the MTRCL will work with the Government to review the above timeframe.

**2018 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 Rail	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 (Note 7)
1.	Design capacity (Six ppsm) (a)	101 000	64 000	32 000 (Note 3)	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1, 7)
2.	Maximum carrying capacity when train frequency is maximised (Six ppsm) (b)	90 000	56 200 (Note 2)	53 600 (Note 3)	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800 (Note 7)
3.	Existing carrying capacity (Six ppsm) (c)	86 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800 (Note 7)
4.	Difference between (a) and (b) (Note 4)	11 000	7 800	21 600	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 5)	3 800	0	0	0	0	10 200	0	0	0	2 500	0
6.	Current patronage (d)	54 800	40 400	15 800	48 200	57 600	9 200	51 200	60 200	2 600	28 600	2 300
7.	Current loading (1) (Six ppsm) [(d)/(c)] { }critical link	64% {Tai Wai to Kowloon Tong}	72% {Kam Sheung Road to Tsuen Wan West}	29% {Che Kung Temple to Tai Wai}	71% {Yau Tong to Quarry Bay}	72% {Tin Hau to Causeway Bay}	55% {Ocean Park to Admiralty}	72% {Shek Kip Mei to Prince Edward}	80% {Yau Ma Tei to Jordan}	27% {Sunny Bay to Disneyland}	67% {Olympic to Kowloon}	48% (Note 7)
8.	Current loading (2) (Four ppsm) [(d)/(c)]÷71.2% (Note 6)] (For the critical links mentioned in item (7))	89%	101%	41%	100%	101%	77%	101%	113%	38%	95%	

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 carrying capacity of Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signalling system will also make allowance for potential capacity enhancement.

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 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 (six 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 seven to eight, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (six ppsm).

Note 3 The design capacity of Ma On Shan Line is based on four-car train operation. To tie in with the East West Corridor project of the SCL, starting from 2017, the number of train compartments of the Ma On Shan Line train has been progressively increased from four to eight, contributing to an increase in the maximum carrying capacity from 30 500 to 53 600 (six ppsm).

Note 4 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 ten seconds; (b) shared tracks in 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 5 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note 6 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 six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four 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 four ppsm is 71.2% that of six ppsm.

Note 7 The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)395****(Question Serial No. 4655)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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 the past three years?
- (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) Upon commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), there are calls for relaxing relevant requirements to allow vehicles of the three jurisdictions to travel freely between the three places. Does the Government have any work plan for above suggestion in the coming 24 months?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 107)

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 past three years are as follows:

Year (Calendar year)	Number of applications received	Number of applications approved
2016	2 711	2 597
2017	2 866	2 773
2018	2 869	2 779

**Note:** Depending on the application submission date and timely submission of the required information, the approval of applications may not be granted in the same calendar year as the submission of application.

- (2) The Guangdong Provincial Government and the Government of the Hong Kong Special Administrative Region clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). The position remains the same.
- (3) The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)396**

**(Question Serial No. 4656)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

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 2019-20 and 2020-21? 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 2019-20 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 year? If yes, what were the details?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 108)

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 (RPPs). 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.

In the past few years, rationalisation of franchised bus services using the Area Approach has already been implemented in most of the densely populated districts on Hong Kong Island, Kowloon and the New Territories where relatively substantial changes in the bus network have taken place. Besides, Area Approach bus route rationalisation has also

been conducted to tie with commissioning of West Island Line, Kwun Tong Line Extension and the South Island Line (East). Currently, while the TD in general has no plan to carry out Area Approach bus route rationalisation on a district basis, it is conducting a study on public transport re-organisation plan in connection with the commissioning of the Shatin to Central Link and will consult the relevant District Councils, transport operators and trades on the public transport plan in due course. Besides, the TD will continue to take forward rationalisation proposals under the annual RPP exercise to meet the changing demand of the travelling public.

- (2) The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD is carrying out a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in end 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

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. Besides, the Government will continue to pilot the use of technology to deter improper use of loading/unloading bays, illegal parking and traffic offences. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

The average annual growth rate of licensed private cars is about 3.5% over the past five years. We have been actively exploring measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- (3) According priority use of roads to public transport services is an established transport policy in Hong Kong. In considering bus priority measures, we should pay due regard to the actual road situation and traffic conditions. Since the implementation of these measures would reduce the number of lanes for use by other vehicles on the relevant road section, the usage and travelling speed of other vehicles may be affected. Therefore, when planning for bus priority measures in any particular road section, the TD must carefully assess the feasibility to strike a proper balance.

The TD will implement a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel in end 2019. The TD is also studying the feasibility of extending the operating hours of the existing bus-only lanes on Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road, as well as setting up new bus-only lanes at a road section of Connaught Road Central eastbound (outside Jardine House).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)397**

**(Question Serial No. 4657)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee:

the average vehicular speeds during the morning and evening peak hours of the following roads in 2016, 2017 and 2018: (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 (LegCo internal reference no.: 109)

Reply:

The Transport Department conducts the Car Journey Time Survey (CJTS) every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The average vehicular speeds during the morning peak hours and evening peak hours of the concerned road sections in 2016, 2017 and 2018 are at the Annex.

It must be emphasised that the average driving speeds on short 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 morning and evening peak hours <sup>@</sup> [kilometres/hour]					
		2018		2017		2016	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) <sup>#</sup>	47	-	50	-	38	-
	Canal Road Flyover (north bound) <sup>#</sup>	12	-	10	-	7	-
(2)	Gloucester Road (east bound)	22	18	15	26	19	25
	Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	65	-	55	-	46	-
	Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	20	-	25	-	22	-
(3)	Connaught Road West (east bound)	38	40	28	42	37	47
	Connaught Road West (west bound)	61	58	56	56	61	52
(4)	Connaught Road Central (east bound)	17	12	21	16	19	23
	Connaught Road Central (west bound)	20	18	22	15	26	25
(5)	Pedder Street	7	8	6	7	7	9
(6)	Harcourt Road (east bound)	24	23	23	17	34	29
	Harcourt Road (west bound)	50	21	43	22	46	33
(7)	Hennessy Road (east bound)	16	14	17	11	17	6
	Hennessy Road (west bound)	14	13	12	12	15	11
(8)	Queen's Road Central	19	9	18	10	18	12
(9)	Chatham Road North (south bound) <sup>+</sup>	4	28	4	-	5	-
	Chatham Road North (north bound) <sup>+</sup>	42	37	45	-	39	-
(10)	Princess Margaret Road (south bound)	11	58	7	49	8	59
	Princess Margaret Road (north bound)	41	60	51	51	39	56
(11)	Gascoigne Road (east bound) <sup>+</sup>	4	17	8	-	20	-
	Gascoigne Road (west bound) <sup>+</sup>	13	16	18	-	24	-
(12)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>+</sup>	28	68	52	-	55	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>+</sup>	67	67	68	-	64	-

@ They refer to morning peak hours at 8:00am – 9:30am and evening hours at 5:00pm – 7:00pm on weekdays.

# The CJTS did not cover the evening peak hours.

+ The CJTS did not cover the evening peak hours before 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)398**

**(Question Serial No. 4658)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the shortage of parking spaces in Hong Kong, please advise this Committee:

- (1) on the numbers of parking spaces for private cars and commercial vehicles (CVs) provided by public car parks (including on-street parking spaces) in the 18 districts in Hong Kong;
- (2) whether the Government will conduct a study on parking policy or a review on the existing policy; if yes, on the estimated expenditure and timetable; and
- (3) on the estimated additional numbers of parking spaces to be provided by public car parks (including on-street parking spaces) in the coming 24 months.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 110)

Reply:

- (1) The numbers of public parking spaces (including on-street parking spaces) for private cars and CVs in each of the 18 districts as at February 2019 were set out in the Annex.
- (2) The Transport Department (TD) has embarked on a consultancy study on the parking for CVs to assess the parking demand of CVs by district and to formulate short to long term measures to assess the demand. The study is targeted for completion by end 2019. The estimated expenditure for the study in 2019-20 is \$3.5 million.
- (3) Since the designation of new on-street parking spaces is subject to the views of the local community, TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy, the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand, and if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, TD does not have specific projection on the number of such parking spaces.

**Number of public parking spaces for private cars and CVs  
(as at February 2019)**

<b>District</b>	<b>Private Car</b>	<b>Commercial Vehicle</b>
Central and Western	10 263	935
Wan Chai	11 378	102
Eastern	12 672	859
Southern	8 176	935
Yau Tsim Mong	15 742	2 313
Sham Shui Po	10 512	2 591
Kowloon City	10 209	1 588
Wong Tai Sin	6 354	401
Kwun Tong	14 772	1 191
Tsuen Wan	11 255	1 234
Tuen Mun	10 318	1 610
Yuen Long	10 457	1 020
North	6 970	1 133
Tai Po	7 349	744
Sai Kung	12 583	889
Sha Tin	18 544	1 474
Kwai Tsing	11 511	7 813
Islands	7 647	493
<b>Total</b>	<b>196 712</b>	<b>27 325</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)399**

**(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 (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local bicycle-friendly policy, please advise the Committee on the following:

- (1) In 2019-20, 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 2019-20, will action be taken 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) Will cycling facilities be constructed in the urban area? If yes, what are the details and estimated expenditure involved?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 111)

Reply:

(1)-(3)

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, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence

increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas.

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 is taking forward a 13 kilometres (km) and 2.6 km long cycle track network in the Kai Tak Development and the Development of Anderson Road Quarry respectively. The Government is also considering the provision of cycling facilities at the waterfront promenade along the new Central Harbourfront, and on the proposed boardwalk underneath the Island Eastern corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay. Since the construction of these cycle tracks will not commence in 2019-20, there is no estimated expenditure for the construction works in 2019-20.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)400****(Question Serial No. 4660)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

- (1) In the past three years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?
- (2) How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February 2016? How many places that have been issued are not used?
- (3) What were the monthly traffic flows on the closed roads in South Lantau in the past three years?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 112)

Reply:

- (1) The numbers of traffic accidents that occurred on the closed roads on South Lantau and the numbers of prosecution cases that were related to driving on such closed roads without valid permits in the past three years are provided below:

	<b>2016</b>	<b>2017</b>	<b>2018</b>
Number of traffic accidents	40	39	45
Number of prosecution cases related to driving on Lantau closed roads without valid permits	932	1 047	1 124

- (2) Since the implementation of the "Driving on Lantau Island" Scheme in February 2016 and up to end February 2019, a total of 17 119 places were allotted. The Transport

Department (TD) does not have information on the number of issued places that were not used by the applicants.

- (3) The average daily traffic flows of major closed road sections on South Lantau in the three years from 2015 to 2017 are provided below. The TD does not have breakdown of the statistics on traffic flow by month.

Road Sections	Calendar year <sup>(Note)</sup>		
	2015 (vehicles/day)	2016 (vehicles/day)	2017 (vehicles/day)
Tung Chung Road (south of Shek Mun Kap Road)	4 820	4 880	4 850
South Lantau Road	2 910	3 340	3 020
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 610	2 620	2 700
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 080	1 150	1 140

Note: The traffic data for 2018 are being compiled and therefore are not available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)401**

**(Question Serial No. 4664)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of:

- (1) the number of public light buses (PLBs) which have the seating capacity increased from 16 to 19 as of March 2019; and
- (2) the total number of 19-seat PLBs and, among them, the proportion of green minibuses (GMBs) and red minibuses (RMBs) respectively.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 116)

Reply:

(1)

The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs.

(2)

Among these 949 19-seat PLBs registered, 799 are GMBs (accounting for 84.2% of total registered 19-seat PLBs), whereas 150 are RMBs (accounting for 15.8% of total registered 19-seat PLBs).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)402**

**(Question Serial No. 4665)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the Government subsidies to the franchised bus companies for installation of seat at bus stops and bus termini, please advise the Committee on:

- (1) The locations of bus stops with seats installed as at March 2019; and
- (2) The locations of bus stops planned to have seats installation in 2019-20.

Asked by: Hon Wu Chi-wai (LegCo internal reference no.: 117)

Reply:

The Government subsidises the franchised bus companies to install seats at about 2 600 covered bus stops in the territory. The installation will be carried out in three phases for completion in 2020. Under phase one of the scheme which was completed in end 2018, a total of 790 bus stops were installed with seats. The locations of the seats installed and to be installed are set out in Annex 1 and Annex 2 respectively.

**Location of the bus stops with seats installed by franchised bus companies under  
phase one of the Subsidy Scheme  
(as at end 2018)**

Braemar Hill Bus Terminus  
Argyle Street Hong Kong Eye Hospital L/P BE6265-9  
Argyle Street Kowloon City Police Station L/P AE6264-3  
Argyle Street Kowloon Hospital L/P E6277-7 [2]  
Argyle Street opp. House No. 106D  
Chatham Road North House No. 436-450  
Chatham Road North House No. 508  
Chatham Road North O/S House No. 275 O/S Ulfert near Valley Road  
Chatham Road North opp. Ulfert near Ping Chi Street  
Chung Hau Street opp. Carmel Secondary School  
Chung Hau Street opp. Oi Man B/T L/P AA1342  
Cornwall Street east of Ede Road  
Hung Hom South Road near Cheong Wan Road  
Hung Lok Road O/S House No. 12 Harbourview Horizon  
Junction Road near Kam Shing Road O/S Kam Shing Road Recreation Ground  
Junction Road near Renfrew Road O/S Hong Kong Baptist University  
Ma Tau Wai Road House No. 21  
Ma Tau Wai Road House No. 21 O/S Eldex Industrial Building  
Ma Tau Wai Road House No. 29  
Ma Tau Wai Road near U.C. To Kwa Wan Market  
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen  
Mok Cheong Street House No. 19 The HK Society for the Blind [2]  
Prince Edward Road East near Sa Po Road  
Prince Edward Road East opp. Rhythm Garden  
Prince Edward Road East opp. The Latitude [2]  
Prince Edward Road West near Ma Tau Chung Road [2]  
Prince Edward Road West near Padek Palace  
Prince Edward Road West O/S Belvedere Heights  
Prince Edward Road West O/S House No. 239  
Prince Edward Road West opp. The Lamma Palace  
Princess Margaret Road Pui Ching Road Flyover L/P AA4477-9  
Pui Ching Road near Man Fuk Road  
Sheung Foo Street near L/P E6419-3  
Sheung Foo Street opp. Ho Man Tin Plaza  
Shing Kai Road near Muk Hung Street  
Shing Kai Road near Tak Long Estate  
To Kwa Wan Road House No. 13 near Hung Fook Street  
To Kwa Wan Road House No. 19  
Waterloo Road House No. 96-94 Kowloon Hospital  
Waterloo Road opp. Baptist University  
Wuhu Street Walker Road  
Castle Peak Road near Shek Ying Path  
Castle Peak Road near Tsui Yiu Court

Castle Peak Road near Yiu Wing Lane [2]  
Castle Peak Road O/S Greenknoll Court  
Castle Peak Road O/S Tai Wo Hau Sports Centre  
Cheung Ching B/T near Cheung Ching Estate Community Centre [2]  
Cheung Wing Road O/S Sun Fung Centre  
Ching Hong Road O/S Hong Shun House Cheung Hong Estate  
Ching Hong Road O/S PLK Lo Kit Sing (1983) College  
Chung Mei Road near Hong Shun House Cheung Hong Estate  
Chung Mei Road near Tsing Yi Fire Station  
Chung Mei Road O/S OSH Academy  
Fung Shue Wo Road near Tai Wong Ha Tsuen  
Fung Shue Wo Road O/S Tsing Yi Ferry  
Fung Shue Wo Road opp. Yee Yat House  
Hing Fong Road O/S Kwai Chung Sports Ground  
Hing Fong Road O/S Metroplaza  
Kwai Chung Road near Hoover Industrial Building  
Kwai Chung Road near Kwai Yik Road [2]  
Kwai Chung Road O/S Kwai Fong Shopping Centre  
Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building  
Kwai Fuk Road O/S Kwai Tsing Theatre  
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate  
Kwai Shing Circuit O/S Lee Yat Ngok Memorial School  
Lai Cho Road Lai Yiu Bus Terminus [2]  
Lai King Hill Road Lai King North B/T  
Lai King Hill Road near Kau Wa Keng Village  
Lai King Hill Road near Kwai Chung Interchange [2]  
On Yam near Tak Yam House  
Shek Pai Street O/S Shek Foon House  
Sheung Kok Street O/S Luk Kwai House Kwai Chung Estate  
Tai Pak Tin Street near On Chit Street  
Tai Wo Hau Road opp. Fu On House Tai Wo Hau Estate  
Tsing King Road near Tsing Luk Street  
Tsing King Road opp. Tsing Yi Sports Ground  
Tsing Yi Heung Sze Wui Road O/S Greenfield Garden  
Tsing Yi Heung Sze Wui Road O/S Tsing Yi Police Station  
Tsing Yi Road West O/S Ching Wah Court  
Wo Yi Hop Road O/S House No. 103-107 Park Sun Building  
Wo Yi Hop Road O/S House No. 208  
Wo Yi Hop Road O/S House No. 33 The Apex  
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden  
Choi Ha Road opp. Ying On House Choi Ying Estate  
Chun Wah Road Ngau Tau Kok Bus Terminus [3]  
Chun Wah Road O/S Lok Wah Community Centre  
Chun Wah Road opp. Lok Nga Court near L/P E2801  
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station [3]  
Hip Wo Street O/S Wo Lok Estate [2]  
Hiu Kwong Street opp. Hiu Lai Court  
Hong Ning Road O/S House No. 149  
Kai Tin Road opp. Kei Hau Secondary School

