

**Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND HOUSING  
BUREAU (TRANSPORT BRANCH)**

**Controlling officer:** the Permanent Secretary for Transport and Housing (Transport) will account for expenditure under this Head.

**Estimate 2020–21** ..... **\$447.0m**

**Establishment ceiling 2020–21** (notional annual mid-point salary value) representing an estimated 195 non-directorate posts as at 31 March 2020 rising by five posts to 200 posts as at 31 March 2021 ..... **\$145.8m**

In addition, there will be an estimated 25 directorate posts as at 31 March 2020 rising by one post to 26 posts as at 31 March 2021.

**Commitment balance**..... **\$663.4m**

**Controlling Officer's Report**

**Programmes**

- |   |  |
|---|--|
| <b>Programme (1) Director of Bureau's Office</b>                          | This programme contributes to Policy Area 27: Intra-Governmental Services (Secretary for Transport and Housing).                         |
| <b>Programme (2) Land and Waterborne Transport</b>                        | This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).                       |
| <b>Programme (3) Air and Sea Communications and Logistics Development</b> | This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing). |

**Detail**

**Programme (1): Director of Bureau's Office**

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	16.0	16.9	17.7 (+4.7%)	<b>17.7</b> (—)
				(or +4.7% on 2019–20 Original)

**Aim**

- 2 The aim is to ensure the smooth operation of the Office of the Secretary for Transport and Housing.

**Brief Description**

3 The Office of the Secretary for Transport and Housing is responsible for providing support to the Secretary for Transport and Housing in undertaking political work. This includes the support provided by the Under Secretary and the Political Assistant. The Office is also responsible for providing administrative support to the Secretary for Transport and Housing in carrying out his duties. The work includes the planning, co-ordination and implementation of all arrangements for the Secretary's public, media and community functions.

**Programme (2): Land and Waterborne Transport**

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	114.4	121.5	125.5 (+3.3%)	<b>138.6</b> (+10.4%)
				(or +14.1% on 2019–20 Original)

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### *Aim*

4 The aims are to plan for and implement the construction and improvement of Hong Kong's transport infrastructure, promote the usage of public transport services by improving their quality and co-ordination; improve cross-boundary rail and road linkages; manage road use, alleviate road traffic congestion and promote road safety; promote the use of non-mechanised transport modes for short-distance commuting; and support environmental improvement measures in transport-related areas.

### *Brief Description*

5 The Branch's main responsibility under this programme is to formulate policies on the development of transport infrastructure, the provision of transport services, the management of traffic, and the support of environmental improvement measures in transport-related areas.

6 In 2019–20, the Branch:

- oversaw the implementation of the Shatin to Central Link (SCL);
- continued to take forward the detailed planning work for the railway projects recommended under the Railway Development Strategy (RDS) 2014;
- oversaw the Feasibility Study on Route 11;
- oversaw the preparatory work for the Strategic Studies on Railways and Major Roads beyond 2030;
- oversaw the works for a number of road projects including mainly:
  - the Tuen Mun-Chek Lap Kok Link (TM-CLKL);
  - 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;
  - the dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove, and improvement to local access to Ho Chung;
  - the widening of Tai Po Road (Sha Tin Section); and
  - the construction of the elevated walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O and the footbridge connecting Tsuen Wan Plaza, Skyline Plaza and the adjacent landscaping area;
- oversaw the planning or implementation of a number of road projects including mainly:
  - the Trunk Road T2 and Cha Kwo Ling Tunnel;
  - the Tuen Mun Western Bypass; and
  - the widening of Castle Peak Road – Castle Peak Bay;
- oversaw the safety of highway roadworks;
- continued to formulate and oversee the implementation of cross-boundary transport arrangements, including jointly administer with the relevant Guangdong and Macao authorities the regulatory regime for cross-boundary vehicles;
- continued to promote walkability by overseeing various measures implemented by the Transport Department (TD), for example, extension of the walking route search function to different districts under TD's integrated mobile application "HKeMobility", testing out of innovative measures in Central and Sham Shui Po, enhancing pedestrian connectivity between Wan Chai and Sheung Wan, and provision of covers for suitable walkways, etc.;
- continued to oversee the implementation and review of various programmes/schemes undertaken by the Highways Department related to enhancing walkability including:
  - the implementation of the hillside escalator links and elevator systems (HEL) and the review of the assessment mechanism of HEL proposals;
  - the implementation of the "Universal Accessibility" Programme for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways; and the review of further expanding the ambit of the Programme; and
  - the pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay;
- introduced legislative amendments to provide a legal basis for the operation of a new generation of on-street parking meters which will accept multiple electronic payment means and provide real-time parking vacancy information;

