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### Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2021-22

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

**Session No. : 9**

**Consolidated e-file name : THB(T)-1-e1.docx**

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<a href="#">THB(T)207</a>	0600	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)208</a>	0601	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)209</a>	0602	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)210</a>	0603	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)211</a>	0604	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)212</a>	0605	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)213</a>	0606	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)214</a>	0607	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)215</a>	0608	YICK Chi-ming, Frankie	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)216</a>	0609	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)217</a>	0610	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)218</a>	0611	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)219</a>	0612	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)220</a>	0613	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)221</a>	0616	YICK Chi-ming, Frankie	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)222</a>	0633	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)223</a>	1448	YICK Chi-ming, Frankie	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)224</a>	3119	YIU Si-wing	186	(3) District Traffic and Transport Services

**CONTROLLING OFFICER'S REPLY**

**THB(T)001**

**(Question Serial No. 1242)**

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Civil Aviation Department (CAD) will take forward the initiative on the provision of cross-boundary helicopter services for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area). In this connection, will the Government inform this Committee of:

- a) the progress and effectiveness of the initiative over the past year;
- b) whether there is any plan to conduct a survey on the need for cross-boundary helicopter services for residents in the Greater Bay Area; if yes, the details; if not, the reasons;
- c) how the cross-boundary helicopter services for the Greater Bay Area tie in with the State's development plan for inter-city railway links so as to avoid vicious competition; and
- d) the list of potential participating cities, and the definite timetable for launching the cross-boundary helicopter services in the Greater Bay Area?

Asked by: Hon CHAN Kin-por (LegCo internal reference no.: 3)

Reply:

The Outline Development Plan for the Greater Bay Area promulgated by the Central People's Government pointed out the need to, amongst others, steadily develop cross-boundary helicopter services. To this end, the Transport and Housing Bureau (THB) and the Civil Aviation Administration of China (CAAC) have been exploring to expand the scope of cross-boundary helicopter services to cover points in Guangdong Province to provide travellers with a high-end and convenient means of air transport and enhance the air connectivity in the Greater Bay Area.

In this connection, THB and CAAC signed a Memorandum of Understanding (MoU) in February 2019 to expand the Air Services Arrangement between the two places. Under the MoU, both sides can designate operators to run helicopter services between airports or

take-off/landing points in Guangdong Province and airports or take-off/landing points in Hong Kong subject to relevant customs, immigration and quarantine arrangements of both sides. At present, helicopter take-off/landing points that have met the relevant conditions include Shenzhen Bao'an International Airport, Guangzhou Baiyun International Airport, Hong Kong International Airport and Sheung Wan Sky Shuttle Heliport.

The specific development of cross-boundary helicopter services should be market-driven, with particular regard to market demand as well as commercial considerations of helicopter operators. In 2019, two Mainland commercial helicopter operators expressed interest and conducted a total of nine trial flights between Hong Kong and Shenzhen/Guangzhou. These trial flights affirmed the technical and operational feasibility of cross-boundary helicopter services within the Greater Bay Area. We understand that while the helicopter operators' plans have been affected by the COVID-19 pandemic and the related travel restrictions in 2020, they remain interested in running cross-boundary helicopter services and would suitably adjust their plans in the light of the evolving pandemic situation.

In the Chief Executive's 2020 Policy Address, it was announced that CAAC had agreed to commence preparation for the provision of cross-boundary commercial helicopter services between Guangdong and Hong Kong. THB and CAD will continue to liaise with the Mainland counterparts to take forward the development, with a view to expanding cross-boundary helicopter services between Hong Kong and cities in Guangdong Province. The future development of cross-boundary services is expected to create more opportunities for both the local aviation industry and young talents in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)002**

**(Question Serial No. 1666)**

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will take forward the initiative on the provision of cross-boundary helicopter services for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) in the coming year. In this connection, please advise on the following:

1. the latest progress of the initiative at present; the details of the initiative, including the cities and airports in the Greater Bay Area involved;
2. the manpower deployed for the work and the expenditure involved; and
3. the short-term and long-term objectives of the initiative.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 61)

Reply:

The Outline Development Plan for the Greater Bay Area promulgated by the Central People's Government pointed out the need to, amongst others, steadily develop cross-boundary helicopter services. To this end, the Transport and Housing Bureau (THB) and the Civil Aviation Administration of China (CAAC) have been exploring to expand the scope of cross-boundary helicopter services to cover points in Guangdong Province to provide travellers with a high-end and convenient means of air transport and enhance the air connectivity in the Greater Bay Area.