Kai Tin Road opp. Lam Tin Clinic  
Ko Chiu Road opp. Ko Chun Court  
Kwun Tong (Yue Man Square) B/T  
Kwun Tong Ferry Bus Terminus [5]  
Kwun Tong Road House No. 406 O/S PCCW Telephone Exchange  
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [6]  
Kwun Tong Road near Lotus Tower  
Kwun Tong Road O/S APM Millennium City 5 [2]  
Kwun Tong Road O/S Kai Yip Estate  
Kwun Tong Road O/S Millennium City  
Kwun Tong Road O/S Telford Gardens [4]  
Kwun Tong Road opp. Kowloon Bay Railway Station  
Lam Tin (Kwong Tin Estate) Bus Terminus [2]  
Lam Tin (North) Bus Terminus [2]  
Lee On Road near Shun Lee Fire Station  
Lee On Road O/S Lee Hang House Shun Lee Estate  
Lee On Road O/S Lee Yip House Shun Lee Estate  
Lee On Road O/S Shun On Restaurant Shun On Estate  
Lei Yue Mun Road near Lam Tin Railway Station  
Lei Yue Mun Road O/S Kowloon East Government Offices  
Lei Yue Mun Road O/S Kwun Tong Swimming Pool  
Lei Yue Mun Road opp. St. Antonius Girls' College  
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate  
Ngau Tau Kok Road O/S Sheung Tai House Upper Ngau Tau Kok Estate  
Ngau Tau Kok Road opp. Amoy Gardens [2]  
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214  
Pik Wan Road near Tak Hong House Tak Tin Estate  
Prince Edward Road East near Choi Hung Interchange  
Sau Mau Ping Road near Hiu Kwong Street  
Sau Ming Road opp. Sau Mau Ping Shopping Centre  
Sau Ming Road opp. Sau Ming House  
Shun Lee Bus Terminus  
Shun On Road Shun Tin Bus Terminus  
Shun Tin Bus Terminus  
Tsui Ping Road O/S Tsui Pak House Tsui Ping Estate  
Wang Kwong Road O/S Richland Gardens Shopping Centre  
Yue Man Square O/S House No. 44A  
Chi Fuk Circuit Ka Fuk Estate opp. L/P EA9562  
Ching Ho Estate Bus Terminus  
Choi Yuen Road opp. Sheung Shui Railway Station near L/P N1536  
Fan Kam Road Ping Kong opp. L/P AD8350  
Fan Kam Road Tsiu Keng opp. L/P N8913  
Fanling Station Road Fanling Railway Station opp. L/P DD0583 [2]  
Jockey Club Road Fanling Assembly of God Church opp. L/P AD2693  
Jockey Club Road Shum Shing Middle School opp. L/P AD2683  
Lung Sum Avenue near Tin Yee House Tin Ping Estate near L/P DD0382  
Pak Wo Road Fanling Railway Station opp. L/P EC0151  
Pak Wo Road Fung Ying Seen Koon near L/P EB5579  
Pak Wo Road Ng Uk Village opp. L/P EA3049

Pak Wo Road Yan Shing Court near L/P AD4514  
Ping Che Road near Ta Kwu Ling Rural Centre Government Building opp. L/P EB4902  
San Wan Road near Oil Station opp. L/P BN3148  
San Wan Road opp. Landmark North near L/P EB7353  
San Wan Road opp. Landmark North near L/P EB7355  
Sha Tau Kok Road Luen Wo Hui Playground opp. L/P N7677  
Sha Tau Kok Road opp. Oil Station opp. L/P N7665  
Sha Tau Kok Road Sha Tau Kok Clinic near L/P EA9319  
Tai Ping Bus Terminus near North District Hospital near L/P EA2988  
Tai Ping Bus Terminus near North District Hospital near L/P EA2989  
Wo Muk Road Union Plaza opp. L/P DD0742  
Yat Ming Road Dawning Views near Avon Park opp. L/P EA1981  
Yat Ming Road Dawning Views opp. L/P EA1981  
Chun Yat Street near Chun Cheong Street  
Chun Ying Street opp. HITACHI HEE TKO Centre  
Clear Water Bay Bus Terminus  
Clear Water Bay Road Mang Kung Uk  
Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital [7]  
Hang Hau Road opp. Boon Kin Village  
Hiram's Highway Marina Cove  
Hiram's Highway near Sai Kung Rural Committee Lane  
Po Fung Road O/S Metro City  
Po Fung Road O/S STFA Leung Kit Wah Primary School  
Po Hong Road near Kwong Ming Court  
Po Hong Road near Verbena Heights [2]  
Po Hong Road O/S Fu Ning Garden  
Po Lam Road North near Tsui Lam Estate [2]  
Po Lam Road North near Yan Kuk House Yan Ming Court [3]  
Po Lam Road North O/S Block 5 Hong Sing Garden  
Po Lam Road North O/S Yan Ming Court [2]  
Po Lam Road North opp. Ying Ming Court  
Po Ning Road opp. Tak Fu House Hau Tak Estate  
Po Tung Road near Sai Kung Town Hall  
Po Yap Road near Tseung Kwan O Plaza  
Pui Shing Road O/S Nam Fung Plaza  
Sai Kung Bus Terminus [3]  
Tai Mong Tsai Road Mak Pin  
Tong Ming Street O/S Sheung Tak Plaza  
Tong Ming Street O/S Tong Ming Street Park  
Tong Ming Street opp. Beverly Garden  
Tong Ming Street opp. Tong Ming Court  
Wan Po Road near Pak Shing Kok  
Yan King Road O/S Yan Ming Court near L/P EA9627-G  
Castle Peak Road opp. Jao Tsung-I Academy  
Cheung Sha Wan Road near Mei Foo Railway Station  
Cheung Sha Wan Road O/S Cheung Sha Wan Estate  
Cheung Sha Wan Road O/S Cheung Sha Wan Playground [3]  
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]  
Cheung Sha Wan Road O/S House No. 339 near Yee Kok Court



Cheung Sha Wan Road O/S Yat Ching House Yee Ching Court  
Cheung Sha Wan Road O/S Yee Kok Court [2]  
Cheung Sha Wan Road opp. Cheung Sha Wan Indoor Games Hall  
Cheung Sha Wan Road opp. Cheung Shan Wan Post Office  
Cheung Sha Wan Road south of Wing Lung Street  
Lai Chi Kok Road O/S House No. 250  
Lai Chi Kok Road O/S House No. 808 Good Luck Industrial Centre  
Lai Chi Kok Road O/S Sham Shui Po Park  
Lai Chi Kok Road opp. Mei Foo Bus Terminus [2]  
Mei Foo Bus Terminus [3]  
Nam Cheong Street O/S Shek Kip Mei Commercial Centre  
Nam Cheong Street O/S Wong Tai Shan Memorial College  
Nam Cheong Street opp. Shui Tin House  
So Uk Bus Terminus  
Tai Hang Tung Road O/S Concordia Lutheran School  
Tai Po Road opp. House No. 70  
Tonkin Street O/S Cheung Sha Wan Railway Station  
Yen Chow Street O/S Sham Shui Po Police Station  
Yen Chow Street West opp. Nam Cheong Estate  
A Kung Kok Street near Sha Tin Hospital [2]  
A Kung Kok Street opp. Sha Tin Hospital [2]  
Che Kung Miu Road near Tai Wai Railway Station  
Chevalier Garden Bus Terminus [4]  
Chun Shek Estate O/S Shek Yuk House  
Chung Ling Road near Tung Lo Wan Village  
Fo Tan (Shan Mei Street) Bus Terminus [2]  
Hang Hong Street near Yiu Him House Yiu On Estate [2]  
Hang Hong Street O/S Tsang Pik Shan Secondary School  
Hang Tak Street near Hang Shun Street  
Heng On Bus Terminus [2]  
Hin Keng Bus Terminus [2]  
Hin Keng Street near Hin Hing House  
Hin Keng Street near Hin Pui House [2]  
Hung Mui Kuk Road near Chung Pak Road  
Hung Mui Kuk Road O/S Sun Yuet House [2]  
Hung Mui Kuk Road opp. Sun Yuet House  
Kam Ying Road O/S Kam Ying Court  
Kwong Sin Street near Kwong Yuen  
Kwong Yuen Bus Terminus [3]  
Mei Tin Road O/S Holford Garden  
Mei Tin Road O/S Tai Wai Market [2]  
Mei Tin Road O/S Yat Shing House May Shing Court  
Ngan Shing Street near Prince of Wales Hospital Main Clinical Block  
Ngan Shing Street O/S Yuen Chau Kok THA (Ngan Shing Street near St. Rose of Lima's College)  
Ngan Shing Street opp. Yue Tin Court  
Ngau Pei Sha Street O/S Yu Chui Court [2]  
Pak Hok Ting Street near Royal Park Hotel  
Sai Sha Road near Lee Wing House Lee On Estate

Sai Sha Road near Villa Athena  
 Sai Sha Road O/S Ma On Shan Town Centre B/T  
 Sai Sha Road opp. Chung On  
 Sai Sha Road opp. Villa Athena [2]  
 Sha Kok Street O/S Pok Hong Bus Terminus  
 Sha Kok Street O/S Sha Kok Estate  
 Sha Tin Railway Station Bus Terminus  
 Sha Tin Tau Road O/S Yan Wai House  
 Sha Tin Wai Road near Li Ka Shing Specialist Clinic  
 Sha Tin Wai Road near Sha Kok Estate  
 Siu Lek Yuen Road O/S Cypress House Kwong Yuen Estate [2]  
 Siu Lek Yuen Road O/S Siu Lek Yuen Village  
 Tai Chung Kiu Road O/S Belair Garden  
 Tai Chung Kiu Road O/S Block 13, City One Shatin [2]  
 Tai Chung Kiu Road O/S Garden Rivera  
 Tai Chung Kiu Road opp. Ravana Garden [2]  
 Tai Po Road near Shek Lei Pui Reservoir  
 Tam Kon Po Street O/S Sha Tin Town Hall  
 Tin Sam Street O/S Tin Sam Village  
 University Railway Station Bus Terminus  
 Wong Nai Tau Bus Terminus [3]  
 Yuen Wo Road O/S Lek Yuen Estate  
 Yuen Wo Road O/S Wo Che Shopping Centre [2]  
 Yuen Wo Road opp. Lek Yuen Estate [2]  
 Yuen Wo Road opp. Wo Che Estate  
 Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458  
 Chung Nga Road opp. Fu Heng Estate near L/P EA7472 [2]  
 Kwong Fuk Road House No. 121 near Tung Sau Square near L/P AE0239  
 Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311  
 Kwong Fuk Road House No. 85 near Tung Mau Square near L/P AE0233  
 Kwong Wang Street near Wang Fuk Court opp. L/P N4824  
 Kwong Wang Street opp. Wang Fuk Court near L/P N4824  
 Lam Kam Road Chung Uk Tsuen opp. L/P EB0516  
 Nam Wan Road near Uptown Plaza opp. L/P EA7573  
 On Cheung Road Eightland Gardens near L/P EB3767  
 On Cheung Road Fortune Plaza opp. Eightland Gardens opp. L/P EB3765  
 On Cheung Road Tai Po Civic Centre opp. L/P EB3767  
 Po Heung Street Luk Heung Public School opp. L/P N3267  
 Po Heung Street Luk Heung Public School opp. L/P N3269  
 Tai Po Road Kwong Fuk Estate near L/P EA7874  
 Tai Po Road opp. Kwong Fuk Estate opp. L/P EA8356  
 Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opp. L/P DE0033  
 Tai Po Tai Wo Road opp. Tai Po Old Market Public School near L/P EB8313  
 Ting Kok Road Full Scene Garden opp. L/P DE0075  
 Ting Kok Road Lee Kum Kee opp. Fung Yuen opp. L/P EB2820  
 Ting Kok Road Po Sum Pai opp. L/P AE0645  
 Ting Kok Road Shuen Wan near L/P AE1620  
 Ting Kok Road Wing Fai Garden opp. L/P DE0070  
 Wong Shek Pier

Castle Peak Road near Fu Wah Street [2]  
 Castle Peak Road near Kin Ming Street  
 Castle Peak Road near Tsuen King Circuit near L/P U7252-8  
 Castle Peak Road O/S The Panorama  
 Castle Peak Road O/S Wing Hong House Fuk Loi Estate  
 Castle Peak Road opp. Ma Wan Pier  
 Cheung Shan Estate Road West O/S Sau Shan House Cheung Shan Estate  
 Sha Tsui Road O/S House No. 213 Lady Trench Polyclinic [2]  
 Shek Wai Kok Road Shek Wai Kok B/T  
 Tai Chung Road near Yuen Tun Circuit  
 Texaco Road Tsuen Wan Industrial Centre DCH Tsuen Wan Motor Service Centre  
 Tsuen Foo Street near Tsuen Wah Street O/S East Asia Shopping Arcade  
 Tsuen King Circuit O/S Allway Gardens Phase 3 [2]  
 Tsuen King Circuit O/S Tsuen King Circuit Market  
 Tsuen King Circuit O/S Tsuen Wan Centre Shopping Arcade  
 Wai Tsuen Road near Luk Yeung Sun Chuen  
 Wing Shun Street under Tsuen Wan Road Flyover  
 Wo Yi Hop Road O/S Hong Shue House Lei Muk Shue Estate  
 Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground  
 Wo Yi Hop Road opp. Wing Shue House Lei Muk Shue Estate  
 Yeung Uk Road opp. Yeung Uk Road Market O/S Citywalk 2  
 Castle Peak Road Hong Kong Gold Coast opp. L/P DD0007  
 Castle Peak Road near Nai Wai opp. L/P FA8102  
 Castle Peak Road near Tuen Mun Hospital opp. L/P H4932  
 Castle Peak Road opp. Fu Hang Tsuen opp. L/P DD0196  
 Castle Peak Road opp. Rosedale Garden opp. L/P H1086  
 Castle Peak Road opp. Sam Shing Estate near L/P DD0166  
 Castle Peak Road Prime View Garden opp. L/P H0806  
 Lung Mun Road opp. Glorious Garden near L/P AD0429  
 Ming Kum Road O/S Po Tin Interim Housing opp. L/P FA2578  
 Ming Kum Road opp. King Wah House Shan King Estate opp. L/P FA2794 [2]  
 Pui To Road near Hang Wai Industrial Centre near L/P FA2217  
 Shek Pai Tau Road near Toi Shan Association Primary School near L/P DD0969  
 Shek Pai Tau Road Wai Cheong Industrial Centre near L/P FB4451  
 Siu Hong Court Bus Terminus near Siu Hong Court Playground  
 Tai Hing Street Tai Hing Commercial Complex near L/P DD0950  
 Tin King Road near San Wai Court opp. L/P FA2623  
 Tuen Fat Road Waldorf Garden near L/P H1867 [2]  
 Tuen Hing Road near CMA Choi Cheung Kok Secondary School L/P H0379  
 Tuen Hing Road near New Town Commercial Arcade near L/P H0399  
 Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0065  
 Tuen Mun Heung Sze Wui Road On Ting Podium opp. L/P DD0072  
 Wu Chui Road Melody Garden opp. L/P H4589  
 Wu Chui Road Siu Hei Court opp. L/P DD0976  
 Wu King Road opp. Wu Tsui House Wu King Estate near L/P H0958  
 Wu King Road Wu Tsui House Wu King Estate near L/P H0957  
 Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate  
 Choi Hung B/T [3]  
 Choi Hung Road near Rhythm Garden

Choi Hung Road O/S House No. 22-24 [2]  
Choi Hung Road O/S House No. 8 near Ning Yuen Street  
Choi Hung Road O/S Ng Wah Catholic Secondary School  
Chuk Yuen Estate Bus Terminus [3]  
Chuk Yuen Road opp. Baptist Rainbow Primary School  
Fu Mei Street O/S Wang Chiu House Wang Tau Hom Estate  
Fung Tak Road O/S Ban Fung House Fung Tak Estate [2]  
Fung Tak Road O/S Fung Tak Park  
Fung Tak Road O/S Lung Poon Court [2]  
Fung Tak Road O/S/ Nam Lian Garden  
Hammer Hill Road near Chun Tok School  
Hammer Hill Road near East Kowloon Polyclinic  
Heng Lam Street O/S The Hong Kong Buddhist Hospital  
Lung Cheung Road near Hung Ngok House Choi Hung Estate [2]  
Lung Cheung Road near Tan Fung House Choi Hung Estate [2]  
Lung Cheung Road near Wing Kwong College  
Lung Cheung Road O/S Ngau Chi Wan Village Ngau Chi Wan  
Lung Cheung Road O/S Temple Mall North  
Ma Tsai Hang Road opp. Wang King House Tin Wang Court  
Po Kong Village Road near Fu Shan Estate  
Prince Edward Road East near Choi Hung Estate  
Shatin Pass Road near Lung Yat House Lower Wong Tai Sin Estate  
Sheung Fung Street O/S Wu York Yu Health Centre  
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate  
Tsz Wan Shan Road O/S Ching Hong House Tsz Ching Estate near L/P AB3817 [2]  
Tsz Wan Shan Road O/S Lok Wah Street Playground near L/P E6903  
Tsz Wan Shan Road O/S Tak Oi Secondary School  
Tsz Wan Shan Road opp. Oi Fu House Tsz Oi Court  
Tung Tau Tsuen Road O/S Lung Wing House Lower Wong Tai Sin Estate  
Argyle Street O/S House No. 83 Sincere House [2]  
Boundary Street O/S House No. 15 near Tai Nam Street  
Chatham Road South opp. House No. 41-43  
Gascoigne Road after Labour Tribunal  
Gascoigne Road Chi Wo Street L/P AA3705  
Gascoigne Road Labour Tribunal [2]  
Hoi Fai Road O/S The Long Beach  
Hoi Wang Road O/S Charming Garden  
Hung Hom Railway Station Bus Terminus [4]  
Jordan Road before the Junction with Ferry Street  
Jordan Road House No. 3 near Chi Wo Street  
Lai Chi Kok Road O/S House No. 23 Kei Wing Primary School  
Mong Kok East Railway Station Podium [2]  
Nathan Road House No. 171-173 O/S Park Lane  
Nathan Road O/S House No. 105 near Kowloon Park  
Nathan Road O/S House No. 133 Park Lane  
Nathan Road O/S House No. 405 near Market Street  
Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden  
Star Ferry B/T [2]  
Tai Kok Tsui Road O/S House No. 121