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- oversaw the development and implementation of Smart Mobility initiatives and the application of technologies in traffic management;
- oversaw the in-depth feasibility study for the Electronic Road Pricing Pilot Scheme in Central to formulate detailed options for further engagement with relevant stakeholders;
- reviewed the penalty levels of certain traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) and Road Traffic Ordinance (Cap. 374) for enhancing road safety;
- continued to oversee bus service rationalisation;
- rolled out the subsidy scheme for retrofitting safety devices on existing franchised buses;
- oversaw the implementation of the exemption of government tolls charged on franchised buses;
- oversaw the formulation and implementation of various measures to enhance taxi service quality;
- oversaw the implementation and enhancement of the Public Transport Fare Subsidy Scheme;
- oversaw the preparation and development of a real-time arrival information system for green minibuses;
- oversaw the implementation of special helping measures (SHM) for the six major outlying island ferry routes for the 2017–2020 licence period; and
- completed the review on the most desirable long-term operation model for maintaining the financial viability of the outlying island ferry services (including the six major routes above and eight other routes).

### *Matters Requiring Special Attention in 2020–21*

7 During 2020–21, the Branch will:

- continue to oversee the implementation of the SCL;
- continue to take forward the detailed planning work for the railway projects recommended under the RDS 2014;
- examine the feasibility of establishing a new department specifically tasked to handle and supervise railway planning and delivery matters;
- continue to oversee the Feasibility Study on Route 11;
- oversee the Strategic Studies on Railways and Major Roads beyond 2030 (subject to funding approval from the Legislative Council Finance Committee);
- continue to oversee the works for a number of road projects including mainly:
  - the TM-CLKL;
  - the Tseung Kwan O – Lam Tin Tunnel;
  - the Trunk Road T2 and Cha Kwo Ling Tunnel;
  - the Cross Bay Link, Tseung Kwan O;
  - the Central Kowloon Route;
  - the dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove, and improvement to local access to Ho Chung; and
  - the widening of Tai Po Road (Sha Tin Section);
- continue to oversee the planning or implementation of a number of road projects including mainly:
  - the Tuen Mun Western Bypass; and
  - the widening of Castle Peak Road – Castle Peak Bay;
- continue to oversee the safety of highway roadworks;
- continue to oversee the progress and development of Smart Mobility initiatives and intelligent transport systems, including the preparation for the setting up of the Smart Traffic Fund;
- continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively the recommendations made by the Transport Advisory Committee in its Study on Road Traffic Congestion;
- continue to oversee the in-depth feasibility study for the Electronic Road Pricing Pilot Scheme in Central to formulate detailed proposals for further stakeholder consultation;
- introduce legislative amendments for waiving the tolls of the to-be-commissioned Tuen Mun – Chek Lap Kok Tunnel and the Tseung Kwan O – Lam Tin Tunnel, as well as the Lantau Link and the Tseung Kwan O Tunnel;