In this connection, THB and CAAC signed a Memorandum of Understanding (MoU) in February 2019 to expand the Air Services Arrangement between the two places. Under the MoU, both sides can designate operators to run helicopter services between airports or take-off/landing points in Guangdong Province and airports or take-off/landing points in Hong Kong subject to relevant customs, immigration and quarantine arrangements of both sides. At present, helicopter take-off/landing points that have met the relevant conditions include Shenzhen Bao'an International Airport, Guangzhou Baiyun International Airport, Hong Kong International Airport and Sheung Wan Sky Shuttle Heliport.

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In the Chief Executive's 2020 Policy Address, it was announced that CAAC had agreed to commence preparation for the provision of cross-boundary commercial helicopter services between Guangdong and Hong Kong. THB and CAD will continue to liaise with the Mainland counterparts to take forward the development, with a view to expanding cross-boundary helicopter services between Hong Kong and cities in Guangdong Province. The future development of cross-boundary services is expected to create more opportunities for both the local aviation industry and young talents in Hong Kong.

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

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)003**

**(Question Serial No. 1667)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will provide support to the Hong Kong International Aviation Academy (HKIAA) by providing training facilities and advice on relevant course contents, training materials and instructor qualifications in the coming year. Please advise on the following:

1. What are the manpower and expenditure involved for the work?
2. What is the latest planning progress of the HKIAA project? What is the expected timeframe of the whole development project?
3. Whether the future HKIAA on the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB) will be merged with the original one located within the airport? What is the specific plan?
4. What are the curriculum planning and areas of the HKIAA? Whether consideration will be given to offering pilot training programme? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 62)

Reply:

(1)

HKIAA was established by the Airport Authority Hong Kong (AA) in 2016. Since December 2019, it has become a member of the HKIA Services Holding Limited which is a subsidiary of AA. In support of HKIAA, the Transport and Housing Bureau and CAD sit on the Steering Committee of HKIAA (Steering Committee) to provide policy and professional advice on the development strategy, syllabus, training materials and trainer qualifications of relevant courses of HKIAA. CAD will also share training facilities of its Headquarters where appropriate. These are done using its existing resources.

(2) and (3)

HKIAA currently conducts its training on the airport island. Its new campus and dormitory on the HKBCF Island of HZMB are still at the planning stage.

(4)

HKIAA offers a wide range of courses covering airport management, security, air traffic management, aviation services, etc. HKIAA reviews its programme portfolio periodically on the advice of the Steering Committee and the airport community to cater for the industry training needs. One of the objectives of HKIAA is to co-ordinate and consolidate efforts among local training institutions and fill the gaps in civil aviation training, yet not compete with existing training institutions. Currently, HKIAA does not provide pilot training, considering that such training is being offered/planned by airline operators/other training institutions. HKIAA will however continue to review its programme portfolio having regard to the latest situation and need of the aviation industry.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)004**

**(Question Serial No. 1325)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway and the entire Three-Runway System will be commissioned in 2022 and 2024 respectively. With the expansion of the Hong Kong International Airport, the demand for air traffic control staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2021-22 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.: 6)

Reply:

To ensure that the competency of air traffic control (ATC) personnel can meet the operational needs, including future operational requirements under the Three-Runway System, CAD has been arranging various professional and technical training to its ATC staff of various ranks, 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 2021-22, CAD will continue to arrange basic as well as specialised training courses for its ATC staff. The estimated expenditure is around \$15 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)005****(Question Serial No. 1332)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Victor LIU)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. Please tabulate the details and causes of these incidents, and whether human errors or system failures were involved. With the Three-Runway System and the stabilisation of the epidemic, air traffic is likely to resume gradually. What are the measures put in place to ensure the safety and efficiency of Hong Kong airspace?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 20)Reply:

The number of aircraft requests for assistance received by the Air Traffic Control (ATC) unit of 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	Nature of Full Emergency
2018-19	149	1	A freighter reported smoke in cockpit. The flight landed uneventfully under ATC instruction with "Full Emergency" stood down subsequently.
2019-20	142	4	A freighter and two passenger flights encountered in-flight problems, namely engine fire warning, engine problem and hydraulic problem respectively. All of them landed

Financial Year	Total number of requests for assistance by landing aircraft	Number of requests that resulted in “Full Emergency” standby	Nature of Full Emergency
			<p>uneventfully under ATC instruction with “Full Emergency” stood down subsequently.</p> <p>A passenger flight encountered fuel leakage at a parking bay. The case was attended by the Airport Fire Contingent with “Full Emergency” stood down subsequently.</p>
2020-21 (Up to 4 March 2021)	37	1	A freighter reported engine fire warning. The flight landed uneventfully under ATC instruction with “Full Emergency” stood down subsequently.