Waterloo Road House No. 54 opp. Kwong Wah Hospital  
 Waterloo Road south of Dundas Street Kwong Wah Hospital  
 Wylie Road Queen Elizabeth Hospital L/P DF0847  
 Castle Peak Road House No. 142 near L/P DD1027  
 Castle Peak Road Hung Shui Kiu opp. L/P AD2839  
 Castle Peak Road near Healey Mansion near L/P DD1009  
 Castle Peak Road near Hung Shui Kiu opp. L/P AD2839A  
 Castle Peak Road near Yuen Long Police Station near L/P DD1031  
 Castle Peak Road O/S Villa By the Park near L/P AD6527  
 Castle Peak Road San Wai (Fairview Park) near L/P FA8356  
 Kam Tin Road near Lo Uk Tsuen opp. L/P U8859  
 Long Ping Railway Station B/T near L/P GD2530  
 Ma Wang Road Shan Shui House Shui Pin Wai Estate near L/P FB6926  
 S5 Access Road near Pok Oi Hospital near L/P FB9671 [2]  
 Tin Fuk Road Tin Yau Court opp. L/P AD6673  
 Tin Ha Road San Sang Tsuen near L/P FB9105  
 Tin Kwai Road near Lee Shau Kee College opp. L/P AD1178  
 Tin Kwai Road near Maywood Court near L/P AD5708  
 Tin Sau Road Nang Fu House Tin Fu Court near L/P AD1244  
 Tin Sau Road Yat Yeung House Tin Yat Estate opp. L/P AD1215  
 Tin Shing Road O/S Kenswood Court opp. L/P DD1052  
 Tin Shing Road O/S Tin Tsz Commercial Complex opp. L/P DD1039  
 Tin Shui Bus Terminus  
 Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552  
 Tin Shui Road Tin Chung Court opp. L/P DD0537  
 Tin Shui Road Tin Chung Court opp. L/P DD0538  
 Tin Shui Road Tin Shui Wai Park near L/P DD0568  
 Tin Shui Road Yan Fu House Tin Fu Court opp. L/P AD1087  
 Tin Wah Road Chung Ki House Tin Chung Court opp. L/P AD1305  
 Tin Wah Road near Ching Choi House Tin Ching Estate near L/P AD1313  
 Tin Wah Road near Tin Yuet Estate opp. L/P AD1305  
 Tin Wu Road Yiu Shing House Tin Yiu Estate opp. L/P DD0338  
 Tin Yiu Road O/S Tin Shing Shopping Centre opp. L/P DD3033  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033  
 Wang Tat Road Yuet Ping House Long Ping Estate near L/P AD5062  
 Yuen Long (West) Bus Terminus [3]  
 Man Tung Road O/S Caribbean Coast Phase 1  
 Shun Tung Road O/S Yu Tung Court [2]  
 Shun Tung Road opp. Yu Tung Court  
 Tat Tung Road near Mei Tung Street O/S Cable Car Terminal  
 Tat Tung Road O/S Fu Tung Plaza [2]  
 Wai Tung Road opp. Seaview Crescent  
 Tai Po Central B/T  
 Tai Po Road Kwong Fuk Estate near L/P EA7874  
 Tai Po Tau B/T  
 Discovery Park B/T [2]  
 Tin Fuk Road Tin Yau Court opp. L/P AD6673  
 Tin Shui Road Tin Chung Court opp. L/P DD0537  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD0526

10 Park Road opposite St. Stephen's Girls' College  
139 Des Voeux Road West after Eastern Street  
2- 8 Caine Road outside Caritas Centre[2]  
63F Bonham Road outside Hing Hon Building  
Caine Road outside Caine Road Garden  
Connaught Road Central outside City Hall  
Connaught Road Central outside Shun Tak Centre [5]  
Des Voeux Road West before Hill Road  
Man Kwong Street outside Central Pier 5  
Peak Road before Mount Kellett Road  
Pok Fu Lam Road near HKU Yam Pak Building  
Pok Fu Lam Road opposite Pok Fu Lam Road Playground  
Pok Fu Lam Road outside Pok Fu Lam Road Playground  
Queensway outside Bank of China Tower  
Shing Sai Road near Kennedy Town New Praya [3]  
Chai Wan Road before Yee Tai Street  
Chai Wan Road near Koway Court  
Chai Wan Road outside Star of the Sea Catholic Church  
Chai Wan Road outside Wan Tsui Shopping Centre [2]  
Island Eastern Corridor outside Chai Wan Park  
Island Eastern Corridor outside Chong Gene Hang College  
Oi Yin Street outside Aldrich Garden [2]  
Siu Sai Wan Road opposite Siu Sai Wan Sports Ground  
Siu Sai Wan Road outside Harmony Garden [2]  
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre[2]  
Siu Sai Wan Road outside Siu Sai Wan Sports Ground  
Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court  
Tin Hau Temple Road opposite Block A, Coral Court  
Tin Hau Temple Road opposite Viking Villas  
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate  
Yee King Road near L/P 33387  
Yiu Hing Road opposite King Hei House, Tung Hei Court  
Yiu Hing Road outside Yiu Wah House, Yiu Tung Estate  
Argyle Street outside Argyle Street Playground  
Ma Tau Chung Road outside Argyle Street Playground  
Prince Edward Road East opposite ex-San Po Kong Magistracy  
33 Tai Tam Road outside The Manhattan  
84 Stanley Village Road after Wong Ma Kok Road  
Aberdeen Praya Road outside Aberdeen Promenade  
Cape Road after access road to Lung Tak Court  
Cape Road outside Chun Ma House, Ma Hang Estate  
Pok Fu Lam Road opposite Queen Mary Hospital  
Repulse Bay Road opposite The Repulse Bay / Old Repulse Bay Hotel  
Stanley Gap Road after Stanley Gap Road Interchange  
Tai Tam Road opposite The Red Hill Peninsula  
Wu Nam Street opposite On Tai Building  
Po Hong Road opposite Block 7, Verbena Heights  
Po Hong Road outside Block 4, Serenity Place  
Po Hong Road outside Kwong Ning House, Kwong Ming Court

Po Lam Road North opposite Ying Ming Court  
Po Lam Road North outside Yan Ming Court Shopping Centre  
Tong Ming Street outside Sheung Tak Plaza  
Tong Yin Street outside Tseung Kwan O Catholic Primary School  
A Kung Kok Street opposite Shatin Hospital  
Hang Hong Street opposite Yiu On Estate Bus Terminus  
Siu Lek Yuen Road outside Siu Lek Yuen Road Playground  
18 Harbour Road outside Central Plaza  
262 Gloucester Road after Cannon Street  
27 Harbour Road outside Wan Chai Training Pool  
336 Tai Hang Road outside Marymount Primary School  
50 Tai Hang Road outside True Light Middle School of HK  
555 Hennessy Road outside East Point Centre / Sogo Department Store  
56 Tai Hang Road outside C.C. Lodge  
7 Gloucester Road outside Immigration Tower  
Causeway Road outside Hong Kong Central Library  
King's Road after Ngan Mok Street  
Lai Tak Tsuen Road opposite Tak Chuen Lau (Block 4), Lai Tak Tsuen  
Morrison Hill Road near South Pacific Hotel  
Morrison Hill Road outside Happy Valley Racecourse  
Queen's Road East outside St. Joseph's Primary School  
Stubbs Road outside Lingnan Primary School  
Yee King Road near North Point Government Primary School (Cloud View Road)  
12- 16 Des Voeux Road Central outside The Landmark  
168- 200 Connaught Road Central outside Shun Tak Centre  
2 Murray Road outside Murray Road Multi-Storey Car Park  
23 Cotton Tree Drive outside Hong Kong Squash Centre  
38 Kennedy Town Praya outside Belcher Bay Park  
88 Queensway outside Pacific Place  
Chater Road outside Statue Square  
Connaught Road Central outside City Hall  
Connaught Road Central outside Jardine House  
Connaught Road Central outside Shun Tak Centre [2]  
Connaught Road Central outside Statue Square  
Cotton Tree Drive outside Lippo Centre  
Des Voeux Road Central outside Chater Garden  
Des Voeux Road West after Queen's Road West  
Des Voeux Road West before Hill Road  
Harcourt Road outside Central Government Offices  
Kennedy Town Praya before Sai Cheung Street  
Kennedy Town Praya opposite Collinson Street  
Man Kwong Street outside Central Pier 5  
Man Kwong Street outside Central Pier 6  
Pier Road opposite Harbour Building  
Pok Fu Lam Road opposite Pokfield Road Bus Terminus  
Pok Fu Lam Road outside HKU Haking Wong Building  
Robinson Road opposite Garden Terrace  
1037 King's Road outside Block A, Westlands Gardens  
15 A Kung Ngam Road outside Block F, Ming Wah Dai Ha

2 Kornhill Road outside Kornhill Plaza (South)  
511 King's Road outside Island Place  
852 King's Road before Mansion Street  
Aldrich Street near Nam On Street and Po Man Street [3]  
Chai Wan Road after Lok Man Road  
Chai Wan Road after pedestrian flyover to Hing Man Estate  
Chai Wan Road before Tai Tam Road  
Chai Wan Road near Koway Court  
Fu Yee Road outside Block 2 Cheerful Garden  
Fu Yee Road outside Cheerful Garden  
Java Road opposite Ibis North Point  
King's Road opposite Tsing Fung Street  
Lei King Road opposite On Ping Mansion (Tower 14), Lei King Wan  
Oi Yin Street outside Aldrich Garden  
Shun Tai Road outside HKIVE (Chai Wan)  
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre [2]  
Tai Hong Street outside Tai Hong House  
Tin Chiu Street outside Tin Chiu Street Playground  
Wan Tsui Road outside Hing Tsui House, Hing Wah Estate  
Wan Tsui Road outside Hing Wah Estate Phase I Shopping Centre  
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate  
Yiu Hing Road opposite Smiling Shau Kei Wan Plaza  
Yiu Hing Road opposite Yiu Tung Shopping Centre  
Yiu Hing Road opposite Yiu Wah House, Yiu Tung Estate  
Yiu Hing Road outside Leung Lee Sau Yu Memorial Primary School  
Yiu Hing Road outside Tung Hei Court Multi-storey Car Park  
Yiu Hing Road outside Yat Hei House (Block B), Tung Hei Court  
Yiu Hing Road outside Yiu Hing House, Yiu Tung Estate  
Yiu Hing Road outside Yiu Kwai House, Yiu Tung Estate  
233 Hing Fong Road outside Metroplaza  
14 Wong Chuk Hang Road outside Victory Factory Building  
150 Pok Fu Lam Road outside LCSD Pokfulam Nursery  
162 Pok Fu Lam Road outside Pok Fu Lam Village [2]  
168 Wong Chuk Hang Road outside Wong Chuk Hang Indoor Games Hall  
2 Wah Fu Road outside Pok Fu Lam Terrace  
30 Aberdeen Main Road near Seaview Court  
38 Island Road outside Deepdene  
41 Stanley Village Road outside Stanley Court  
7 Stanley Village Road outside Stanford Villa  
76 Chung Hom Kok Road  
Aberdeen Praya Road outside Aberdeen Promenade  
Aberdeen Praya Road outside Ocean Court  
Ap Lei Chau Bridge Road before Lee Chi Road  
Cape Road after access road to Lung Tak Court  
Cape Road opposite Lung Tan House, Lung Yan Court  
Cape Road outside Koon Ma House, Ma Hang Estate  
Chi Fu Road after Chi Fu Close  
Chi Fu Road outside Block 1-7, Chi Fu Fa Yuen  
Chi Fu Road outside Chi Fu Fa Yuen Tennis Court



Chung Hom Kok Road opposite Chung Hom Kok Fire Station  
Cyberport Road opposite Residence Bel-Air Phase 2-South Towers  
Cyberport Road outside Bel-Air on the Peak  
Lei Tung Estate Road outside Lei Tung Shopping Centre (Phase 2)  
Nam Fung Road after Deep Water Bay Road  
Nam Fung Road near South Island School  
Nam Fung Road outside Wong Chuk Hang Hospital / Complex for Elderly  
Pok Fu Lam Road opposite HKCCCU Pok Fu Lam Road Cemetery  
Pok Fu Lam Road opposite Yu Chun Keung Memorial College No.2  
Tin Wan Praya Road near Hing Wai Industrial Centre  
Wah King Street near Wah Chui House, Wah Fu Estate  
Wah King Street outside Hong Fu Playground  
Wong Chuk Hang Road after Ocean Park Road  
Wong Chuk Hang Road outside Wong Chuk Hang San Wai  
Wong Nai Chung Gap Road opposite HK Tennis Centre  
Wu Nam Street opposite On Tai Building [4]  
Yue Kwong Road opposite Hoy Au Lau, Yue Kwong Chuen  
18 Tsing Hoi Circuit outside Lok Hang Yuen, Chi Lok Fa Yuen  
Castle Peak Road - Castle Peak Bay opposite Castle Peak Beach  
Castle Peak Road - So Kwun Wat before So Kwun Wat Road  
Tuen Mun Heung Sze Wui Road outside Light Rail Town Centre Stop  
Wu Chui Road outside Pierhead Garden / Light Rail Ferry Pier Terminus  
Wu Chui Road outside Tip Sum House, Butterfly Estate  
Wu King Road near Wu Poon House, Wu King Estate  
Wu Sau Street outside Block 2, Yuet Wu Villa  
Castle Peak Road - Sham Tseng outside Rhine Garden  
1 Gloucester Road outside The Hong Kong Academy for Performing Arts  
1 Green Lane outside Aroma House  
113 Tai Hang Road outside Swiss Towers  
12 Mount Butler Road outside Jardine Court  
19 Eastern Hospital Road outside Tung Wah Eastern Hospital  
22 Hennessy Road after Anton Street  
23 Tai Hang Road outside Morengo Court  
28 Harbour Road outside Causeway Centre  
286 Queen's Road East outside Queen Elizabeth Stadium  
35 Moorsom Road opposite Jardine's Lookout Garden  
50 Gloucester Road (outer) outside Malaysia Building  
555 Hennessy Road outside East Point Centre / Sogo Department Store  
58 Mount Butler Road before Mount Butler Drive  
7 Chun Fai Road outside Flora Garden  
7 Gloucester Road outside Immigration Tower  
83 Tai Hang Road before Access Road to Loong Fung Terrace  
Caroline Hill Road opposite South China Athletic Association  
Causeway Road outside Victoria Park [2]  
Eastern Hospital Road outside Hong Kong Stadium  
Gloucester Road opposite Elizabeth House (near Cross Harbour Tunnel Hong Kong Exit)  
Hennessy Road outside Asian House [2]  
Hennessy Road outside Southorn Playground  
Hing Fat Street outside Victoria Park Swimming Pool

Leighton Road outside Craigengower Cricket Club  
 Morrison Hill Road opposite Happy Valley Racecourse (under Morrison Hill Road Flyover)  
 Morrison Hill Road outside Happy Valley Racecourse  
 Stubbs Road outside Tung Shan Terrace  
 Tung Lo Wan Road outside Moreton Terrace Playground  
 Victoria Park Road near Causeway Bay Typhoon Shelter  
 Wong Nai Chung Road outside Arts Mansion  
 Tin Kwai Road outside Maywood Court, Kingswood Villas [2]  
 Tin Sau Road outside Nang Fu House, Tin Fu Court  
 Tin Shui Road opposite Tin Shui Shopping Centre  
 Tin Shui Road outside Tin Chak Shopping Centre  
 Tin Shui Road outside Tin Shui Wai Park  
 Tin Shui Road outside Wah Yau House, Tin Wah Estate  
 Tin Wah Road outside Tin Yuet Estate Multi-storey Car Park  
 Tin Wing Road outside Light Rail Chestwood Stop  
 Tin Wu Road outside Yiu Shing House, Tin Yiu Estate [2]  
 Tin Yan Road outside Kingswood Ginza  
 Shun Tung Road opposite Tung Chung Crescent  
 Shun Tung Road outside Tung Chung Crescent  
 Shun Tung Road outside Tung Shing House, Fu Tung Estate  
 Tat Tung Road near Mei Tung Street  
 Tat Tung Road outside Fu Tung Plaza  
 Oi Man Estate outside Oi Man Plaza  
 8 Yan King Road outside Metro City II  
 King Ling Road opposite Tiu Keng Leng Station Public Transport Interchange  
 King Ling Road outside Kin Ming Estate  
 Po Ning Road opposite Tak Fu House, Hau Tak Estate  
 Po Yap Road outside Bauhinia Garden Multi-storey Car Park  
 Po Yap Road outside Tseung Kwan O Plaza  
 Po Yap Road outside Tseung Kwan O Station  
 Tong Ming Street opposite Sheung Tak Plaza  
 Sham Mong Road outside Aqua Marine  
 151- 159 Gloucester Road (inner) outside AXA Centre  
 Cherry Street opposite CCC Ming Kei College

Note: At some locations, seats are installed at more than one bus shelter. The number in the square brackets denotes the number of bus shelters installed with seats at the location concerned.