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- continue to plan for and engage stakeholders on the introduction of free-flow tolling at government tolled tunnels and Tsing Sha Control Area, with the use of a toll tag (in-vehicle unit);
- oversee TD’s Study on “Congestion Charging” to examine the hierarchy and level of tolls of government tolled tunnels and Control Areas;
- consider legislative proposals for raising the penalty levels of certain traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance and Road Traffic Ordinance for enhancing road safety;
- formulate practicable measures to address the anticipated parking demand of commercial vehicles in the light of the findings of the consultancy study on parking for commercial vehicles, including reviewing the parking standards under the Hong Kong Planning Standards and Guidelines;
- continue to oversee the addition of public car parks in suitable “Government, Institution or Community” facilities and public open space projects in line with the principle of “single site, multiple uses”;
- in conjunction with the relevant Guangdong and Macao authorities as appropriate, continue to formulate and oversee the implementation of cross-boundary transport arrangements;
- introduce legislative amendments to abolish the embarkation fee for cross-boundary ferry passengers;
- continue to examine the introduction of a mandatory registration scheme for vehicle mechanics and vehicle maintenance workshops;
- continue to promote walkability, including overseeing the implementation and review of various programmes/schemes related to enhanced walkability;
- continue to oversee the improvement works to existing cycle tracks and cycle parking facilities in new towns;
- oversee the implementation of the subsidy scheme for retrofitting safety devices on existing franchised buses;
- oversee the implementation of providing fuel subsidy or one-off subsidy for the transport trades;
- continue to oversee the formulation and implementation of various measures to enhance taxi service quality, including the preparation for legislative amendments to enhance the deterrent effect of taxi drivers’ malpractices with a view to enhancing taxi service quality;
- examine legislative proposals to increase the penalty level for illegal carriage of passengers for hire or reward with a view to enhancing the deterrent effect;
- continue to oversee the implementation of the Public Transport Fare Subsidy Scheme and prepare for a review of the Scheme;
- continue to oversee the preparation and development of a real-time arrival information system for green minibuses;
- continue to oversee the implementation of SHM for the six major outlying island ferry routes for the 2017–2020 licence period and the extended licence period in 2020–2021, and oversee the implementation of the long-term operation model for outlying island ferry services, including the provision of SHM to 14 outlying island ferry routes and introduction of the Vessel Subsidy Scheme; and
- continue to oversee the preparation for re-commissioning 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.

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

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	171.3	198.8	198.8 (—)	<b>290.7</b> (+46.2%)
				(or +46.2% on 2019–20 Original)

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### *Aim*

8 The aims are to maintain and further develop Hong Kong's position as a centre of international and regional aviation by ensuring continued compliance with relevant international obligations and standards, providing sufficient airport capacity to meet the demands and high standard of civil aviation management, and facilitating the continued development of safe air links to a wide range of destinations to meet the needs of the travelling public and shippers; entrench Hong Kong's role as an international maritime centre; promote shipping safety and ensure continued compliance with relevant international standards of ships registered in Hong Kong or registered elsewhere which visit our port; uphold the competitiveness of Hong Kong Port so as to sustain Hong Kong's economic growth and meet the demands of trade; and strengthen the role of Hong Kong as the preferred international transportation and logistics hub in Asia.

### *Brief Description*

9 The Branch's main responsibility under this programme is to formulate and implement policies on all aspects of civil aviation, maritime and port development, and logistics development.

10 In 2019–20, the Branch:

- signed an agreed amendment to Air Services Agreement with Germany; and reviewed or expanded air services arrangements with Egypt, the Mainland, Russia and the United Kingdom, as part of the continuous efforts to expand Hong Kong's air services network;
- oversaw the work relating to the rationalisation and optimisation of the airspace in the Pearl River Delta region undertaken by the Civil Aviation Department (CAD) in partnership with the civil aviation authorities of the Mainland and Macao;
- oversaw the operation of the regulatory regime for air transport licensing for our local airlines;
- worked with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services, and the airport's connectivity and competitiveness;
- oversaw the implementation and optimisation of the new air traffic control system by the CAD;
- worked with the CAD and the AA in enhancing the capacity of the existing two-runway system;
- worked with the 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;
- reviewed the long-term establishment of Air Accident Investigation Authority, which was established on 10 September 2018 under the Branch and is independent from the CAD, for on-going compliance with the standards of the International Civil Aviation Organization on civil aviation accident/incident investigations;
- worked with the CAD to review the regulatory regime for unmanned aircraft systems in Hong Kong;
- worked with the CAD on the development of cross-boundary helicopter services;
- worked with the industry to promote Hong Kong's aircraft leasing regime;
- oversaw the review by the CAD on fuel surcharge regulation;
- worked with the AA and the CAD on co-operation initiatives in civil aviation training and oversaw the work to develop the Hong Kong International Aviation Academy into the aviation training hub for Hong Kong and the region;
- worked with the maritime and aviation industries and relevant education institutions to implement various incentive and scholarship schemes as well as to enhance the existing schemes under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives;
- through Hong Kong Maritime and Port Board (HKMPB), worked closely with the industry to foster the development of Hong Kong's high value-added maritime services and port business, with a view to reinforcing Hong Kong's status as an international maritime centre;
- set up the Task Force on Ship Leasing under the HKMPB to study and devise the details of introducing tax measures to promote the development of ship leasing in Hong Kong;
- organised visits to the Mainland China and overseas jurisdictions and participated in international maritime exhibitions to promote Hong Kong as an international maritime centre and a regional logistics hub;
- organised the fourth Hong Kong Maritime Week from 17 to 23 November 2019 to promote Hong Kong as a preferred base for operating maritime business, with the Ninth Asian Logistics and Maritime Conference as its anchor event highlighting Hong Kong's status as a regional logistics hub and an international maritime centre;
- took forward legislative proposals to enable the implementation of new and revised international maritime standards in Hong Kong;