CAD has established procedures to ensure safety and efficiency of the Hong Kong airspace. Whenever the ATC unit receives aircraft requests for assistance, it 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 unit 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 unit 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 from the Fire Services Department will be dispatched to the airport and hospitals will be on alert to receive casualties. The ATC unit will also accord priority to the concerned flights to land at the Hong Kong International Airport. After the on-site handling, CAD will follow up with the aircraft operators for prevention of recurrence. CAD has a robust safety programme with the aircraft operators in accordance with the International Civil Aviation Organization’s requirements which include established surveillance programme in respect of aircraft operations and maintenance as well as incident follow-up mechanism.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)006**

**(Question Serial No. 3135)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (000) Operational expenses  
Programme: (3) Air Traffic Management  
Controlling Officer: Director-General of Civil Aviation (Victor LIU)  
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? What measures does the Government have in place to strengthen the CAD's co-operation and co-ordination of efforts with other government departments as well as the relevant Mainland and overseas agencies?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 62)

Reply:

The "Standards and Recommended Practices" published by the International Civil Aviation Organization stipulates 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, CAD conducts SAREX from time to time with a view to strengthening co-operation and co-ordination in SAR operations between CAD and other SAR organisations, including the relevant Hong Kong and Mainland 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. Other civil aviation authorities participate as observers in SAREX organised by CAD.

Owing to COVID-19 pandemic situation in the previous financial year, CAD conducted a simulated SAREX, in place of a full-scale exercise, in December 2020. Participating organisations included CAD, Government Flying Service, Marine Department, Hong Kong Observatory, and Rescue and Salvage Bureau, China. The simulated SAREX provided a forum for participants to practise and familiarise the communication and co-ordination procedures through responding to a simulated scenario. Participants considered it beneficial as it provided valuable experience on the communication and simulated allocation of SAR resources. 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)007**

**(Question Serial No. 1447)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will continue to recruit and train more air traffic control staff to meet air traffic services demand and support the future Three-Runway System in 2021-22. As the COVID-19 pandemic persists, is the recruitment expected to be affected? What are the number of staff to be recruited and their respective positions and ranks in 2021-22?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 22)

Reply:

CAD will continue to recruit and train more air traffic control staff to meet air traffic services demand and support the future Three-Runway System. In 2021-22, CAD plans to recruit 25 Air Traffic Control Officers (ATCOs) III / Student ATCOs and 15 Air Traffic Flight Services Officers III to fill new posts and existing/anticipated vacancies. Health measures against COVID-19 as promulgated by the Government have been, and will continue to be, put in place for the recruitment exercises.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)008**

**(Question Serial No. 3037)**

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

Question:

The Civil Aviation Department (CAD) will take forward the initiative on the provision of cross-boundary helicopter services for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) in 2021-22. What are the specific details, objectives, manpower and expenditure involved, and implementation timeframe of the initiative? What is the anticipated positive impact of the initiative to the local aviation industry and youth development?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 21)

Reply:

The Outline Development Plan for the Greater Bay Area promulgated by the Central People's Government pointed out the need to, amongst others, steadily develop cross-boundary helicopter services. To this end, the Transport and Housing Bureau (THB) and the Civil Aviation Administration of China (CAAC) have been exploring to expand the scope of cross-boundary helicopter services to cover points in Guangdong Province to provide travellers with a high-end and convenient means of air transport and enhance the air connectivity in the Greater Bay Area.

In this connection, THB and CAAC signed a Memorandum of Understanding (MoU) in February 2019 to expand the Air Services Arrangement between the two places. Under the MoU, both sides can designate operators to run helicopter services between airports or take-off/landing points in Guangdong Province and airports or take-off/landing points in Hong Kong subject to relevant customs, immigration and quarantine arrangements of both sides. At present, helicopter take-off/landing points that have met the relevant conditions include Shenzhen Bao'an International Airport, Guangzhou Baiyun International Airport, Hong Kong International Airport and Sheung Wan Sky Shuttle Heliport.

The specific development of cross-boundary helicopter services should be market-driven, with particular regard to market demand as well as commercial considerations of helicopter

operators. In 2019, two Mainland commercial helicopter operators expressed interest and conducted a total of nine trial flights between Hong Kong and Shenzhen/Guangzhou. These trial flights affirmed the technical and operational feasibility of cross-boundary helicopter services within the Greater Bay Area. We understand that while the helicopter operators' plans have been affected by the COVID-19 pandemic and the related travel restrictions in 2020, they remain interested in running cross-boundary helicopter services and would suitably adjust their plans in the light of the evolving pandemic situation.

In the Chief Executive's 2020 Policy Address, it was announced that CAAC had agreed to commence preparation for the provision of cross-boundary commercial helicopter services between Guangdong and Hong Kong. THB and CAD will continue to liaise with the Mainland counterparts to take forward the development, with a view to expanding cross-boundary helicopter services between Hong Kong and cities in Guangdong Province. The future development of cross-boundary services is expected to create more opportunities for both the local aviation industry and young talents in Hong Kong.