**Location of the bus stops with seats to be installed by franchised bus companies under the remaining phases of the Subsidy Scheme in 2019 and 2020 (as at end 2018)**

Argyle Street House No. 163 after Forfar Road  
Argyle Street near Hospital Authority Building  
Argyle Street O/S Argyle Street Playground  
Argyle Street O/S House No. 123  
Argyle Street O/S The Astrid  
Boundary Street O/S Beverly Villas  
Boundary Street O/S House No. 119  
Chatham Road North House No. 436-450  
Chatham Road North near Chi Kiang Street Playground  
Chung Hau Street O/S Cascades near Tsoi Kung Po Secondary School  
Chung Hau Street O/S CEDD Headquarters L/P 5435-5G  
Chung Hau Street O/S Man Hung House Chun Man Court  
Chung Hau Street opp. Oi Man B/T L/P AA1342  
Fat Kwong Street O/S House No. 1A near Ka Wai Chuen  
Fat Kwong Street O/S The Open University of Hong Kong  
Hung Hom Road O/S Block Q Whampoa Estate  
Junction Road O/S Holy Family Canossian School  
Junction Road O/S Iu Shan School  
Junction Road opp. Patina [2]  
Kowloon Tong Suffolk Road [2]  
Laguna Verde B/T  
Ma Tau Chung Road O/S Argyle Street Playground [3]  
Ma Tau Kok Road O/S Towngas Ma Tau Kok Control Centre [2]  
Ma Tau Wai Road near Chi Kwong Street Garden  
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen  
Prince Edward Road East near Sa Po Road [7]  
Prince Edward Road West near Padek Palace  
Prince Edward Road West O/S Grandco Mansion  
Prince Edward Road West O/S House No. 199  
Prince Edward Road West opp. The Lamma Palace  
Princess Margaret Road near Greenfield Terrace  
Princess Margaret Road Oi Man Estate L/P AA5593-2G  
To Kwa Wan Road House No. 11  
To Kwa Wan Road House No. 23 near Hung Fook Street  
To Kwa Wan Road House No. 33 near Ngan Hon Street  
Waterloo Road House No. 81 St. George Apartments  
Waterloo Road Kowloon Tong Club  
Waterloo Road south of Suffolk Road  
Whampoa Garden Bus Terminus [5]  
Wuhu Street House No. 155  
Castle Peak Road Chung Shan Terrace  
Castle Peak Road near Chung Shan Terrace  
Castle Peak Road O/S Kwai Chung Public School

Castle Peak Road O/S Wah Yuen Chuen  
 Cheung Wang B/T  
 Ching Hong Road near Cheung Ching Estate B/T  
 Ching Hong Road O/S Ching Wai House Cheung Ching Estate [3]  
 Ching Hong Road O/S Hong Cheung House  
 Ching Hong Road O/S Hong Shun House Cheung Hong Estate  
 Ching Hong Road O/S PLK Lo Kit Sing (1983) College  
 Ching Hong Road opp. Cheung Ching B/T  
 Ching Hong Road opp. Cheung Hong Estate  
 Ching Hong Road opp. PLK Lo Kit Sing (1983) College  
 Chung Mei Road near Ha Ko Tan Street  
 Chung Mei Road O/S Hong Fu House Cheung Hong Estate  
 Chung Mei Road O/S Hong Fung House Cheung Hong Estate  
 Fung Shue Wo Road O/S Tsing Kin THA  
 Fung Shue Wo Road O/S Yee Yip House Tsing Yi Estate  
 Fung Shue Wo Road opp. Tsing Yi Garden  
 Hing Fong Road O/S Kwai Shun House Kwai Fong Estate  
 Hing Fong Road O/S Osman Ramju Sadick Memorial Sports Centre  
 Hing Fong Road opp. Sun Kwai Hing Gardens  
 King Cho Road O/S Cho Yiu Chuen Commercial Complex  
 King Cho Road opp. Cho Yiu Chuen Commercial Centre  
 Kwai Chung Road near Kwai Chung Interchange [3]  
 Kwai Chung Road near Kwai Yik Road  
 Kwai Chung Road near Kwong Fai Circuit  
 Kwai Chung Road near Lai King Catholic Secondary School [3]  
 Kwai Chung Road O/S Hoover Industrial Building  
 Kwai Chung Road O/S Luen Tai Industrial Building  
 Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building [2]  
 Kwai Chung Road opp. Sun Kwai Hing Gardens  
 Kwai Chung Road opp. Sun Kwai Hing Gardens L/P FA6073-7  
 Kwai Fong Railway Station [8]  
 Kwai Hing Railway Station Bus Terminus [3]  
 Kwai Hing Road opp. Hing Fuk House Kwai Hing Estate  
 Kwai Shing Circuit opp. Lee Wai Lee College  
 Kwai Tsing Road near Modern Terminals  
 Kwai Tsing Road near Tsuen Wan Road  
 Kwai Yan Road opp. Metroplaza  
 Lai Cho Road opp. Lai Yiu Commercial Complex  
 Lai King Hill Road near Ching Lai Commercial Centre  
 Lai King Hill Road near Lai Chi Kok Bay Garden  
 Lai King Hill Road near The Salvation Army Lai King Home  
 Lai King Hill Road O/S Ching Lai Court L/P FA4952-5  
 Lai King Hill Road O/S Lok King House  
 Lai King Hill Road O/S Yat King House  
 Lai King Hill Road opp. Ching Lai Commercial Centre  
 Lai King Hill Road opp. Ching Lai Court  
 Lai King Hill Road opp. Morninghope School  
 Lai King Hill Road opp. Wah Lai Estate  
 Lai King Hill Road opp. Wo King House

Shek Pai Street near Castle Peak Road  
Shek Pai Street near Shek Lei Catholic Primary School  
Shek Pai Street O/S Block 9, Shek Lei Estate  
Shek Pai Street O/S Shek On House  
Shek Pai Street opp. Block 1, Shek Lei Estate near L/P W3760-5  
Shek Yam Road O/S North Kwai Chung Market  
Tai Wo Hau Road near Shek Tau Street O/S Fu Wah House  
Tai Wo Hau Road O/S Fu Kwai House Tai Wo Hau Estate  
Tai Wo Hau Road O/S Ha Kwai House Kwai Chung Estate  
Tsing Luk Street O/S Tsing Yi Estate B/T  
Tsing Yi Heung Sze Wui Road near Tsing Yi Industrial Centre  
Tsing Yi Heung Sze Wui Road under the Route 3 Bridge  
Tsing Yi Railway Station Bus Terminus [6]  
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate  
Tsing Yi Road opp. Kam Pak Cheuk Restaurant  
Tsing Yip Street O/S Yi Wai House Tsing Yi Estate  
Wo Tong Tsui Street near Kin Hong Street  
Wo Yi Hop Road O/S Riley House  
Wo Yi Hop Road O/S Shek Yam Lei Muk Road Park  
Cha Kwo Ling Rd O/S Shing Yip Street Rest Garden  
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden  
Chun Wah Road Ngau Tau Kok Bus Terminus  
Chun Wah Road opp. Chun Wah Court  
Chun Wah Road opp. Lok Wah Community Centre near L/P E2812-8  
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station  
Hip Wo Street O/S House No. 195-197  
Hip Wo Street opp. Cheung Wo Court  
Hiu Kwong Street O/S Hiu Lai Court  
Hong Ning Road near Hong Ning Road Park (Phase I)  
Kai Cheung Road opp. HK Auxiliary Police Force Headquarters  
Kai Fuk Road near KITEC  
Kai Fuk Road near L/P AB3541-1  
Kai Fuk Road opp. KITEC  
Kai Tin Road O/S Kai Tin Shopping Centre  
Kai Yip B/T [3]  
King Yip Street O/S House No.55  
Ko Chiu Road O/S Ko Yuen House Ko Yee Estate  
Ko Chiu Road O/S the HKCWC WCSY Memorial Care and Attention Home for the Aged [2]  
Ko Chiu Road opp. Ko Yuen House L/P E2556-6  
Kowloon Bay Bus Terminus  
Kwun Tong ( Elegance Road ) B/T  
Kwun Tong (Yue Man Square) B/T [2]  
Kwun Tong Road near Choi Shek Lane  
Kwun Tong Road near Yue Man Centre [2]  
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area [2]  
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [3]  
Kwun Tong Road O/S Millennium City  
Kwun Tong Road O/S Millennium City

Kwun Tong Road O/S St. Joseph's Primary School [2]  
Kwun Tong Road O/S Telford Gardens  
Kwun Tong Road opp. APM Millennium City 5 [2]  
Kwun Tong Road opp. Kowloon Bay Railway Station [3]  
Kwun Tong Road opp. Lower Ngau Tau Kok Estate  
Lam Tin Railway Station B/T [5]  
Lam Tin Railway Station Bus Terminus [4]  
Lee On Road near Shun Lee Fire Station  
Lee On Road O/S Shun On Restaurant Shun On Estate  
Lei Yue Mun Road near Lam Tin Railway Station  
Lei Yue Mun Road O/S Kowloon East Government Offices [3]  
Lei Yue Mun Road O/S Kwun Tong Swimming Pool  
Lei Yue Mun Road O/S Yau Tong Estate  
Lei Yue Mun Road opp. St. Antonius Girls' College [2]  
Lin Tak Road opp. Hong Yat Court  
Lin Tak Road opp. Mei Tin House Hing Tin Estate  
New Clear Water Bay Road O/S Kei Shun Special School Shun Lee Estate  
Ngau Tau Kok Road near Kwai Fai House Lower Ngau Tau Kok Estate  
Ngau Tau Kok Road near Kwun Tong Government Primary School  
Ngau Tau Kok Road O/S House No. 245 Hay Cheuk Lau Garden Estate  
Ngau Tau Kok Road O/S Ngau Tau Kok Railway Station  
Pik Wan Road near Cheung Pak House Hong Pak Court  
Pik Wan Road O/S Heng Nga House Hong Nga Court  
Pik Wan Road O/S Kwong Ching House Kwong Tin Estate  
Pik Wan Road O/S Kwong Tin Shopping Centre  
Pik Wan Road O/S Tak King House Tak Tin Estate  
Pik Wan Road O/S Tak Lok House Tak Tin Estate near L/P LAA6890-6  
Pik Wan Road opp. Tak King House Tak Tin Estate  
Pik Wan Road opp. Tak Lung House Tak Tin Estate  
Ping Shek B/T  
Po Lam Road O/S Po Tat Estate  
Po Lam Road opp. Po Tat Estate  
Prince Edward Road East near Choi Hung Interchange [2]  
Sau Mau Ping (Upper) B/T [2]  
Sau Mau Ping Road near Sau Ching House Sau Mau Ping Estate  
Sau Mau Ping Road Ning Po No. 2 College  
Sau Ming Road O/S Sau Fu House  
Sau Ming Road O/S Sau Ming House  
Sau Ming Road opp. Sau Hong House [2]  
Sheung Yuet Road opp. Enterprise Square  
Shun Lee Bus Terminus [2]  
Shun Lee Tsuen Road O/S Leung Sing Tak Primary School near L/P AB4077-9  
Shun On Road Shun Tin Bus Terminus  
Shun Tin Bus Terminus  
Tak Tin Street O/S Hong Yat Court  
Tak Tin Street O/S Kai Wong House Kai Tin Estate  
Tseung Kwan O Road opp. Kwun Tong Police Station  
Tsui Ping Road O/S Po Pui Court  
Tsui Ping Road O/S Tsui Tsz House Tsui Ping Estate

Wang Chiu Road near House No. 17  
Wang Chiu Road O/S Block 13, Richland Gardens [2]  
Wang Chiu Road O/S Block 18, Richland Garden  
Wang Chiu Road O/S Kai Yip Bus Terminus  
Wang Chiu Road opp. Richland Gardens Shopping Centre  
Wang Kwong Road O/S Richland Gardens Shopping Centre  
Castle Peak Road Kam Tsin Tsuen opp. L/P EA2169  
Castle Peak Road Kam Tsin Tsuen opp. L/P EB0215  
Ching Hiu Road near Ching Ho Estate near L/P AJ1087  
Ching Hiu Road near Tsang Mui Millennium School near L/P AJ1047  
Choi Yuen Road near Choi Pik House Choi Po Court near L/P N1688  
Choi Yuen Road Sheung Shui Railway Station near L/P AJ0142  
Fan Kam Road Kiu Tau (Vegetable Collecting Station) near L/P FB3693  
Fan Kam Road Lin Tong Mei near L/P N8921  
Fan Kam Road Lin Tong Mei opp. L/P EB5087  
Fan Kam Road Ying Pun Tsuen near L/P EB5070  
Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen  
Fan Leng Lau Road Ma Kam Chan Secondary School  
Jockey Club Road near Fung Kai Secondary School opp. L/P AD2633  
Jockey Club Road Salvation Army Shek Wu School opp. L/P AD2667  
Kwu Tung Road Kwu Tung Market near L/P EA2040  
Kwu Tung Road Kwu Tung opp. L/P EA2053  
Lin Ma Hang Road near Ta Kwu Ling Police Station opp. L/P N4282  
Luen Wo Hui Bus Terminus [3]  
Lung Sum Avenue near Lung Sum Avenue Sports Centre near L/P DD0379  
Man Kam To Road near Lo Wu Station Road near L/P EB8132  
Man Kam To Road near Sandy Ridge Cemetery near L/P EB8136  
Man Kam To Road San Uk Ling Man Kam To B/T near L/P EB3842  
Pak Wo Road Fanling Railway Station opp. L/P EC0151  
Pak Wo Road Flora Plaza opp. L/P EA1894  
Pak Wo Road Kei San Secondary School L/P EA9643  
Pak Wo Road King Shing Court opp. L/P EA1887  
Pak Wo Road opp. Ka Shing Court opp. L/P EA9507  
Pak Wo Road opp. Kei San Secondary School opp. L/P EA9644  
Pak Wo Road Sheung Shui Government School opp. L/P EA3050  
Pak Wo Road Wah Sum Estate opp. L/P EA1895  
Pak Wo Road Yan Shing Court near L/P AD4514 [2]  
Ping Che Road near Ping Yuen Road near L/P EB4919  
Ping Che Road near Regency Court near L/P EB4864  
Ping Che Road near Sing Ping Village opp. L/P EB7400  
Ping Che Road near Wan Chuen Sin Koon near L/P EB7412  
Po Shek Wu Road Choi Ngan House Choi Po Court near L/P AD8405  
Po Shek Wu Road Sheung Shui Tsuen opp. L/P N7543  
San Wan Road near Fanling Ching Wai opp. L/P N8277  
San Wan Road North District Central Park near L/P EA3272  
San Wan Road opp. Landmark North near L/P EB7355  
Sha Tau Kok Road Chun Yiu near L/P EB1219  
Sha Tau Kok Road Fan Leng Lau Tsuen opp. L/P BD0011  
Sha Tau Kok Road Ko Po opp. L/P EB7309

Sha Tau Kok Road Kwan Tei opp. L/P EB7265  
Sha Tau Kok Road Kwan Tei opp. L/P EB7270  
Sha Tau Kok Road Lau Shui Heung opp. L/P EB7280 [2]  
Sha Tau Kok Road Lung Yeuk Tau opp. L/P EB7191  
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9289  
Sha Tau Kok Road Man Uk Pin near L/P EA9241  
Sha Tau Kok Road near Ha Wo Hang near L/P EA9280  
Sha Tau Kok Road near Loi Tung near L/P EA9225  
Sha Tau Kok Road opp. Luen Wo Hui Playground opp. L/P N7679  
Sha Tau Kok Road San Wai Barrack opp. L/P EB7242  
Sha Tau Kok Road Sun Tsuen near L/P EA9341  
Sha Tau Kok Road Tam Shui Hang near L/P EA9346  
Sha Tau Kok Road Wo Hang opp. L/P EA9261  
Sha Tau Kok Road Yim Tso Ha near L/P EA9302  
Sha Tau Kok Shun Lung Street near L/P EA8878  
Tai Wo Service Road West Ho Ka Yuen near L/P N6149  
Wah Ming Road Hong Ming House Wah Ming Estate near L/P AD0948  
Wah Ming Road Yiu Ming House Wah Ming Estate opp. L/P EA9057  
Wo Hing Road Chi Hoi Yuen opp. L/P N8171  
Wo Hing Road opp. Venton Manufacturing Company Limited near L/P EA9084  
Wo Muk Road Alliance Primary School Sheung Shui near L/P DD0743  
Chun Kwong Street opp. Next Media Company Limited  
Chun Wang Street O/S Mei Ah Centre  
Clear Water Bay Road Lung Wo Village  
Clear Water Bay Road near Tseng Lan Shue Village  
Clear Water Bay Road near Ying Yip Road  
Clear Water Bay Road O/S Pik Uk Correctional Institution  
Clear Water Bay Road O/S Tai Po Tsai Village  
Clear Water Bay Road opp. Pak Shek Wo Village  
Clear Water Bay Road opp. Pik Uk Correctional Institution  
Clear Water Bay Road opp. Shaw's Studio  
Clear Water Bay Road opp. Silver Cape Road  
Clear Water Bay Road Pak Shek Wo  
Clear Water Bay Road Shaw's Studio  
Clear Water Bay Road Sheung Yeung  
Clear Water Bay Road Tai Po Tsai Kau  
Hang Hau Station Bus Terminus [4]  
Hiram's Highway Flyover near Cheng Chek Chee Secondary School  
Hiram's Highway Habitat  
Hiram's Highway Nam Pin Wai  
Hiram's Highway O/S Hebe Haven Yacht Club  
Hiram's Highway opp. Cheng Chek Chee Secondary School  
Hiram's Highway opp. Po Lo Che near L/P EB6641-7  
Hiram's Highway Pak Kong  
Kai King Road O/S Ho Ming Court  
Po Hong Road O/S Po Hong Park  
Po Lam Bus Terminus [5]  
Po Lam Road near Anderson Road  
Po Lam Road near Tsui Lam Road