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- worked with industry associations to devise and implement initiatives to support the development of the logistics sector;
- worked with relevant departments to identify suitable sites for modern logistics development and examine their feasibility;
- continued to follow up on the findings and recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 and “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” for port enhancement and oversaw the dredging works for the Kwai Tsing Container Basin and its approach channel; and
- continued to follow up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012, including the recommendations of the Commission of Inquiry, with a view to enhancing marine safety and governance of the Marine Department.

### *Matters Requiring Special Attention in 2020–21*

11 During 2020–21, the Branch will:

- continue to pragmatically liberalise Hong Kong’s air services regime with aviation partners to strengthen our status as an international and regional aviation centre;
- continue to seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao;
- continue to maintain an effective civil aviation management system and take forward legislative work to update the legal framework for regulating civil aviation and conducting independent safety investigation with reference to international standards and best practice;
- continue to work with the AA on initiatives to enhance airport services, and the airport’s connectivity and competitiveness;
- continue to work with the CAD and the AA in studying and implementing the latest aviation technologies to enhance the capacity of the existing two-runway system before the implementation of the 3RS at the HKIA;
- continue to work with the AA in taking forward the 3RS at the HKIA, including detailed design and construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement;
- conduct independent investigation of civil aviation accidents and serious incidents, as well as incidents where air safety lessons can be drawn, in accordance with the international standards and recommended practices;
- work with the stakeholders in enhancing the aviation safety of Hong Kong in accordance with the international standard by means of engaging with the industry as well as participating in international forums and seminars;
- continue to work with the CAD in expeditiously preparing the draft subsidiary legislation on regulating the operations of small unmanned aircraft in Hong Kong;
- continue to work with the CAD in taking forward the development of cross-boundary helicopter services;
- continue to work with the industry to promote Hong Kong’s aircraft leasing regime;
- continue to work with the AA and the CAD on co-operation initiatives in civil aviation training, and oversee the work of the Hong Kong International Aviation Academy in providing aviation-related training for the industry in Hong Kong and the region;
- continue to formulate and implement manpower development strategies, training and promotion initiatives under the MATF with the advice from the Manpower Development Committee of the HKMPB and the Tripartite Taskforce on Manpower Training (Aviation);
- continue to work closely with HKMPB and the maritime and port industries to support the further development of Hong Kong’s maritime cluster, in particular the high value-added maritime services, and to maintain the competitiveness of Hong Kong Port;
- introduce legislative amendments for providing tax incentives for ship leasing business in Hong Kong and continue to work closely with the maritime industry in formulating tax concessionary measures to attract maritime commercial principals to Hong Kong;
- continue to organise promotion visits to the Mainland China and/or overseas jurisdictions to foster stronger connections with various maritime and port cities with a view to promoting Hong Kong as an international maritime centre and a regional logistics hub;
- introduce a pilot scheme for providing subsidy to qualified third party logistics service providers with a view to encouraging the logistics industry to enhance productivity through the application of technology;
- continue to take forward legislative proposals to enable the implementation of new and revised international maritime standards in Hong Kong;

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- continue to work closely with different stakeholders in identifying practicable measures to implement the new international requirements to enhance aviation security on air cargo;
- continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments;
- continue to follow up on the findings and recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 and “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”;
- continue to oversee the progress of the residual dredging works for the Kwai Tsing Container Basin and its approach channels; and
- continue to take forward initiatives to enhance marine safety in the light of the recommendations of the Commission of Inquiry into the Collision of Vessels near Lamma Island.