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

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)009**

**(Question Serial No. 3038)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (5) Air Services and Safety Management  
Controlling Officer: Director-General of Civil Aviation (Victor LIU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review of the regulation of unmanned aircraft systems (UAS) in Hong Kong, has the Civil Aviation Department (CAD) drawn up a timetable for the relevant work? What are the manpower and cost involved in the review? What is the anticipated time to complete the review and announce the outcome at the earliest?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 24)

Reply:

In Hong Kong, UAS is classified as aircraft and is governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, CAD is reviewing the regulatory regime for UAS in Hong Kong. CAD conducted a consultancy study and public consultation in 2017 and 2018 respectively to explore ways to refine the prevailing regulatory regime. After assessing the views collected, CAD consulted the Legislative Council Panel on Economic Development (the Panel) in June 2019. CAD is now following up on the comments raised by the Panel and working on the draft legislation of the enhanced regulatory regime for UAS with a view to tabling the proposed legislative amendment to the Legislative Council as soon as possible.

Currently, the staff establishment of the Unmanned Aircraft Office in CAD is nine. The expenses, including those required for publicity and promoting safety awareness on UAS operation, are absorbed under departmental expenditure. 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)010**

**(Question Serial No. 0830)**

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 on the following:

- (a) the number and the locations of piers (please provide a list by district) for various kinds of fishing vessels in Hong Kong;
- (b) which of the aforementioned piers had undergone maintenance in the past three years (2018-19 to 2020-21), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past three years (2018-19 to 2020-21) and the estimated staffing and expenditure in 2021-22.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 57)

Reply:

(a) and (b)

Fishing vessels may use about 190 public piers and landing facilities which are situated 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 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 CEDD on maintaining public piers and landing facilities in the past three years (2018-19 to 2020-21) was about \$36 million. The estimated expenditure for 2021-22 is \$12 million. As for staffing, three professional and 16 technical in-house members of staff of 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 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)		
			2018-19	2019-20	2020-21
1	Central Pier No. 9	Central & Western	✓	✓	✓
2	Central Pier No. 10	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	Eastern	✓	✓	✓
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 Mong Pier	Islands	✓	–	–
9	Peng Chau Public Pier	Islands	✓	✓	✓
10	Po Toi Public Pier	Islands	✓	✓	✓
11	Sai Wan Jetty	Islands	✓	✓	✓
12	Sha Lo Wan Pier	Islands	✓	✓	✓
13	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
14	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
15	Tai Lei Island Pier	Islands	✓	✓	✓
16	Tai O Public Pier	Islands	✓	✓	✓
17	Tai Shui Hang Pier	Islands	✓	✓	✓
18	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
19	Tung Chung Public Pier	Islands	✓	✓	✓
20	Yung Shue Wan Development Pier	Islands	✓	✓	✓
21	Yung Shue Wan Public Pier	Islands	✓	✓	✓
22	Ma Tau Kok Public Pier	Kowloon City	✓	✓	✓
23	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
24	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
25	Ap Chau Public Pier	North	✓	✓	✓
26	Kat O Chau Pier	North	✓	✓	✓
27	Sha Kiu Public Pier	North	–	–	–
28	Sha Tau Kok Public Pier	North	✓	✓	✓
29	Hap Mun Bay Public Pier	Sai Kung	✓	–	–
30	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
31	Pak A Pier	Sai Kung	–	–	✓
32	Pak Sha Wan Pier No.2	Sai Kung	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
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	Sharp Island Pier	Sai Kung	N/A <sup>(i)</sup>	–	–
37	Tai Tau Chau Pier	Sai Kung	–	–	✓
38	Tiu Keng Leng Pier	Sai Kung	–	–	✓
39	Tso Wo Hang Pier	Sai Kung	✓	–	✓
40	Tung Lung Chau (North) Pier	Sai Kung	–	✓	✓
41	Tung Lung Chau Public Pier	Sai Kung	✓	✓	✓
42	Yim Tin Tsai Pier	Sai Kung	✓	✓	✓
43	Ma Liu Shui Ferry Pier	Sha Tin	✓	–	✓
44	Wu Kai Sha Pier	Sha Tin	–	✓	✓
45	Blake Pier at Stanley	Southern	✓	✓	✓
46	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
47	Tai Tam Bay Pier	Southern	✓	✓	✓
48	Chek Keng Pier	Tai Po	–	–	–
49	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	–
50	Ko Lau Wan Public Pier	Tai Po	–	✓	–
51	Lai Chi Chong Pier	Tai Po	✓	✓	✓
52	Sam Mun Tsai Village Pier	Tai Po	–	–	✓
53	Sham Chung Pier	Tai Po	✓	✓	–
54	Tai Mei Tuk Pier No. 1	Tai Po	–	–	✓
55	Tai Mei Tuk Pier No. 2	Tai Po	–	–	–
56	Tai Po Railway Pier	Tai Po	✓	✓	–
57	Tap Mun Pier	Tai Po	✓	✓	✓
58	Tung Ping Chau Public Pier	Tai Po	✓	–	✓
59	Wong Shek Public Pier	Tai Po	–	✓	–
60	Ma Wan Public Pier	Tsuen Wan	✓	✓	✓
61	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
62	Sham Tseng Public Pier	Tsuen Wan	✓	✓	✓
63	Tai Pai Tsui Pier	Tsuen Wan	–	✓	✓
64	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	–	✓	✓
65	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	–	✓	✓
66	Yau Kom Tau Pier	Tsuen Wan	–	–	✓
67	Kadoorie Pier	Tuen Mun	✓	✓	✓
68	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