Po Lam Road North Hong Sing Garden B/T [2]  
 Po Lam Road North O/S Lok Sin Tong Lau Tak Primary School [3]  
 Po Lam Road North O/S Po Yan House Po Lam Estate  
 Po Lam Road North O/S Tseung Kwan O Fire Station  
 Po Lam Road North opp. King Nam House King Lam Estate  
 Po Lam Road opp. Mau Wu Tsai  
 Po Ning Road near Tak Fu House Hau Tak Estate  
 Sai Kung Bus Terminus  
 Sai Sha Road Wong Chuk Wan  
 Sheung Tak Bus Terminus [2]  
 Tai Au Mun Road opp. Tai Wan Tau Road  
 Tai Au Mun Road opp. the Entrance of Clear Water Bay First Beach  
 Tai Mong Tsai Road Au Kung Wan near L/P EA0245  
 Tai Mong Tsai Road Mak Pin  
 Tai Mong Tsai Road near DSD Tai Wan Pumping Station  
 Tai Mong Tsai Road near HKFYG Jockey Club Sai Kung Outdoor Training Camp  
 Tai Mong Tsai Road near Tai Wan Village  
 Tai Mong Tsai Road Pak Tam Chung [2]  
 Tai Mong Tsai Road Sheung Yiu  
 Tai Mong Tsai Road Tai Mong Tsai  
 Tong Ming Street O/S Tong Ming Street Park  
 Tseung Kwan O Industrial Estate Bus Terminus  
 Tsui Lam Bus Terminus [2]  
 Wan Lung Road O/S Tseung Kwan O Swimming Pool  
 Chak On B/T  
 Cheung Sha Wan Bus Terminus [4]  
 Cheung Sha Wan Road near Cheung Sha Wan Path [2]  
 Cheung Sha Wan Road north of Wing Lung Street  
 Cheung Sha Wan Road O/S Cheung Sha Wan Indoor Games Hall [2]  
 Cheung Sha Wan Road O/S Cheung Sha Wan Plaza  
 Cheung Sha Wan Road O/S Cheung Sha Wan Post Office [3]  
 Cheung Sha Wan Road O/S CLP Power Station east of Mei Lai Road [2]  
 Cheung Sha Wan Road O/S CLP Sham Shui Po Centre  
 Cheung Sha Wan Road O/S Maple Street Sports Ground  
 Cheung Sha Wan Road O/S Trade Square  
 Cheung Sha Wan Road O/S Yat Ching House Yee Ching Court [2]  
 Cheung Sha Wan Road O/S Yee Kok Court [2]  
 Cheung Sha Wan Road opp. Cheung Sha Wan Fire Station [2]  
 Cheung Sha Wan Road opp. Cheung Sha Wan Post Office  
 Cheung Sha Wan Road opp. Trade Square  
 Lai Chi Kok Bus Terminus [2]  
 Lai Chi Kok Road O/S Mei Foo Plaza Mei Foo Sun Chuen  
 Lai Chi Kok Road O/S Lai Kok Estate Block 1  
 Lai Chi Kok Road opp. Mei Foo Bus Terminus  
 Lung Cheung Road near Phoenix House  
 Lung Cheung Road opp. Beacon Heights  
 Mei Lai Road near Mei Foo Sun Chuen O/S Mobil Petrol Station  
 Mei Lai Road opp. Mei Foo Sun Chuen [2]  
 Nam Cheong Street near Shek Kip Mei Fire Station

Nam Cheong Street near Tai Woh Ping T.H.A.  
 Nam Cheong Street O/S Fu Tin House  
 Nam Cheong Street O/S Mei Shing House Shek Kip Mei Estate [2]  
 Nam Cheong Street O/S Shui Tin House Pak Tin Estate  
 Nam Cheong Street opp. Chak On Estate  
 Nam Cheong Street opp. Shek Kip Mei Commercial Centre [2]  
 Sham Mong Road near Hing Wah Street West  
 Sham Mong Road opp. Fu Cheong Estate  
 Sham Shing Road O/S Banyan Garden  
 Sham Shui Po (Yen Chow Street) Bus Terminus [2]  
 Tai Hung Tung Bus Terminus O/S Tung Lung House Tai Hang Tung Estate  
 Tai Po Road near Caldecott Road  
 Tai Po Road opp. Carlton Hotel  
 Tai Po Road opp. SCAD Hong Kong  
 Tonkin Street O/S Lai Kok Estate  
 Un Chau Street opp. House No. 392  
 Woh Chai Street O/S Shum Oi Church near Wai Chi Street  
 Woh Chai Street opp. Man Lok House Tai Hang Sai Sun Chuen  
 Yen Chow Street O/S Sham Shui Po Police Station  
 A Kung Kok Street O/S A Kung Kok [2]  
 A Kung Kok Street opp. A Kung Kok [2]  
 A Kung Kok Street opp. Tsung Tsin Secondary School  
 Chap Wai Kon Street opp. Shatin Industrial Centre  
 Che Kung Miu Road O/S Carado Garden [2]  
 Che Kung Miu Road O/S Che Kung Miu [2]  
 Che Kung Miu Road O/S Chun Shek Estate [4]  
 Che Kung Miu Road O/S Festival City  
 Che Kung Miu Road O/S Hin Yeung House Hin Keng Estate  
 Che Kung Miu Road O/S Sun Chui Estate [2]  
 Che Kung Miu Road O/S Tin Sam Village [2]  
 Che Kung Miu Road opp. Che Kung Miu  
 Che Kung Miu Road opp. Chun Shek Estate [2]  
 Che Kung Miu Road opp. Hin Keng Estate  
 Che Kung Mui Road O/S CRC Supermarket  
 Fo Tan Road near Fo Tan Village [2]  
 Fo Tan (Shan Mei Street) Bus Terminus  
 Hang Fai Street near Kam On Court  
 Hang Hong Street near Hang Kam Street [2]  
 Hang Hong Street near Hang Kong House  
 Hang Hong Street O/S Tsang Pik Shan Secondary School [2]  
 Hang Hong Street opp. Tsang Pik Shan Secondary School [2]  
 Hang Tak Street near Hang Shun Street  
 Hin Keng Street near Ha Keng Hau Village  
 Hin Keng Street near Hin Hing House  
 Hin Keng Street near Hin Tin Village  
 Hung Mui Kuk Road O/S Sun Yuet House  
 Hung Mui Kuk Road opp. Sun Yuet House [2]  
 Hung Mui Kuk Road opp. Worldwide Gardens [2]  
 Jat Min Chuen Street O/S Chan Cho Chak Primary School

Kam Ying Road near Saddle Ridge Gardens  
Kam Ying Road O/S Kam Lung Court  
Kam Ying Road O/S Kam Ying Court  
Kwong Sin Street near Hang Seng Management College  
Kwong Sin Street near Kwong Yuen  
Lee On Bus Terminus [3]  
Lion Rock Tunnel Road O/S Sha Tin Park  
Lion Rock Tunnel Road opp. Sha Tin Park  
Lion Rock Tunnel Road opp. Sun Tin Wai Estate [3]  
Lion Rock Tunnel Toll Plaza  
Ma On Shan Road near Ma On Shan Police Station [2]  
Ma On Shan Road near Sunshine City [2]  
Ma On Shan Town Centre Bus Terminus [2]  
Ngan Shing Street O/S City One Bus Terminus  
Ngan Shing Street O/S Yue Tin Court  
Ngan Shing Street opp. City One Plaza Plus [2]  
Ngan Shing Street opp. Yue Tin Court  
Ngau Pei Sha Street near Ngau Pei Sha Village  
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited [2]  
Ning Tai Road near L/P AE0337 opp. Tak Sun Secondary School  
Ning Tai Road near L/P AE0393  
Ning Tai Road O/S Tak Sun Secondary School  
Po Tai Street O/S Ocean View  
Sai Sha Road near Fok On Garden  
Sai Sha Road near Wu Kai Sha Sun Chuen  
Sai Sha Road O/S Bayshore Towers  
Sai Sha Road O/S Chung On  
Sai Sha Road O/S Kam On Court  
Sai Sha Road O/S Ma On Shan Town Centre B/T  
Sha Kok Street O/S Pok Hong Bus Terminus [3]  
Sha Kok Street O/S Pok Hong Estate [3]  
Sha Kok Street O/S Sha Kok Estate  
Sha Tin Central Bus Terminus [6]  
Sha Tin Centre Street O/S Hilton Centre [2]  
Sha Tin Tau Road O/S Shek Ying House [2]  
Sha Tin Tau Road opp. Shek Ying House  
Sha Tin Wai Bus Terminus [2]  
Sha Tin Wai Road near Ever Gain Building  
Sha Tin Wai Road near Shatin Park  
Sha Tin Wai Road O/S Greenfield Court [2]  
Siu Lek Yuen Road near Slip Road to Tate's Carin Highway  
Siu Lek Yuen Road near Tai Chung Kiu Road  
Siu Lek Yuen Road near Yuen Hong Street  
Siu Lek Yuen Road near Yuen Hong Street near L/P 1723-4  
Siu Lek Yuen Road O/S Block 28 City One near Po Shing Street  
Siu Lek Yuen Road O/S Siu Lek Yuen Village  
Siu Lek Yuen Road opp. Block 28, City One  
Siu Lek Yuen Road opp. Cypress House Kwong Yuen Estate  
Tai Chung Kiu Road near Treasure Floating Restaurant

Tai Chung Kiu Road near Tsang Tai Uk  
 Tai Chung Kiu Road O/S Belair Garden [2]  
 Tai Chung Kiu Road O/S Block 13, City One Shatin  
 Tai Chung Kiu Road O/S Garden Rivera [2]  
 Tai Chung Kiu Road O/S Jat Min Chuen [2]  
 Tai Chung Kiu Road O/S Ravana Garden [2]  
 Tai Chung Kiu Road opp. Belair Garden [2]  
 Tai Chung Kiu Road opp. Jat Min Chuen [2]  
 Tai Chung Kiu Road opp. Ravana Garden  
 Tai Chung Kiu Road opp. Rivera Garden [2]  
 Tai Chung Kiu Road opp. Tsang Tai Uk  
 Tai Chung Kiu Road, O/S Garden Rivera  
 Tai Po Road near Chinese University of Hong Kong  
 Tai Po Road near Lok Lo Ha  
 Tai Po Road near Sha Tin Heights Road  
 Tai Po Road near Shek Lei Pui Reservoir  
 Tai Po Road O/S Sha Tin Heights  
 Tai Po Road opp. Chek Nai Ping  
 Tai Po Road opp. Luk Hop Village  
 Tai Po Road opp. Sha Tin Garden  
 Tai Wai Railway Station B/T [2]  
 Tam Kon Po Street O/S Sha Tin Town Hall  
 Tin Sam Street near P.L.K. C.W. Chu Secondary School  
 Tin Sam Street O/S Tin Sam Village [2]  
 Wu Kai Sha Railway Station B/T [2]  
 Yuen Wo Road O/S Lek Yuen Estate  
 Yuen Wo Road opp. Wo Che Estate [2]  
 Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458  
 Dai Cheong Street opp. Tai Po Industrial Estate B/T near L/P M7469  
 Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House No. 1-3  
 Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026  
 Dai Hei Street opp. ZAMA Corporation Limited near L/P EA7513  
 Dai King Street opp. Phoenix Television Corporation near L/P EA7530  
 Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041  
 Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480  
 Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426  
 Kwong Fuk Road House No. 81 near Tung Mau Square  
 Lam Kam Road Kau Liu Ha near L/P EB9382  
 Lam Kam Road Ping Long Wing Fat Farm opp. L/P EB0477  
 Lam Kam Road San Tong Kun Kee Farm near L/P EB0488  
 Lam Kam Road Shek Poon Ho near L/P EA7374  
 Nam Wan Road near Kwong Fuk Estate opp. L/P N3281  
 Nam Wan Road near Kwong Fuk Playground opp. L/P AM3295  
 Nam Wan Road opp. Kwong Fuk Estate near L/P N3282  
 On Po Road Tai Po Central Bus Terminus opp. L/P EB3785  
 Pak Tam Road Ko Tong  
 Pak Tam Road Ko Tong Ha Yeung  
 Pak Tam Road near Lady MacLehose Holiday Village

Pak Tam Road To Kwa Peng (Uk Tau)  
Sai Sha Road Che Ha near L/P N2477  
Sai Sha Road Kei Ling Ha Lo Wai near L/P EA7924  
Sai Sha Road Kei Ling Ha San Wai near L/P EA0667  
Sai Sha Road Ma Kwu Lam near L/P N2469  
Sai Sha Road Nai Chung [2]  
Sai Sha Road near Cheung Muk Tau  
Sai Sha Road opp. Cheung Muk Tau  
Sai Sha Road Tai Tung near L/P N2464  
Sam Mun Tsai Road Fish Market near Ting Kok Road opp. L/P N3066  
Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home near L/P N3080  
Sam Mun Tsai Road opp. Pao Siu Loong Care and Attention Home opp. L/P N3079  
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]  
Tai Po Market Railway Station [3]  
Tai Po Road Cheung Shue Tan near L/P EC0749  
Tai Po Road Cheung Shue Tan opp. L/P EC0748  
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737  
Tai Po Road Chung Tsai Yuen near L/P M6323  
Tai Po Road Chung Tsai Yuen opp. L/P AE1650  
Tai Po Road Deerhill Bay near L/P EC0742  
Tai Po Road House No. 4211 Southview Villas near L/P EC0693  
Tai Po Road Kwong Fuk Estate near L/P EA7874  
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707  
Tai Po Road near Tai Po Mei  
Tai Po Road opp. Chung Tsai Yuen Garden near L/P EC0731  
Tai Po Road opp. Lai Chi Hang Tsuen near L/P M6338  
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798  
Tai Po Road Savanna Garden near L/P CE1316  
Tai Po Road Shui Wai near Tai Po Garden near L/P EA7027  
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168  
Tai Po Road Tai Po Kau opp. Redland Garden opp. L/P EC0683  
Tai Po Road Wong Yi Au near L/P CE0035  
Tai Po Road Wong Yi Au near L/P EC0670  
Tai Po Tai Wo Road near Tai Po Old Market Public School opp. L/P DE0026  
Tai Po Tai Wo Road near YATA opp. L/P DE0015  
Tai Wo Service Road West Kau Lung Hang near L/P N7079  
Tai Wo Service Road West Nam Wah Po near L/P N6101  
Tai Wo Service Road West Tai Hang opp. L/P EB5705  
Tai Wo Service Road West Tai Wo opp. L/P EB5714  
Ting Kok Road Fortune Garden near L/P BE1220  
Ting Kok Road Lung King Village opp. L/P EA8237  
Ting Kok Road near Block 1 Tai Ping Industrial Building opp. L/P EB0392  
Ting Kok Road near Immanuel Lutheran College opp. L/P EB0394  
Ting Kok Road near Lai Pek Shan Road near L/P AE0652  
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191  
Ting Kok Road near Tung Tsz Road near L/P AE0637  
Ting Kok Road opp. Ha Hang near CLP Substation opp. L/P EB2836  
Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270  
Ting Kok Road Yue Kok opp. L/P EB5688

Ting Kok Road Yue Kok opp. L/P EB5690  
Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opp. L/P DE0054  
Ting Tai Road Tai Po Swimming Pool opp. L/P DE0060  
Wan Tau Street opp. House No. 83 Wing Wo Building near L/P EB1193  
Yuen Shin Road Waterfront Park opp. L/P EA7987  
Yuen Shin Road Yuen Shin Park opp. L/P EA7986  
Castle Peak Road Nam Fung Centre Tsuen Wan Railway Station B/T [2]  
Castle Peak Road near Chai Wan Kok Street  
Castle Peak Road near Kam Fung Garden [2]  
Castle Peak Road near Kin Ming Street  
Castle Peak Road near Ma Wan Pier near L/P FB3130  
Castle Peak Road near Tsing Lung Tau Tsuen  
Castle Peak Road O/S Hong Kong Telephone Telephone Exchange  
Castle Peak Road O/S House No. 135-143 Silka Far East Hotel [3]  
Castle Peak Road O/S House No. 17-29  
Castle Peak Road O/S Lido Garden  
Castle Peak Road O/S Sea Crest Villa Phase 4  
Castle Peak Road O/S Wing Hong House Fuk Loi Estate  
Castle Peak Road opp. Sea Crest Villa Phase 3  
Castle Peak Road Tsing Lung Tau Pier opp. Hong Kong Garden near L/P BC0946  
Hoi On Road near the junction with Castle Peak Road  
On Yin Street near Tsuen King Circuit Tsuen Tak Garden  
Route Twisk Chuen Lung near L/P FA5590  
Route Twisk Chuen Lung opp. L/P FA5590  
Route Twisk near Ha Kwong Pan Tin Tsuen  
Route Twisk near Tai Kiu Tsuen  
Sam Tung Uk Road opp. Sam Tung Uk Resite Village  
Sea Crest Villa Access Road opp. Sea Crest Villa Phase 2  
Sha Tsui Road O/S House No. 334  
Tai Ho Road O/S Cheuk Ming Mansion  
Tai Ho Road O/S House No. 53-55  
Tsuen King Circuit near Tsuen Wan Police Station  
Tsuen King Circuit O/S Tsuen King Garden LST Wan Lap Keng Social Centre for The Elderly  
Tsuen King Circuit O/S Tsuen King Garden Monthly Carpark  
Tsuen King Circuit Tsuen Wan Centre Market  
Tsuen Wan (Nina Tower) B/T  
Tsuen Wan West Railway Station B/T [5]  
Wo Yi Hop Road O/S Shek Wai Kok Sun Village  
Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground  
Wo Yi Hop Road opp. Ho Fung Secondary School  
Yi Pei Chun Road near Hoi Pa Resite Village  
Yi Pei Chun Road O/S Tung Po To  
Castle Peak Road Brilliant Garden opp. L/P FB1957  
Castle Peak Road Cafeteria Beach opp. L/P DD0131  
Castle Peak Road Chi Lok Fa Yuen near L/P GD0384  
Castle Peak Road Dragon Inn opp. L/P DD0154  
Castle Peak Road Fu Tai Estate opp. L/P DD0198  
Castle Peak Road Golden Beach near L/P DD0193