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**ANALYSIS OF FINANCIAL PROVISION**

	2018–19 (Actual) (\$m)	2019–20 (Original) (\$m)	2019–20 (Revised) (\$m)	2020–21 (Estimate) (\$m)
<b>Programme</b>				
(1) Director of Bureau’s Office .....	16.0	16.9	17.7	17.7
(2) Land and Waterborne Transport .....	114.4	121.5	125.5	138.6
(3) Air and Sea Communications and Logistics Development .....	171.3	198.8	198.8	290.7
	<hr/> 301.7	<hr/> 337.2	<hr/> 342.0 (+1.4%)	<hr/> 447.0 (+30.7%)
				<b>(or +32.6% on 2019–20 Original)</b>

**Analysis of Financial and Staffing Provision**

**Programme (1)**

Provision for 2020–21 is the same as the revised estimate for 2019–20.

**Programme (2)**

Provision for 2020–21 is \$13.1 million (10.4%) higher than the revised estimate for 2019–20. It is mainly due to the net increase of one post, full-year effect of filling of vacancies in 2019–20, increase in other operating expenses and increase in non-recurrent expenditure.

**Programme (3)**

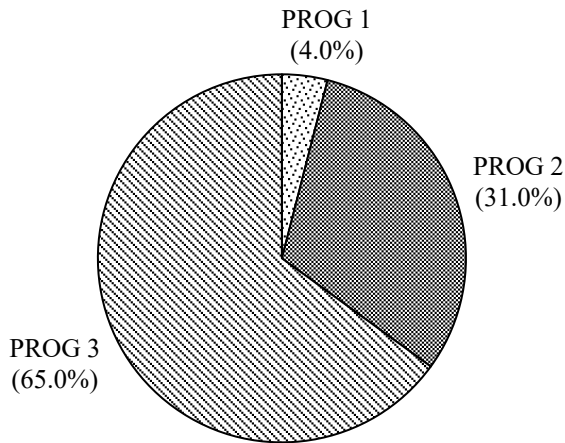
Provision for 2020–21 is \$91.9 million (46.2%) higher than the revised estimate for 2019–20. It is mainly due to the net increase of five posts, full-year effect of filling of vacancies in 2019–20, increase in other operating expenses and increase in non-recurrent expenditure.



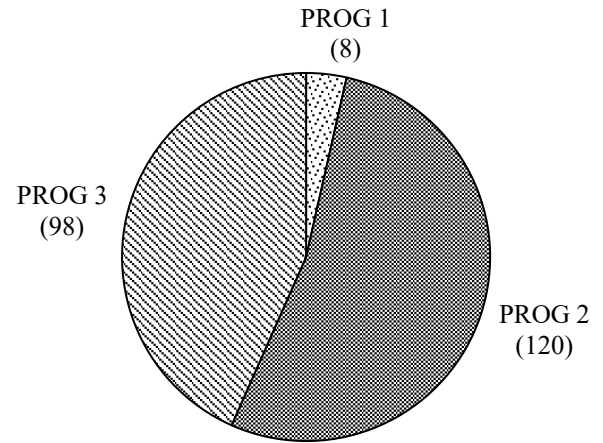
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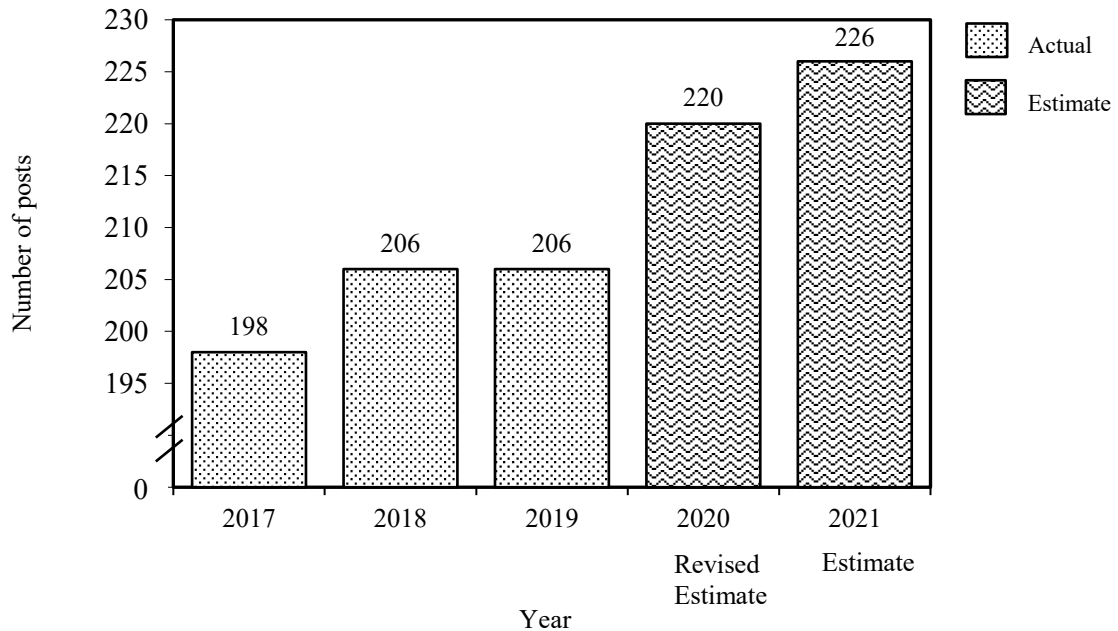
*Allocation of provision  
to programmes  
(2020-21)*