**(b) Public Landing Facilities**

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
69	Central Landing No. 10	Central & Western	✓	✓	✓
70	Sai Ning Street Landing No. 1	Central & Western	–	–	–
71	Sai Ning Street Landing No. 2	Central & Western	✓	–	–
72	Sheung Wan Landing No. 1	Central & Western	✓	✓	–
73	Sheung Wan Landing No. 2	Central & Western	–	–	–
74	Western PCWA Landing No. 1	Central & Western	✓	✓	–
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	–	–	–
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	–	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
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	✓	–	–
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	✓	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
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	–	–	✓
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	✓	–	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
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 Landing	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	✓	✓	–
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. 7	Wan Chai	✓	✓	✓
175	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	✓	✓	–
176	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	✓	–	–
177	Wan Chai Bypass Landing No. 1	Wan Chai	N/A <sup>(i)</sup>	–	–
178	Wan Chai Bypass Landing No. 2	Wan Chai	N/A <sup>(i)</sup>	–	–
179	Wan Chai Bypass Landing No. 3	Wan Chai	N/A <sup>(i)</sup>	–	–
180	Wan Chai Bypass Landing No. 4	Wan Chai	N/A <sup>(i)</sup>	–	–
181	Tai Kok Tsui Landing	Yau Tsim Mong	✓	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
182	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	N/A <sup>(ii)</sup>	N/A <sup>(ii)</sup>	–
183	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	–	–	–
184	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	–	–	–
185	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	✓	–
186	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	✓	–
187	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	–	–	✓
188	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	–	✓	✓
189	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	–	✓	✓

**Remarks:**

- (i) CEDD is responsible for maintenance of this newly constructed pier/landing facility starting from 2019-20.
- (ii) CEDD is responsible for maintenance of this newly constructed landing facility starting from 2020-21.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 0680)**

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:

At present, what is the Civil Engineering and Development Department's progress regarding the projects of i) Tseung Kwan O – Lam Tin Tunnel (TKO-LTT); ii) Cross Bay Link, Tseung Kwan O; iii) Trunk Road T2 and Cha Kwo Ling Tunnel (Trunk Road T2); and iv) the widening of Tai Po Road (Sha Tin Section)? Are the construction costs higher than those estimated last year? If yes, what are the reasons?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 13)

Reply:

The Government is actively taking forward the construction of the TKO-LTT and the Trunk Road T2 projects, which are the eastern and middle sections of Route 6 respectively, as well as the Cross Bay Link, Tseung Kwan O (CBL) and the widening of Tai Po Road (Sha Tin Section).

For TKO-LTT, further to the breakthrough of the main tunnel in June 2020, the Government has been pressing ahead with the tunnel lining works, electrical and mechanical installations and associated roadworks etc. For Trunk Road T2, tunnel works are underway and the general progress is satisfactory. It is anticipated that the entire Route 6 will be commissioned in 2026.

With regard to CBL, erection of the prefabricated double-arch steel bridge, which is also the largest component of the bridge, was completed in February 2021 with other related works underway. The project is targeted for commissioning in 2022.

As for the widening of Tai Po Road (Sha Tin Section), road widening and construction of noise barrier are in progress and the anticipated project completion is in the second half of 2023.

Generally speaking, the COVID-19 pandemic has affected the supply chain of construction materials and installations from the Mainland and overseas, reduced the workforce for site

works and caused disruptions to the works progress. The Government will continue to closely monitor the progress of works in the light of the development of the COVID-19 pandemic situation, and assess the impacts of the pandemic on the projects. At present, it is anticipated that the above projects will be completed within the Approved Project Estimate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)012**

**(Question Serial No. 0681)**

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:

Would the Government advise the progress of the investigation study on Trunk Road T4 in Sha Tin, the construction programme and the estimated project cost?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 14)

Reply:

The investigation study on Trunk Road T4 is close to completion.