Castle Peak Road Harvest Garden opp. L/P H4957  
Castle Peak Road Hoh Fuk Tong College opp. L/P H1082  
Castle Peak Road House No. 201 Sheltered Workshop opp. L/P H1088  
Castle Peak Road Ka Wo Lane Tsuen opp. L/P DD0019  
Castle Peak Road Lam Tei opp. L/P GD0630  
Castle Peak Road Miu Fat Buddhist Monastery opp. L/P FA8091  
Castle Peak Road near Chung Uk Tsuen opp. L/P AD2825  
Castle Peak Road near Fuk Hang Tsuen opp. L/P FA8098  
Castle Peak Road near Nai Wai Railway Station opp. L/P FA8101  
Castle Peak Road near Pearl Island opp. L/P DD0025  
Castle Peak Road near Siu Lam Tsuen opp. L/P FC4895  
Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099  
Castle Peak Road near Waldorf Garden opp. L/P H3636  
Castle Peak Road near Yick Yuen opp. L/P AD2815  
Castle Peak Road near Yick Yuen opp. L/P AD2817  
Castle Peak Road O/S Gold Coast Complex opp. L/P DD0010  
Castle Peak Road opp. Brilliant Garden opp. L/P FB1958  
Castle Peak Road opp. Lingnan University opp. L/P DD0203  
Castle Peak Road opp. Prime View Garden opp. L/P H0805  
Castle Peak Road opp. Waldorf Garden opp. L/P H3641  
Castle Peak Road opp. Yan Oi Market opp. L/P H3657  
Castle Peak Road Sam Shing Estate opp. L/P DD0164  
Castle Peak Road Sea View Garden near L/P DD0142  
Castle Peak Road Siu Lam Quarters opp. L/P FC4912  
Castle Peak Road Siu Lam San Tsuen opp. L/P FC4879 [2]  
Castle Peak Road Siu Sau Sheung Tsuen opp. L/P FC4845  
Castle Peak Road Siu Sau Tsuen opp. L/P FC4846  
Castle Peak Road Tai Lam Chung opp. L/P FA2034  
Castle Peak Road The Aegean opp. L/P FC4855  
Castle Peak Road The Aegean opp. L/P FC4864  
Hoi Chu Road Goodview Garden near L/P H1358  
Hoi Chu Road opp. Goodview Garden opp. L/P H1358  
Hoi Chu Road Tsui Ning Garden near L/P FA1441  
Lung Mun Oasis Bus Terminus [2]  
Lung Mun Road near Pak Kok opp. L/P FA2370  
Lung Mun Road Siu Shan Court opp. L/P FA2784  
Lung Mun Road Sun Tuen Mun Centre opp. L/P FB6948  
Ming Kum Road near King Wah House Shan King Estate opp. L/P FA2793  
Shek Pai Tau Road near China Light Company near L/P FB4431  
Slip Road of Lam Tei Interchange Fu Tei  
Tsing Wun Road opp. St. Peter's Church opp. L/P FC3772  
Tsing Wun Road opp. Tsing Wun Railway Station opp. L/P H3003  
Tsun Wen Road O/S Tuen Mun Catholic Secondary School opp. L/P FA2380  
Tuen Hi Road Tuen Mun Town Hall near L/P FC0636  
Tuen Mun Ferry Pier Bus Terminus  
Tuen Mun Road near Shell Oil Station opp. L/P AD3876  
Tuen Tsing Lane Sun Tuen Mun Centre  
Under the Podium of Hanford Garden  
Wu Chui Road Tip Sum House Butterfly Estate near L/P H4594

Wu Chui Road Wu Pik House Wu King Estate near L/P FA2184  
Yau Oi (South) B/T  
Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate [2]  
Choi Hung Road Choi Hung Road Playground  
Choi Hung Road near Rhythm Garden [3]  
Choi Hung Road near Rhythm Garden  
Choi Hung Road O/S House No. 14-16  
Choi Hung Road O/S Lok Sin Tong Wong Chung Ming Secondary School  
Choi Hung Road O/S Ng Wah Catholic Secondary School  
Choi Hung Road O/S Yin Hing Building  
Choi Hung Road opp. Shing King Industrial Building  
Choi Hung Road opp. Wing Chai Industrial Building  
Choi Hung Road opp. Wong Tai Sin Police Station [2]  
Chuk Yuen Road near Baptist Rainbow Primary School  
Clear Water Bay Road near Ngau Chi Wan Market  
Fu Mei Street O/S Wang Fu House Wang Tau Hom Estate  
Fu Mei Street O/S Wang Yip House Wang Tau Hom Estate  
Fung Tak Road near Wong Tai Sin Fire Station  
Fung Tak Road O/S House No. 75  
Hammer Hill Road O/S Kam Wan House Choi Hung Estate  
Junction Road near Fu Yue House Fu Keung Court  
Junction Road O/S Heng Lam Street Sitting-out Area  
Junction Road O/S HKICC Lee Shau Kee School of Creativity  
Junction Road near Lok Fu Recreation Ground  
Lok Fu Bus Terminus [6]  
Lung Cheung Road near Hung Ngok House Choi Hung Estate  
Lung Cheung Road near Morse Park Swimming Pool [3]  
Lung Cheung Road near Wang Yiu House Wang Tau Hom Estate  
Lung Cheung Road O/S Lung Cheung Government Secondary School [2]  
Lung Cheung Road O/S Tan Fung House Choi Hung Estate  
Lung Cheung Road O/S Temple Mall North  
Lung Cheung Road O/S Temple Mall South [2]  
Lung Cheung Road O/S Tin Ma Court  
Lung Poon Street inside Plaza Hollywood [7]  
Ma Chai Hang Road O/S Wang King House Tin Wang Court  
Ma Tsai Hang Road opp. Wang King House Tin Wang Court  
New Clear Water Bay Road O/S Pak Hung House Choi Wan Estate  
Po Kong Village Road near Po Kong Village Road Sports Centre  
Po Kong Village Road O/S Fu Yan House Fu Shan Estate  
Po Kong Village Road O/S Fu Yau Building  
Po Kong Village Road O/S Fung Chuen Court  
Po Kong Village Road O/S Po Leung Kuk No. 1 W.H. Cheung College  
Prince Edward Road East near Choi Hung Interchange  
Prince Edward Road East O/S Prince Industrial Building  
Prince Edward Road East O/S Rhythm Garden  
Prince Edward Road East O/S Tai King Industrial Building  
Prince Edward Road East O/S The Latitude [2]  
Prince Edward Road East opp. Rhythm Garden  
Sheung Fung Street near Kam Fung Street Sitting-out Area



Shung Wah Street near Po Kong Lane  
Tsz Wan Shan (South) B/T [2]  
Tung Tau Tsuen Road O/S Carpenter Road Park  
Tung Tau Tsuen Road O/S Wai Tung House Tung Tau Estate  
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate  
Tung Tau Tsuen Road opp. Carpenter Road Park  
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate  
Boundary Street O/S Tai Hang Tung Recreation Ground  
Boundary Street opp. Mongkok Stadium  
Canton Road O/S The Victoria Towers  
Chatham Road South House No. 85  
Chatham Road South O/S Science Museum near L/P DF0154  
Chatham Road South opp. House No. 41-43  
Cheong Wan Road O/S HK Polytechnic University  
Cherry Street O/S Ming Kei College  
Cherry Street opp. Ming Kei College  
Embankment Road near L/P E9066  
Hoi Wang Road O/S Charming Garden  
Hoi Wang Road O/S Hoi Fu Court [2]  
Hoi Wang Road O/S Park Avenue  
Island Harbourview B/T [2]  
Jordan Road O/S Kowloon Union Church  
Kowloon Railway Station B/T [2]  
Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area  
Lai Chi Kok Road O/S House No. 166 near Tai Nam Street Sitting Out Area  
Luen Wan Street near MK East Railway Station Pedestrian Elevator  
Mong Kok (Park Avenue) Bus Terminus [3]  
Nathan Road House No. 138 near St. Andrew's Church  
Nathan Road House No. 405 near Market St  
Nathan Road House No. 405 near Market Street  
Nathan Road near Gascoigne Road L/P E0217-5  
Nathan Road O/S House No. 23-25 Prestige Tower  
Nathan Road O/S House No. 105 near Kowloon Park [2]  
Nathan Road O/S House No. 105 near Kowloon Park  
Nathan Road O/S House No. 132 near The Mira Hong Kong  
Nathan Road O/S House No. 213 Tsim Sha Tsui Police Station  
Nathan Road O/S House No. 760 near Allied Plaza  
Nathan Road O/S Mongkok Police Station  
Nathan Road O/S Peninsula Hotel  
Olympic Station B/T  
Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden  
Sai Yee Street O/S Queen Elizabeth Secondary School  
Salisbury Road East Tsim Sha Tsui Station [3]  
Salisbury Road Middle Road Park  
Salisbury Road Middle Road Park near L/P AA7970-2  
Salisbury Road Middle Road Park near L/P AA7972-3  
Sham Mong Road near Hoi Fai Road  
Sham Mong Road O/S Metro Harbour View  
Tai Kok Tsui Road O/S House No. 9

Tai Kok Tsui Road opp. House No. 181 near Larch Street Sitting Out Area  
Tsim Sha Tsui East (Mody Road) Bus Terminus adjacent to Wing On Plaza [2]  
Tsim Sha Tsui East B/T [3]  
Waterloo Road near Yau Ma Tei Fire Station  
Wylie Road near Ho Man Tin Hill Road  
Castle Peak Road House No. 130 near L/P DD1026  
Castle Peak Road Lok Ma Chau near L/P AD7512  
Castle Peak Road Mai Po near L/P FC4103  
Castle Peak Road near Fui Sha Wai opp. L/P AD2860B  
Castle Peak Road near Fui Sha Wai opp. L/P AD9819  
Castle Peak Road near Ki Tai Garden San Hei Tsuen opp. L/P AD2866B  
Castle Peak Road near Ping Shan opp. L/P AD2872  
Castle Peak Road near Ping Shan opp. L/P AD2878  
Castle Peak Road near Shui Pin Tsuen near L/P AD2911  
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2850  
Castle Peak Road near Tong Fong Tsuen Railway Station opp. L/P AD2865  
Castle Peak Road near Yuen Long Landmark near L/P DD1012  
Castle Peak Road near Yuen Long Police Station near L/P DD1031  
Castle Peak Road Shui Pin Wai Estate near L/P AD2894  
Castle Peak Road Tung Shing Lei near L/P H3212  
Castle Peak Road Tung Shing Lei near L/P U8917  
Castle Peak Road Yeung Uk Tsuen near L/P BD0335  
Castle Peak Road Yuen Long Park near L/P AD2906  
Fan Kam Road Chuk Hang (Sheung Che) near L/P FB3616  
Fan Kam Road Chuk Hang opp. L/P FB3615  
Fan Kam Road near Shui Kan Shek opp. L/P FB3628  
Fan Kam Road Pat Heung Police Station opp. L/P BD1121  
Fan Kam Road Shui Kan Shek near L/P FB3626  
Fan Kam Road Wang Toi Shan Shan Tsuen opp. L/P FB3602  
Kam Sheung Road Dao Uk Tsuen near L/P U8451  
Kam Sheung Road Lin Fa Tei near L/P U8423  
Kam Sheung Road near Pat Heung Road near L/P FA3582  
Kam Sheung Road Ng Ka Tsuen near L/P AD7134  
Kam Sheung Road Sheung Tsuen Playground near L/P U8476  
Kam Sheung Road Shui Lau Tin near L/P U8413  
Kam Sheung Road Shui Tsan Tin near L/P U8405  
Kam Sheung Road St. Joseph's Church Kindergarten near L/P U8340  
Kam Sheung Road Tin Sam near L/P U8366  
Kam Sheung Road Tse Uk Tsuen near L/P U8448  
Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near L/P U8395  
Kam Sheung Road Yuen Kong Tsuen near L/P U8387  
Kam Tin Road Chi Ma Ling opp. L/P U8871  
Kam Tin Road Chun Yiu opp. L/P U8887  
Kam Tin Road Kam Tin Market near L/P FB5711  
Kam Tin Road Ko Po L/P AD1677  
Kam Tin Road Mung Yeung Primary School near L/P FB5696  
Kam Tin Road Mung Yeung Primary School near L/P FB5699  
Kam Tin Road near House No. 40 Kam Tin Post Office  
Kam Tin Road near Lo Uk Tsuen opp. L/P U8860

Kam Tin Road near Pat Heung Shek Kong Bridge opp. L/P FB5751  
 Kam Tin Road opp. Ko Po Tsuen near L/P AD1658  
 Kam Tin Road opp. The Salvation Army Kam Tin Integrated Services Centre opp. L/P  
 FB5702  
 Kam Tin Road Tai Kong Po near L/P AD5639  
 Kam Tin Road Tai Kong Po near L/P BD4972  
 Long Yat Road near Yoho Mall II near L/P AD5179  
 Long Yat Road Yoho Mall II near L/P AD5179  
 Long Yat Road Yoho Mall II near L/P AD5180  
 Ping Ha Road Pak Sha Tsai opp. Tin Shing Court opp. L/P AD6659  
 Ping Ha Road Ping Shan Hang Mei Tsuen opp. L/P FB9222  
 Route Twisk Country Park Management Centre near L/P FA7877  
 San Tam Road Chuk Yuen near L/P FA8434  
 San Tam Road Fung Kat Heung opp. L/P FA9285  
 San Tam Road Ko Hang Maple Garden near L/P FA8471  
 San Tam Road Mo Fan Heung near L/P FA9272  
 San Tam Road Pok Wai near L/P FA9262  
 Shap Pat Heung Road Emerald Green opp. L/P BD1354  
 Sheung Tsuen Bus Terminus [2]  
 Tin Fuk Road near Tsui Sing Lau opp. L/P AD6669  
 Tin Kwai Road near Lynwood Court near L/P FB2085  
 Tin Kwai Road near Maywood Court near L/P AD5708  
 Tin Kwai Road near Maywood Court near L/P FC3992  
 Tin Sau Road opp. Ching Pik House Tin Ching Estate opp. L/P AD1224  
 Tin Shui Road O/S Tin Shui Estate opp. L/P DD0550  
 Tin Shui Road O/S Tin Wah Estate opp. L/P DD0538  
 Tin Shui Road opp. Tin Shui Wai Park near L/P DD0564  
 Tin Shui Road Tin Chak Estate opp. L/P AD1067  
 Tin Shui Road Tin Yan Estate opp. L/P AD6627  
 Tin Shui Wai Town Centre B/T [2]  
 Tin Wing Road opp. Chestwood Court opp. L/P DD0331  
 Tin Wu Road near Sherwood Court opp. L/P DD0338  
 Tin Yiu Bus Terminus  
 Tin Yiu Road O/S Tin Shui Wai Police Station opp. L/P DD0524  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033  
 Town Park Road North opp. Park Royale opp. L/P DD0658  
 Town Park Road South opp. Villa Art Deco opp. L/P DD1799  
 Wang Tat Road Fung Chi Tsuen near L/P H1595  
 Wetland Park Road opp. Grandeur Terrace opp. L/P AD2155  
 Yuen Long East Bus Terminus  
 Yuen Long Park Bus Terminus  
 Sha Tin Centre Street O/S Hilton Centre  
 Argyle Street House No. 173  
 Argyle Street O/S Argyle Street Playground  
 Argyle Street O/S House No. 121  
 Argyle Street O/S House No. 125  
 Argyle Street O/S The Astrid  
 Boundary Street House No. 131-139 La Salle Primary School  
 Boundary Street La Salle Primary School L/P AA1251-3

Broadcast Drive House No. 15-37 near Lung Cheung Court  
 Broadcast Drive O/S House No. 89-91  
 Chatham Road North near Cooke Street L/P K9729-7  
 Chung Hau Street Carmel Secondary School L/P AA1351-8G  
 Chung Hau Street near Ho Man Tin Railway Station  
 Chung Hau Street O/S Block 1, Ultima  
 Chung Hau Street O/S House No. 88 near Ho Man Tin Government General Office  
 Cornwall Street opp. House No. 6 Lockoo Gardens  
 Fat Kwong Street near Chung Hau Street  
 Fat Kwong Street near Sheung Lok Street L/P AA4505-1  
 Fat Kwong Street Shun Yung Street near L/P AB 0287-0  
 Fat Kwong Street Valley Road Estate Block 17  
 Fat Kwong Street Valley Road Estate Block 2  
 Hau Man Street near Kar Man House Oi Man Estate  
 Hung Hom Road south of Bailey Street Peninsula Square  
 Hung Hom South Road O/S Hung Hom Bay Centre  
 La Salle Road Sheffied Garden  
 Laguna Verde B/T [2]  
 Lancashire Road House No. 34 east of Oxford Road  
 Lung Cheung Road opp. Phoenix House  
 Ma Tau Chung Road near L/P AA2886-6G  
 Ma Tau Chung Road O/S Sung Wong Toi Park  
 Ma Tau Chung Road O/S Sung Wong Tooi Park  
 Ma Tau Wai Road near Chi Kwong Street Garden  
 Ma Tau Wai Road near U.C. To Kwa Wan Market  
 Muk Hung Street near Kai Ching Estate  
 Prince Edward Road East near Sa Po Road [2]  
 Prince Edward Road West near Ma Tau Chung Road [6]  
 Prince Edward Road West O/S House No. 201  
 Prince Edward Road West O/S House No. 249  
 Pui Ching Road Pui Ching Middle School  
 Renfrew Road House No. 30 opp. Mary Rose School  
 Renfrew Road Kowloon Tong Force Quarters  
 Sa Po Road O/S Regal Oriental Hotel  
 Sheung Shing Street Sheung Lok Street near L/P AA1123-8  
 Shing Kai Road near Tak Long Estate  
 Shing Tak Street Kowloon City  
 Waterloo Road Kowloon Tong Club  
 Waterloo Road south of Derby Road  
 Waterloo Road south of Junction Road  
 Waterloo Road south of Rutland Quadrant L/P K8660-6 [2]  
 Castle Peak Road near Shek Ying Path  
 Castle Peak Road O/S Wah Yuen Chuen  
 Cheung Ching B/T near Cheung Ching Estate Community Centre [3]  
 Cheung Hang near Cheung Hang Shopping Centre [2]  
 Cheung Wang B/T  
 Cheung Wing Road O/S Sun Fung Centre  
 Ching Hong Road beside Cheung Ching Estate B/T [2]  
 Ching Hong Road O/S Ching Wai House Cheung Ching Estate [2]