*Staff by programme  
(as at 31 March 2021)*



*Changes in the size of the establishment  
(as at 31 March)*



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Sub-head (Code)	Actual expenditure 2018–19	Approved estimate 2019–20	Revised estimate 2019–20	<b>Estimate 2020–21</b>	
	\$'000	\$'000	\$'000	<b>\$'000</b>	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	252,740	270,430	282,406	<b>325,733</b>
	Total, Recurrent.....	<u>252,740</u>	<u>270,430</u>	<u>282,406</u>	<u><b>325,733</b></u>
Non-Recurrent					
700	General non-recurrent .....	48,954	66,721	59,546	<b>121,237</b>
	Total, Non-Recurrent.....	<u>48,954</u>	<u>66,721</u>	<u>59,546</u>	<u><b>121,237</b></u>
	Total, Operating Account .....	<u>301,694</u>	<u>337,151</u>	<u>341,952</u>	<u><b>446,970</b></u>
	Total Expenditure .....	<u><u>301,694</u></u>	<u><u>337,151</u></u>	<u><u>341,952</u></u>	<u><u><b>446,970</b></u></u>

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**Details of Expenditure by Subhead**

The estimate of the amount required in 2020–21 for the salaries and expenses of the Transport Branch is \$446,970,000. This represents an increase of \$105,018,000 over the revised estimate for 2019–20 and \$145,276,000 over the actual expenditure in 2018–19.

*Operating Account*

Recurrent

**2** Provision of \$325,733,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Branch. The increase of \$43,327,000 (15.3%) over the revised estimate for 2019–20 is mainly due to increased salary provision for a net increase of six posts in 2020–21, the full-year effect of filling of vacancies in 2019–20 and the additional provision for the increase in other operating expenses.

**3** The establishment as at 31 March 2020 will be 220 posts including four supernumerary posts. It is expected that there will be a net increase of six posts in 2020–21. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2020–21, but the notional annual mid-point salary value of all such posts must not exceed \$145,821,000.

**4** An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2018–19 (Actual) (\$'000)	2019–20 (Original) (\$'000)	2019–20 (Revised) (\$'000)	<b>2020–21 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	166,742	181,880	174,982	<b>194,984</b>
- Allowances .....	7,255	6,854	7,737	<b>7,860</b>
- Job-related allowances.....	—	3	3	<b>3</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	415	307	545	<b>508</b>
- Civil Service Provident Fund contribution .....	10,276	11,539	11,057	<b>14,309</b>
Departmental Expenses				
- General departmental expenses .....	68,052	69,847	88,082	<b>108,069</b>
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	252,740	270,430	282,406	<b>325,733</b>
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**Commitments**

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2019	Revised estimated expenditure for 2019–20	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Operating Account</i></b>						
700		<i>General non-recurrent</i>				
801		Review of Land Requirement of the Modern Logistics, Port Backup and Vehicle Repairing Industries .....	9,600	—	1,146	8,454
802		Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers#.....	345,000#	—	—	345,000
807		Maritime and Aviation Training Fund .....	300,000	71,598	30,300	198,102
864		Public Transport Strategy Study .....	9,500	7,294	—	2,206
884		Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project .....	184,400	46,712	28,100	109,588
		<b>Total .....</b>	<b>848,500</b>	<b>125,604</b>	<b>59,546</b>	<b>663,350</b>

# This is a new item, funding for which is sought in the context of the Appropriation Bill 2020.