The Civil Engineering and Development Department (CEDD) plans to gazette the proposed scheme of the project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in the first half of 2021. Upon the completion of the necessary statutory gazette procedures, CEDD will carry out the follow-up design work for the project and funding approval from the Legislative Council is targeted to be sought in 2023. Construction works will then commence soonest possible. The construction programme and the estimated project cost will be ascertained upon completion of the design work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)013**

**(Question Serial No. 0166)**

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 (PANG Yiu-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

The Electrical and Mechanical Services Department (EMSD) is responsible for monitoring the safety performance of railway services of the MTR Corporation Limited (MTRCL). In recent years, there has been increasing public concern about the railway project works and the safety of daily train operations of MTRCL. In this connection, please advise:

1. whether EMSD has conducted comprehensive audits in these aspects, in particular on the asset management system and safety management system of MTRCL, to step up monitoring, and proposed major improvement measures in the past three years? If yes, what are the details? If not, what are the reasons?
2. whether EMSD has followed up on the implementation of the above-mentioned audits, monitoring and improvement measures? If yes, what are the details? If not, what are the reasons?

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

Reply:

1. EMSD has been conducting comprehensive audits on MTRCL's asset management system and safety management system since mid-2019. EMSD has taken the initiative to systematically and thoroughly review the procedures and records of the afore-mentioned management systems, with a view to identifying abnormalities and potential problems at an early stage, thereby reducing potential safety hazards and enhancing railway safety.

The major improvement measures recommended by EMSD to MTRCL in the completed audits include:

- (a) Enhancing the maintenance methodology, deploying resources to replace/upgrade aging assets in time, and clearing deferred maintenance tasks;

- (b) Enhancing internal governance to step up monitoring of the maintenance work and work progress;
  - (c) Strengthening resource allocation, especially on the deployment of manpower to the maintenance of safety critical equipment; and
  - (d) Leveraging new technologies and adopting real-time monitoring tools for operation condition monitoring and predictive maintenance.
2. Upon the completion of each comprehensive audit, EMSD directly informs MTRCL's senior management of the audit findings and recommendations. EMSD also monitors the progress of MTRCL's follow-up actions to ensure continuous improvement in railway safety. Major improvements in progress include:
- (a) Deploying additional manpower and resources to clear the backlog of deferred maintenance works;
  - (b) Adopting real-time dynamic measurement of rail track gauge in the whole MTR railway network in phases, so as to give timely alarm of rail track conditions; and
  - (c) Enhancing the governance of MTRCL in railway safety with the establishment of a new independent audit unit reporting to MTRCL's senior management to audit the asset management of major railway systems.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)014**

**(Question Serial No. 0643)**

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 (PANG Yiu-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide 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). In 2021-22, the Electrical and Mechanical Services Department (EMSD) will continue to promote and administer VRSVM and VRSVMW, including stepping up inspection of vehicle mechanics and vehicle maintenance workshops under the voluntary registration schemes, as well as examine the introduction of a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops. Please provide information on the latest progress and anticipated completion date of the feasibility study, as well as the manpower and expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 50)

Reply:

As at end-February 2021, there are 8 127 vehicle mechanics registered under VRSVM, representing about 79% of the total estimated number of vehicle mechanics in Hong Kong; and 2 052 vehicle maintenance workshops registered under VRSVMW, representing about 74% of the total estimated number of vehicle maintenance workshops in Hong Kong.

EMSD and the Transport and Housing Bureau are examining the feasibility and viable options of introducing a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops. We will continue to maintain close liaison with the vehicle maintenance trade and other relevant stakeholders in this regard. As it is part of EMSD's day-to-day work on mechanical installations safety, no specific breakdown on the manpower and expenditure involved is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)015**

**(Question Serial No. 1975)**

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:

How many projects under the Universal Accessibility (UA) Programme are yet to be completed? How many new projects will be included in the UA Programme?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 98)

Reply:

The Government is pressing ahead with the implementation of a total of 375 items under various phases of the UA Programme. As at 28 February 2021, 54 items were under construction and 152 items were under investigation and detailed design. In 2021-22, 44 lift retrofitting items under various phases of the UA Programme are expected to commence construction.

In the 2019 Policy Address, the Government announced to expand the scope of the UA Programme and launched a Special Scheme under the UA Programme for retrofitting lifts at the footbridges, subways and elevated walkways in or connecting to the common areas of three types of housing estates under the Hong Kong Housing Authority, i.e. the Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental housing estates with properties divested. The Highways Department has completed the preliminary technical feasibility studies of items included into the Special Scheme and will commence the investigation and design works in 2021-22.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 0284)**

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 advise this Committee on the number of new items to be included in the Universal Accessibility (UA) Programme in the new financial year; the cost involved; and the respective details and location of the items involved.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 45)

Reply:

In 2021-22, 44 lift retrofitting items under various phases of the UA Programme are expected to commence construction. The list of items is at **Annex**. The estimated expenditure for the construction works of these 44 items in 2021-22 is \$217.5 million.