Fung Shue Wo Road O/S Greenfield Garden Shopping Mall  
Hing Fong Road opp. Sun Kwai Hing Gardens  
Kwai Chung Road near Kwong Fai Circuit [2]  
Kwai Hing Railway Station Bus Terminus  
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate  
Kwai Hing Road O/S Kwai Hing Railway Station Exit A  
Kwai Luen Road O/S Kwai Shing West B/T [2]  
Kwai Luen Road opp. Luen Hei House Kwai Luen Estate  
Kwai Shing Circuit near Chun Kwai House Kwai Chung Estate  
Kwai Shing Circuit near Shing On House  
Kwai Shing Circuit near Tai Wo Hau Road L/P 9747-8  
Kwai Shing Circuit O/S Lee Wai Lee College  
Kwai Shing Circuit O/S Water Service Reservoir  
Kwai Shing Circuit opp. Lee Yat Ngok Memorial School  
Kwai Shing Circuit opp. Shing On House  
Kwai Shing Circult O/S Shing Kwok House  
Kwai Shing East Bus Terminus [3]  
Kwai Tsing Road near Kwai Tai Road  
Kwok Shui Road near Tai Wo Hau Railway Station L/P FB 2840-8  
Kwok Shui Road O/S Mita Centre  
Lai King Hill Road Lai King North B/T  
Liu To Road O/S Cheung Hang Estate Commercial Complex [2]  
On Yam near Tak Yam House [2]  
Sai Shan Road near Mayfair Gardens  
Shek Pai Street O/S Fung Yam House L/P 4405-2  
Shek Yam Road O/S North Kwai Chung Market  
Tai Pa Tin Street O/S Shek Yam East Estate  
Tai Pak Tin Street O/S Yung Shek House Shek Yam Estate  
Tai Wo Hau Road near Yan Kwai House Kwai Chung Estate  
Tai Wo Hau Road O/S Kwai Hong Court  
Tai Wo Hau Road O/S New Kwai Hing Gardens  
Tai Wo Hau Road opp. Chau Kwai House Kwai Chung Estate  
Tai Wo Hau Road opp. Kwai Chung Estate Bus Terminus  
Tai Wo Hau Road opp. Yan Kwai House Kwai Chung Estate  
Tsing King Road O/S Tivoli Garden  
Tsing Yi Pier Bus Terminus  
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate  
Tsing Yi Road West opp. Cheung Hang Estate  
Wai Kek St O/S Shek On House  
Wo Yi Hop Road O/S House No. 212 L/P FB2905-0  
Wo Yi Hop Road O/S House No. 33 The Apex  
Cha Kwo Ling Road O/S Block 17 Laguna City  
Cha Kwo Ling Road opp. Block 17, Laguna City  
Choi Ha Road O/S Ying Shun House Choi Ying Estate  
Chun Wah Road Ngau Tau Kok Bus Terminus  
Chun Wah Road O/S Lok Nga Court [2]  
Chun Wah Road O/S On Kay Court  
Hip Wo Street O/S Cheung Wo Court near L/P L-AA0321-OG  
Hip Wo Street opp. Wah Fung Court

Hiu Kwong Street opp. Hiu Kwong Street Recreation Ground  
Hiu Kwong Street opp. Sau Ming House [2]  
Hong Ning Road opp. Hong Ning Road Park (Phase I)  
Kai Cheung Road opp. Dah Chong Hong Motor Car Service Centre [2]  
Kai Tin Road near Kai Tin Shopping Centre  
Kai Tin Road O/S FDBWA Szeto Ho Secondary School  
Kai Yip B/T  
King Yip Street O/S House No.57 near Hing Yip Industrial Building  
Ko Chiu Road near Ko Chiu Path  
Kung Lok Road O/S House No. 75  
Kuwn Tong Road O/S Lower Ngau Tau Kok Estate  
Kwun Tong (Elegance Road) B/T  
Kwun Tong (Tsui Ping Road) Bus Terminus [2]  
Kwun Tong Ferry Bus Terminus [5]  
Kwun Tong Road near House No.83 Ting Fu Street  
Kwun Tong Road near Kowloon Bay Railway Station  
Kwun Tong Road O/S Kai Yip Estate [2]  
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area  
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [2]  
Kwun Tong Road O/S Millennium City [2]  
Kwun Tong Road O/S Ngau Tau Kok Railway Station [3]  
Kwun Tong Road O/S Telford Gardens  
Laguna City B/T [3]  
Lam Tin (Kwong Tin Estate) Bus Terminus [2]  
Lam Tin (North) Bus Terminus [2]  
Lee On Rd O/S Lee Yip House Shun Lee Estate  
Lee On Road O/S Lee Yip House Shun Lee Estate  
Lee On Road O/S Shun On Restaurant Shun On Estate  
Lee On Road opp. Lee Hang House  
Lee On Road opp. Shun Lee Fire Station  
Lei Yue Mun Road O/S Lai Yue Mun Road Playground  
Lei Yue Mun Road O/S Lei Yue Mun Plaza  
Lei Yue Mun Road opp. L/P AA4579-4  
Lin Tak Road O/S Choi Tin House Hing Tin Estate  
Lin Tak Road O/S Hong Yat Court  
Ngau Tau Kok Road opp. Amoy Gardens  
On Tin Street opp. Ping Chun House  
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214-0G  
Pik Wan Road near Tak Hong House Tak Tin Estate  
Pik Wan Road O/S Heng Nga House Hong Nga Court near L/P AA1208-5G  
Ping Shek B/T  
Sau Mau Ping (Central) Bus Terminus  
Sau Mau Ping Road near Shun On Road  
Sau Mau Ping Road opp. Sau Ching House Sau Mau Ping Estate  
Sau Mau Ping Road opp. Sau Fai House  
Sau Ming Road opp. Sau Ming House  
Sau Ming Road opp. Sau On House  
Sau Ming Road Sau Mau Ping Shopping Centre  
Shun Lee Tsuen Road opp. Shun On Estate near L/P AB4076-4

Shun On Road O/S Ning Po No. 2 College  
Tak Tin Street near Tak Tin Shopping Centre  
Tsui Ping Road near Hui Ming Street  
Wai Yip Street near L/P AA3608-6  
Wai Yip Street near Wai Lok Street  
Wai Yip Street O/S House No.99  
Wang Chiu Road O/S Kowloon Bay Sportground  
Wang Chiu Road opp. Kowloon Bay Sports Ground  
Wang Kwong Road near Kai Lai Road  
Wang Kwong Road O/S Lam Wah Street Playground near L/P E7750-3  
Yue Man Square O/S House No.16-18  
Castle Peak Road Ho Tung Bridge near L/P EA2160  
Castle Peak Road near Fan Kam Road near L/P AD8385  
Cheung Wah Estate near Cheung Lok House near L/P N7476  
Ching Hiu Road opp. Ching Ho Estate near L/P BD4361  
Ching Hiu Road Royal Green near L/P AJ1103  
Ching Ho Estate Bus Terminus  
Choi Yuen Road opp. Choi Pik House Choi Po Court near L/P AD6956  
Fan Kam Road On Po Village opp. L/P AJ1498  
Fan Kam Road Ping Kong opp. L/P AD8350  
Jockey Club Road near Sheung Shui Wai opp. L/P AD2628  
Jockey Club Road near Sunningdale Garden opp. L/P AD2667  
Jockey Club Road North District Park L/P AD8460  
Luen Wo Hui Bus Terminus [3]  
Man Kam To Road Lo Wu Cross Border Parking Area near L/P EA1829  
Pak Wo Road King Shing Court opp. L/P EA1887  
Ping Che Road near CLP Substation opp. L/P EB4875  
Ping Che Road near Hung Leng Tsuen near L/P EB4874  
Ping Che Road near Ping Che opp. L/P EB4892  
Ping Che Road near Ping Yuen Road near L/P EB4919  
Ping Che Road Ping Che Yuen Ha Tsuen near L/P EB4914  
Po Shek Wu Road near Choi Fai Street opp. L/P AD8381  
Po Shek Wu Road opp. Choi Ngan House Choi Po Court near L/P AD8407  
Po Shek Wu Road Shek Wu Hui Jockey Club Playground opp. L/P N7543  
San Wan Road Caritas Fanling Chan Chun Ha Secondary School opp. L/P N3112  
San Wan Road Cheung Chung House Cheung Wah Estate opp. L/P DD0591  
San Wan Road near Fanling Centre opp. L/P N3112  
San Wan Road opp. Cheung Wah Estate opp. L/P DD0592  
San Wan Road opp. Landmark North [2]  
Sha Tau Kok Road Chun Yiu near L/P EA9219  
Sha Tau Kok Road Ko Po opp. L/P EB7305  
Sha Tau Kok Road Loi Tung opp. L/P EA9223  
Sha Tau Kok Road Ma Mei Ha near L/P EA9194  
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9290  
Sha Tau Kok Road Man Uk Pin near L/P EA9242  
Sha Tau Kok Road On Lok Tsuen opp. L/P N7668  
Sha Tau Kok Road San Tsuen near L/P EA9339  
Sha Tau Kok Road San Wai Barracks opp. L/P EB7242  
Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9296

Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9299  
Sha Tau Kok Road Tai Long near L/P EA9283  
Sha Tau Kok Road Tai Tong Wu near L/P EA9205  
Sha Tau Kok Road Tong To Tsuen near L/P EA9328  
Tin Ping Road Fung Kai Social Service Complex opp. L/P EA2606  
Tin Ping Road opp. CICTA Training Centre near L/P EA2598  
Tsi Wo Service Road West Wen Tong Manufacturer opp. L/P N8527  
Tsui Lai Garden near Block 6 near L/P EA2573  
Wah Ming Road near Wo Hing Tsuen near L/P AJ1335  
Wo Hing Road Hop Shing Gravestone near L/P AJ1339  
Chiu Shun Road O/S Yuk Ming Court  
Chiu Shun Road opp. Yuk Ming Court  
Chun Choi Street near Wellcome  
Chung Wa Road near Pui Shing Road [2]  
Clear Water Bay Road Denon Terrace  
Clear Water Bay Road Ha Yeung [2]  
Clear Water Bay Road Mang Kung Uk  
Clear Water Bay Road near Anderson Road Tai Shek Koo  
Clear Water Bay Road near Hang Hau Road Silverstrand  
Clear Water Bay Road near Hong Kong Adventist College  
Clear Water Bay Road near Silver Strand Mart  
Clear Water Bay Road opp. Ta Kwu Ling San Tsuen  
Clear Water Bay Road Pan Long Wan [2]  
Clear Water Bay Road Pik Sha Wan  
Clear Water Bay Road Sheung Sze Wan  
Clear Water Bay Road Ta Kwu Ling San Tsuen  
Clear Water Bay Road Tai Po Tsai Kau  
Clear Water Bay Siu Chung Lam  
Fuk Man Road near Sai Kung Police Station  
Hang Hau Road near St. Vincent's Church  
Hang Hau Road O/S Shui Pin Tsuen  
Hang Hau Road opp. Tseung Kwan O Hospital near Boon Kin Village  
Hang Hau Station Bus Terminus  
Hiram's Highway Fisherman's Village  
Hiram's Highway Habitat  
Hiram's Highway Ho Chung  
Hiram's Highway Nam Pin Wai  
Hiram's Highway opp. Lakeside Garden  
Hiram's Highway Pak Kong  
Hiram's Highway Pak Sha Wan  
Hiram's Highway Pak Wai  
Hiram's Highway Pak Wai near L/P EB4642-5  
Hiram's Highway Tai Chung Hau near L/P EB4573-9  
Hiram's Highway Wo Mei  
New Hiram's Highway near Wo Mei  
Po Hong Road opp. Kwong Ming Court  
Po Hong Road opp. Verbena Heights  
Po Lam Bus Terminus [3]  
Po Lam Road North O/S Lok Sin Tong Lau Tak Primary School



Po Ning Road near Tak Fu House Hau Tak Estate [2]  
Po Ning Road opp. Hang Hau (North) Bus Terminus  
Po Tung Road O/S House No. 19E  
Pui Shing Road O/S Nam Fung Plaza  
Sai Kung Bus Terminus  
Sai Kung North Bus Terminus near Sai Kung Police Station  
Sai Sha Road near O Tau  
Sheung Tak Bus Terminus  
Tai Mong Tsai Road Au Kung Wan near L/P EA0245  
Tai Mong Tsai Road near Fung Sau Road  
Tai Mong Tsai Road near Fung Sau Road near L/P EA0227  
Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu near L/P N2601  
Tai Mong Tsai Road near Tso Wo Hang Marine Police Station  
Tai Mong Tsai Road Tsam Chuk Wan  
Tai Mong Tsai Road Wong Keng Tei  
Tai Mong Tsai Road Wong Keng Tei near L/P N2619-4  
Wan Po Road near Drainage Department  
Wan Po Road near Oscar By The Sea  
Wan Po Road near Pak Shing Kok  
Butterfly Valley Road near Ching Cheung Road  
Cheung Sha Wan Road near Mei Foo Railway Station  
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]  
Cheung Sha Wan Road O/S House No. 740  
Cheung Sha Wan Road O/S Kowloon Technical School  
Cheung Sha Wan Road O/S Tin On Industrial Building near Cheung Sha Wan Path  
Cornwall Street O/S Chak Yan Centre  
Cornwall Street O/S Shek Kip Mei Park  
Lai Chi Kok Bus Terminus [3]  
Lai Chi Kok Rd. O/S Mei Foo Plaza Mei Foo Sun Chuen  
Lai Chi Kok Road O/S IVE (Haking Wong)  
Mei Foo Bus Terminus [5]  
Mei Lai Road near Lai Wan Road  
Mei Lai Road south of Lai Wan Road L/P K2192-8  
Nam Cheong Street O/S Shui Tin House Pak Tin Estate  
Pak Wan Street O/S Chak Tin House  
Pak Wan Street O/S Cheung Tin House  
Po On Road O/S Wing Hei House Po Hei Court  
Sham Mong Road Near Access Road To Tonkin Street B/T  
So Uk Bus Terminus  
Tai Hang Tung Road north of Tat Chee Avenue  
Tai Hang Tung Road north of Tong Yam Street  
Tai Po Road O/S Carlton Hotel  
Tai Po Road O/S House No. 292 near Saviour Lutheran School  
Tai Po Road opp. House No. 70  
Tat Chee Avenue opp. House No. 1 near L/P E8927-5  
To Yuen Street O/S Heung To Middle School L/P AA9655-4  
Tonkin Street O/S Fu Cheong Estate  
Tonkin Street O/S Lai Kok Estate  
Tonkin Street O/S Lei Cheng Uk Tomb Park

Woh Chai Street O/S Man Lok House Tai Hang Sai Sun Chuen [2]  
Woh Chai Street O/S Shek Kip Mei Estate Block 23  
Yen Chow Street O/S Sham Shui Po Police Station  
Yen Chow Street West O/S Tung Chau Street Park  
Che Kung Miu Road opp. Che Kung Miu  
Chevalier Garden Bus Terminus  
Chui Tin Street near 63 Sun Tin Village  
Chui Tin Street O/S Sun Fong House  
Chun Shek Estate O/S Shek Yuk House [2]  
Fo Tan (Shan Mei Street) Bus Terminus [2]  
Fung Shun Street O/S Fung Wo House  
Fung Shun Street O/S Wo Yue House Fung Wo Estate  
Hang Hong Street near Hang Kong House [2]  
Hang Hong Street near Yiu Him House Yiu On Estate  
Hang Hong Street O/S Yiu On Estate [2]  
Hang Tak Street near Hang Shun Street  
Heng On Bus Terminus  
Hin Keng B/T [2]  
Hin Keng Bus Terminus  
Hin Keng Street near Hin Hing House  
Hung Mui Kuk Road O/S Sun Yuet House [2]  
Kam Ying Court B/T [3]  
Kam Ying Rd O/S Kam Lung Court  
Kam Ying Road near Saddle Ridge Gardens  
Kam Ying Road O/S Kam Ying Court  
Kam Ying Road opp. Lung Yan House Kam Lung Court [2]  
Kwong Sin Street opp. Hang Seng Management College  
Kwong Sin Street opp. Kwong Yuen  
Kwong Yuen Bus Terminus [2]  
Lee On Bus Terminus  
Lok King Street O/S Fo Tan Railway Station  
Lok King Street O/S Jubilee Garden  
Ma On Shan Road near Yiu Shun House Yiu On Estate  
Ma On Shan Road opp. Yiu Shun House Yiu On Estate  
Ma On Shan Town Centre Bus Terminus [5]  
Mei Tin Road O/S Holford Garden  
Ngan Shing Street O/S CTB B/T  
Ngan Shing Street O/S Ngan Shing Plaza  
Ngan Shing Street opp. Yue Tin Court  
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited  
Ngau Pei Sha Street O/S Yu Chui Court  
Ngau Pei Sha Street opp. Ngau Pei Sha Village  
Ning Tai Road near Holy Spirit Primary School [4]  
Ning Tai Road O/S Tak Sun Secondary School [2]  
On Chun Street opp. Bayshore Towers  
On King Street O/S Garden Vista  
Po Tai Street O/S Ocean View [2]  
Pok Hong B/T [2]  
Ravana Garden B/T