In the 2019 Policy Address, the Government announced to expand the scope of the UA Programme and launched a Special Scheme under the UA Programme for retrofitting lifts at the footbridges, subways and elevated walkways in or connecting to the common areas of three types of housing estates under the Hong Kong Housing Authority, i.e. the Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental housing estates with properties divested. The Highways Department has completed the preliminary technical feasibility studies of items included into the Special Scheme and will commence the investigation and design works in 2021-22. The estimated expenditure for these related works in 2021-22 is \$4.8 million.



## List of Items to Commence Construction (by District) in 2021-22

Structure No.	Location
<b>Central &amp; Western District</b>	
HF135	Across Robinson Road near Vantage Park
<b>Kowloon City District</b>	
KC01	Across Junction Road near Renfrew Road
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street
KS8	Across Prince Edward Road West near Lion Rock Road
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange
KS41	Across Chatham Road North near Winslow Street
<b>Kwun Tong District</b>	
KT02	Across Wai Yip Street near Telford Gardens Block D2
<b>Kwai Tsing District</b>	
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
NF275	Across On Chit Street near On Yam Shopping Centre
NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station
NF323	Across Tsing King Road near Tivoli Garden
NF325	At Tsing Luk Street near Tsing Yi Town Clinic
<b>North District</b>	
NF252	Across Luen On Street near Wo Mun Street
NF262	Across Jockey Club Road near Tin Ping Road
NS112 & NS113 <sup>#</sup>	Across Pak Wo Road and Po Kin Road near Tai Ping Estate
N499	Pak Wo Road Flyover across Fanling Highway
<b>Sha Tin District</b>	
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road
NS179	Across Sai Sha Road near On Chiu Street
ST03	Across Tai Chung Kiu Road near Belair Gardens
<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
NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden
<b>Tuen Mun District</b>	
NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road
NF94	Across Ming Kum Road near King Wah House of Shan King Estate

<b>Structure No.</b>	<b>Location</b>
NF150	Across Castle Peak Road - Lam Tei near Nai Wai Light Rail Station
NF151	Across Castle Peak Road – Hung Shui Kiu near Chung Uk Tsuen Light Rail Station
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
NF314	Across Tuen Mun River near Glorious Garden
NF410 & NF411 <sup>#</sup>	Across West Rail Line near Tuen Mun Hospital Light Rail Station
NS64	Across Castle Peak Road - San Hui near Tsing Min Path
<b>Yuen Long District</b>	
NF70	Across On Lok Road and Long Yip Street near Long Ping MTR Station
NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane
NF340	Across Tin Wah Road near Tin Shing Road
NF341	Across Tin Shui Road and Tin Sau Road

Notes:

<sup>#</sup> Walkway involving more than one structure (item)

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)017**

**(Question Serial No. 0285)**

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 hillside escalator links and elevator systems (HEL) projects mentioned in the Estimates for the new financial year, please advise this Committee on the number of new projects in the territory and whether the project in Cheung Kwai Estate, Cheung Chau is included. What are the costs involved? What are the respective details, schedules and geographical distributions of the new projects?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 46)

Reply:

Among the 18 HEL projects being taken forward by the Government, five have been completed and opened for public use; three in Kwai Chung (i.e. between Kwai Shing Circuit and Hing Shing Road, between Tai Wo Hau Road and Wo Tong Tsui Street, and between Castle Peak Road and Kung Yip Street) are under construction for completion progressively from 2021 onwards; and the remaining ten are at various stages of investigation and design. Among these ten projects, construction works for the Braemar Hill Pedestrian Link are targeted to commence in the third quarter of 2021 for completion in phases starting from the third quarter of 2025, subject to funding approval by the Legislative Council.

For the 114 HEL proposals received over the past few years (including the one connecting Ping Chong Road and Cheung Kwai Estate, Cheung Chau), the Transport Department (TD) commenced a consultancy to review and improve the assessment mechanism for HEL proposals. Based on the revised assessment mechanism, the consultant engaged by TD carried out initial screening, shortlisting and prioritisation of the 114 HEL proposals. TD is consulting the relevant District Councils on the assessment results so as to finalise the first batch of projects for implementation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)018**

**(Question Serial No. 0286)**

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 Matters Requiring Special Attention in 2021-22, the Highways Department has mentioned about the progress of the Shatin to Central Link (SCL). It is understood that SCL has entered the comprehensive testing stage. Based on the past record, testing would generally take three months to complete before commissioning. In this regard, please advise if it is possible to advance the full commissioning of SCL from the third quarter of 2021 originally scheduled to the second quarter of the year? If so, will the Department require additional resources or manpower? If not, what are the reasons?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 47)