Sai Sha Rd O/S Ma On Shan Town Centre B/T  
Sai Sha Road O/S Bayshore Towers  
Sai Sha Road O/S Kam On Court [3]  
Sai Sha Road O/S Ma On Shan Town Centre B/T  
Sai Sha Road O/S Vista Paradiso  
Sai Sha Road opp. Chung On [2]  
Sai Sha Road opp. Fok On Garden [2]  
Sha Kok Street O/S Pok Hong Bus Terminus  
Sha Kok Street O/S Sha Kok Estate [2]  
Sha Tin Central Bus Terminus [11]  
Sha Tin Railway Station Bus Terminus [5]  
Sui Wo Road O/S Goldfield Industrial Centre  
Sun Chui Bus Terminus  
Tai Chung Kiu Road near Treasure Floating Restaurant  
Tai Chung Kiu Road O/S Block 13, City One Shatin  
Tai Chung Kiu Road O/S Jat Min Chuen  
Tai Chung Kiu Road opp. Ravana Garden [2]  
Tai Po Road near Keng Hau Road  
Tai Po Road near Mei Tao House  
Tai Po Road near Seaview Villa  
Tai Po Road near Tai Wai Sun Tsuen  
Tai Po Road O/S House No. 8623  
Tai Po Road O/S Luk Hop Village  
Tai Po Road opp. House No. 8623 near L/P N6956-6  
Tai Po Road opp. Mei Lam Estate  
Tai Wai Railway Station B/T [2]  
Tam Kon Po Street O/S Sha Tin Town Hall [2]  
Tin Sam Street O/S Hin Yiu Estate  
Tin Sam Street O/S Tin Sam Village  
University Railway Station Bus Terminus [4]  
Wong Nau Tau Bus Terminus [3]  
Wu Kai Sha Railway Station B/T [2]  
Yiu On B/T [3]  
Yuen Wo Road O/S Wo Che Shopping Centre  
Dai Cheong Street near Tai Po Industrial Estate B/T near L/P M7468  
Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near L/P EB3009  
Dai Fu Street opp. Unilever Hong Kong Limited near L/P EB3025  
Dai Hei Street near ZAMA Corporation Limited near L/P EA7512  
Dai Wang Street Chen Hsong Machinery near L/P M7427  
Heung Sze Wui Street near Tai Po Hui Market opp. L/P EB1197  
Kwong Fuk Road House No. 113 near Tung Sau Square  
Kwong Fuk Road near Wong Shiu Chi Secondary School opp. L/P EA8350  
Lam Kam Road Kau Liu Ha near L/P EB9383  
Lam Kam Road Ng Tung Chai opp. L/P EB0448  
Lam Kam Road opp. Chung Uk Tsuen opp. L/P EB0515  
Lam Kam Road Pak Ngau Shek Ng Tung Chai opp. L/P EB0459  
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474  
Lam Kam Road San Tong Wing Kee Farm near L/P EB0486  
Lam Kam Road San Tsuen near L/P EB0498

Lam Kam Road Shek Poon Ho near L/P EA7142  
 Lam Kam Road Tai Om near Chan Sam Kee Store opp. L/P EB0467  
 Nam Wan Road opp. Kwong Fuk Playground opp. L/P BN3295  
 On Chee Road Eightland Gardens near L/P EB7435  
 On Po Road Tai Po Central B/T opp. L/P EB3780  
 Pak Tam Road Ko Tong  
 Pak Tam Road Tai Tan  
 Pak Tam Road Tai Tan Country Park L/P N2539  
 Plover Cove Road near Plover Cove Road Market opp. L/P EB0376  
 Po Heung Street Luk Heung Public School opp. L/P N3269  
 Tai Po Central Tai Po Plaza [5]  
 Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]  
 Tai Po Market Railway Station [10]  
 Tai Po Road near Tai Po Mei  
 Ting Kok Road Green Cove near L/P AE0662  
 Ting Kok Road Green Cove opp. L/P EB9934  
 Ting Kok Road Ha Hang opp. L/P EB2837  
 Ting Kok Road Law Chi Yip (Po Sum Pei Pool) near L/P AE0655  
 Ting Kok Road Lo Tsz Tin near L/P AE0702  
 Ting Kok Road Lung Mei Tsuen near L/P AE0712  
 Ting Kok Road near Fung Yuen Road opp. L/P EB2820  
 Ting Kok Road opp. Chen Hsong Machinery opp. L/P EB2847  
 Ting Kok Road Po Sum Pai near L/P AE0643  
 Ting Kok Road Shan Liu Tsuen near L/P AE0693  
 Ting Kok Road Shuen Wan near L/P EB9890  
 Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270  
 Ting Kok Road Ting Kok Tsuen near L/P AE0679  
 Ting Kok Road Wong Yue Tan Tsuen near L/P BE1176  
 Wan Tau Street O/S Tai Po Hui Market near L/P BE0567  
 Bayview Garden B/T Castle Peak Road opp. Greenview Court [4]  
 Castle Peak Road Nam Fung Centre Tsuen Wan Railway Station B/T [3]  
 Castle Peak Road near Kin Ming Street  
 Castle Peak Road O/S Tsuen Wan Multi-Storey Car Park  
 Discovery Park B/T [2]  
 Hoi On Road opp. Belvedere Garden Phase 3  
 Kwok Shui Road opp. Ham Tin Village  
 Luen Yan Street opp. House No. 26  
 Shek Wai Kok Road O/S Shek Ho House Shek Wai Kok Estate  
 Shek Wai Kok Road O/S Shek Lin House Shek Wai Kok Estate  
 Shek Wai Kok Road O/S Shek Wai Kok B/T L/P FA5870  
 Shek Wai Kok Road O/S Shek Wai Kok Estate Shek Kwai House  
 Tai Chung Road near Castle Peak Road  
 Tai Chung Road near Chai Wan Kok Street  
 Tai Ho Road O/S House No. 30 near Hang Seng Bank  
 Texaco Road House No.75 near Crown of Thorns Church  
 Tsuen Fu Street near Tsuen Wah Street O/S East Asia Shopping Arcade  
 Tsuen King Circuit O/S Allway Gardens Phase 3  
 Tsuen Wan (Nina Tower) B/T [3]  
 Tsuen Wan West Railway Station B/T [6]

Wai Tsuen Road near Shek Wai Kok Road  
 Castle Peak Road Marine Police Headquarters opp. L/P GC0485  
 Castle Peak Road near Chung Uk Tsuen opp. L/P AD2824  
 Castle Peak Road near Lok Tsui Street opp. L/P FC4891  
 Castle Peak Road Siu Lam opp. L/P FC2306  
 Castle Peak Road Tai Lam Chung near L/P FA6697  
 Hoi Chu Road opp. Goodview Garden opp. L/P H1358  
 Hoi Wing Road near Siu Lun Court opp. L/P FA1495  
 Hoi Wong Road opp. Tuen Mun Swimming Pool opp. L/P FA3348  
 Hoi Wong Road Tuen Mun Swimming Pool opp. L/P FA3349  
 Kin Sang Estate near Lok Sang House [3]  
 Lung Mun Oasis Bus Terminus [2]  
 Lung Mun Road Glorious Garden opp. L/P AD0439  
 Pui To Road opp. Tuen Mun Fire Station near L/P FA2222  
 Slip Road of Lam Tei Interchange Fu Tei  
 Tai Hing B/T opp. Hing Fai House Tai Hing Estate [2]  
 Tin King Road opp. Siu Pong Court opp. L/P FA2644  
 Tsing Tin Road near Shi Hui Wen Secondary School near AD9822  
 Tsun Wen Road near Tai Hing Police Station opp. L/P FA2385  
 Tsun Wen Road opp. Tuen Mun Catholic Secondary School opp. L/P FA2379  
 Tsun Wen Road Tai Hing Sports Centre opp. L/P FA2084  
 Tuen Mun Central B/T  
 Tuen Mun Ferry Pier Bus Terminus [3]  
 Tuen Mun Heung Sze Wui Road near Tuen Mun Park opp. L/P H4646  
 Tuen Mun Heung Sze Wui Road Yau Oi Podium opp. L/P FA2256  
 Tuen Mun Road near Tuen Yan Street near L/P DD0876  
 Tuen Mun Road opp. Shell Oil Station opp. L/P AD3874  
 Tuen Mun Road opp. Shell Oil Station opp. L/P AD3875 [2]  
 Under the Podium of Hanford Garden [3]  
 Wu Chui Road Tuen Mun Pier Head opp. L/P DD0978  
 Wu King Road opp. Wu Poon House Wu King Estate near L/P H0948  
 Wu King Road Wu Poon House Wu King Estate near L/P H0947  
 Wu Sau Street Yuet Wu Villa Bus Terminus  
 Wu Shan Road opp. Siu Shan Court near L/P H0968  
 Wu Shan Road Siu Shan Court near L/P H0969  
 Yau Oi (South) B/T [2]  
 Choi Hung Access Road O/S Kam Pik House Choi Hung Estate  
 Choi Hung B/T [2]  
 Choi Hung Road Choi Hung Road Playground  
 Choi Hung Road near Luen Yee Road  
 Choi Hung Road near Rhythm Garden [5]  
 Choi Hung Road near Tung Tai Lane  
 Choi Hung Road near Wong Tai Sin Police Station [2]  
 Choi Hung Road O/S House No. 210-212  
 Choi Hung Road O/S Yin Hing Building [2]  
 Choi Hung Road opp. Shing King Industrial Building  
 Chui Chuk Street near Tsui Chuk Shopping Centre  
 Chui Chuk Street O/S Block 1, Tsui Chuk Garden  
 Chui Chuk Street O/S Block 4, Tsui Chuk Garden

Chui Chuk Street O/S Block 5, Tsui Chuk Garden  
Chuk Yuen Estate Bus Terminus [3]  
Chuk Yuen Road near Baptist Rainbow Primary School  
Fu Shan Bus Terminus  
Fung Mo Street near Wang Yip House Wang Tau Hom Estate  
Fung Mo Street O/S Morse Park  
Fung Mo Street opp. Wang Kei House  
Fung Shing Street O/S Koon Yat House Choi Wan Estate [2]  
Fung Tak Road near Sheung Yuen Street  
Hammer Hill Road O/S Kam Wan House Choi Hung Estate [2]  
Heng Lam Street near Hong Keung Court  
Junction Road Lok Fu Plaza L/P K8694  
Junction Road O/S Lok Him House near L/P K8704  
Lok Fu Bus Terminus  
Lung Cheung Road near Hung Ngok House Choi Hung Estate [3]  
Lung Cheung Road near Ping Ting Village Ngau Chi Wan  
Lung Cheung Road O/S Temple Mall North  
Lung Poon Street inside Plaza Hollywood [3]  
Ming Fung Street O/S House No. 14  
Po Kong Village Road near Po Tsz Lane L/P AA7558  
Prince Edward Road East near Choi Hung Interchange  
Tai Hom Road near Diamond Hill Railway Station  
Tai Shing Street near Tung Tau Tsuen Road  
Tsui Chuk Garden Bus Terminus  
Tsz Wan Shan (South) B/T  
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate  
Tung Tau Tsuen Road O/S Lung Wai House  
Tung Tau Tsuen Road O/S Mei Tung House Mei Tung Estate  
Tung Tau Tsuen Road O/S Morse Park No. 1 near L/P E1370  
Tung Tau Tsuen Road O/S Morse Park No.2  
Tung Tau Tsuen Road O/S Morse Park Open-air Theatre  
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate  
Wai Wah Street near On Hong House  
Wong Tai Sin Road near Wong Tai Sin Temple  
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate  
Boundary Street O/S Tai Hang Tung Recreation Ground  
Hong Hong Road Cross Harbour Tunnel Bus Bay  
Hung Hom Railway Station Bus Terminus [4]  
Island Harbourview B/T  
Jordan Road after Junction With Canton Road  
Jordan Road House No.5 near Chi Wo Street  
Kowloon Railway Station B/T [3]  
Luen Wan Street near Mong Kok East Railway Station Pedestrian Elevator  
Mong Kok (Park Avenue) Bus Terminus [2]  
Mong Kok East Railway Station Podium [3]  
Nathan Road House No. 134 near Kimberley Road  
Nathan Road House No. 405 near Market St  
Nathan Road O/S House No. 630 Bank Centre [2]  
Nathan Road O/S House No. 636 Bank Centre

Nathan Road O/S House No. 760 near Allied Plaza  
Nathan Road O/S House No. 760 near Allied Plaza  
Nathan Road O/S House No. 784  
Olympic Station B/T [3]  
Salisbury Road near Cross Harbour Tunnel L/P AA7716  
Star Ferry B/T [7]  
Tsim Sha Tsui East B/T [3]  
Yim Po Fong Street O/S MacPherson Playground L/P BF2844  
Castle Peak Road Chuk Yuen near L/P FA8368  
Castle Peak Road Fung Kat Heung near L/P FA9214  
Castle Peak Road Hung Mo Bridge opp. L/P FB9714  
Castle Peak Road Ko Hang near L/P FA8399  
Castle Peak Road Mai Po Lung near L/P FC4128  
Castle Peak Road Mai Po near L/P FC4104  
Castle Peak Road Mo Fan Tsuen near L/P FA9222  
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2852  
Castle Peak Road opp. Fiori opp. L/P AD2882  
Castle Peak Road Pak Shek Au Interchange near L/P EA2978  
Castle Peak Road Pok Wai near L/P FA6939  
Castle Peak Road San Tin opp. L/P FC4153  
Castle Peak Road Shek Wu Wai near L/P FC4140  
Castle Peak Road Tai Sang Wai near L/P GD1108  
Fan Kam Road Fireman Training School near L/P FB3637  
Fan Kam Road near Fireman Training School opp. L/P FB3637  
Fan Kam Road Ta Shek Wu (Shek Tong) near L/P FB3661  
Fan Kam Road Ta Shek Wu (Shek Tong) opp. L/P FB3662  
Fan Kam Road Ta Shek Wu near L/P FB3668  
Fan Kam Road Ta Shek Wu opp. L/P FB3668  
Fan Kam Road Ta Shek Wu Tsuen opp. L/P BD1139  
Hung Yuen Road Hung Shui Kiu (Hung Yuen Road) B/T near L/P AD7223  
Kam Sheung Road near Po Tei Road near L/P AD7128  
Kam Sheung Road near Tsz Tong Tsuen near L/P U8316  
Kam Sheung Road opp. Tsz Tong Tsuen near L/P U8313  
Kam Tin Road Chun Yiu opp. L/P U8889  
Kam Tin Road CLP Substation near Au Tau Roundabout near L/P AD1693  
Kam Tin Road near Pat Heung Fire Station near L/P H4498  
Kwu Tung Road San Tin Barracks near L/P EA2828  
Lam Kam Road Ling Wan Temple near L/P H4953  
Lam Kam Road Ling Wan Temple near L/P U8526  
Lam Kam Road Sheung Tsuen Po near L/P FB4749  
Long Ping Railway Station B/T near L/P GD2530  
Ping Ha Road opp. Sheung Cheung Wai opp. L/P AD6687 [2]  
Ping Ha Road Tin Shing Court opp. L/P AD6659  
Route Twisk Country Park Management Centre near L/P FA7879  
San Tam Road Sha Po opp. L/P AD0836  
Tin Fuk Road Tin Yau Court opp. L/P AD6673  
Tin Ha Road Ha Tsuen Vegetable Depot Kong Hau Villa opp. L/P FA9082  
Tin Ha Road Lee Uk Tsuen near L/P FB9092  
Tin Ha Road opp. Lee Uk Tsuen opp. L/P FB9092

Tin Ha Road opp. San Sang Tsuen opp. L/P FB9103  
Tin Ha Road opp. San Uk Tsuen near L/P FB9086  
Tin Ha Road opp. San Uk Tsuen opp. L/P FB9086  
Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552  
Tin Shui Wai Town Centre B/T  
Tin Tsz Bus Terminus  
Tin Wing Road near Chestwood Court opp. L/P DD0329  
Tin Wu Road near Ju Ching Chu Secondary School opp. L/P DD0341  
Tin Wu Road near Tin Shui Wai Playground near L/P DD0347  
Tin Yiu Bus Terminus  
Tung Wui Road near Ng Ka Tsuen near L/P AD7113 [2]  
Tung Wui Road near Ng Ka Tsuen near L/P AD7125 [2]  
Tung Wui Road near Sha Tin Hang opp. L/P AD7063 [2]  
Tung Wui Road near Sha Tin Hang Tsuen opp. L/P AD7062 [2]  
Wetland Park Road near Grandeur Terrace opp. L/P DD1859  
Yuen Long (West) Bus Terminus [4]  
Yuen Long Railway Station

Note: At some locations, seats are installed at more than one bus shelter. The number in the square brackets denotes the number of bus shelters to be installed with seats at the location concerned.

- End -