Reply:

The system tests and trial runs of Tuen Ma Line, including the new “Kai Tak to Hung Hom Section”, are underway and on schedule. The target commissioning of the Tuen Ma Line full line remains as the third quarter of 2021. The Government will urge the MTR Corporation Limited to commission the Tuen Ma Line as soon as possible subject to the assurance of the railway system in safe and sound condition.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)019**

**(Question Serial No. 0287)**

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 Matters Requiring Special Attention in 2021-22, the Highways Department (HyD) has mentioned about the implementation of the recommendations of the consultancy study on monitoring and control strategies for new railway projects. Please advise how much resources will the Department allocate, and in what ways will the Department implement and execute the monitoring and control strategies so as to restore public confidence in the Department with respect to monitoring of new railway projects and prevention of scandals like those related to the Shatin to Central Link project (e.g. the cutting-short of steel bars) from happening again.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 48)

Reply:

After reviewing experience and practice of major overseas railway projects and previous railway projects in Hong Kong, the consultancy study on the monitoring and control strategies for new railway projects recommended a series of enhanced monitoring and control strategies for adoption during the design, construction, and testing and commissioning stages of new projects, including (a) enhanced project supervision and communication platforms; (b) strengthened monitoring and checking levels; (c) a new Project Safety Review process; (d) proactive reporting and early warning mechanisms; (e) project delivery performance monitoring of MTR Corporation Limited; and (f) building-up of collaborative culture. The enhanced monitoring and control strategies aim to improve the performance of new railway projects regarding safety, quality, programme and cost control.

To implement the enhanced monitoring and control strategies, the Government proposes to establish the Railways Department (RD) under the Transport and Housing Bureau by amalgamating the Railway Development Office of HyD and Railways Branch of the Electrical and Mechanical Services Department to strengthen its supervision of railway planning and project delivery as well as regulation of railway safety. Having regard to the

current financial situation of the Government and the Chief Executive's general directive in her 2020 Policy Address, the Government proposes to seek the approval of the Finance Committee of the Legislative Council in the 2021-22 legislative session to establish the proposed RD in the 2022-23 financial year. Before the establishment of the proposed RD, HyD will deploy its existing resources to implement the enhanced monitoring and control measures as far as practicable.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)020****(Question Serial No. 3227)**

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 Government inform this Committee of the following:

- (1) the respective numbers of non-Government land resumption operations carried out for projects under the UA Programme over the past five years; the original owners of the resumed lands concerned; the areas of land being resumed and the respective amounts of compensation provided;
- (2) the criteria adopted by the Administration under the UA Programme for deciding whether or not to resume non-Government lands;
- (3) with respect to question (1), whether the lands resumed involve any lands that fall within the boundary of public housing estates but are not under the management of the Hong Kong Housing Authority.

Asked by: Hon CHIANG Lai-wan (LegCo internal reference no.: 79)

Reply:

The lift retrofitting works for existing public walkways under the UA Programme involving land resumption pursuant to the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in the past five years are tabulated as follows. None of them incurred compensation.

Structure Number	Location	Date of land reversion to Government	Owner of resumed land	Area of resumed land (hectare)
HF81	Across Pok Fu Lam Road near the University of Hong Kong	10 May 2017	Chiu Sheung School, Hong Kong	0.018

Structure Number	Location	Date of land reversion to Government	Owner of resumed land	Area of resumed land (hectare)
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	25 November 2017	Hong Kong Housing Authority and the Link	0.008
KS7	Across Lung Cheung Road near Choi Hung MTR Station	18 August 2018	Hong Kong Housing Authority	0.001
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	29 September 2018	Hong Kong Housing Authority and the Link	0.007

For lands resumed within public housing estates, they are under the management of the Hong Kong Housing Authority or that and the Link.

Generally speaking, lift retrofitting works under the UA Programme should not involve land resumption so as to ensure the proper use of public funds. Land resumption would only be considered under exceptional circumstances for which small portions of private lands had to be resumed to accommodate barrier-free access facilities due to insufficient space in government land, as in the four cases tabulated above.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)021**

**(Question Serial No. 2046)**

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 barrier-free facilities retrofitted under the Universal Accessibility (UA) Programme, will the Government advise this Committee on:

- (a) the relevant staff establishment involved for 2021-22;
- (b) the number of facilities opened for public use to date; and
- (c) the number of service suspension due to failure of relevant facilities over the past three years, and the maintenance costs involved.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 27)

Reply:

- (a) The Highways Department will deploy six Senior Engineers and 14 Engineers in 2021-22 to take forward the UA Programme.
- (b) As at 28 February 2021, 169 items were completed and opened for public use.
- (c) Over the past three years, there were 90 cases of service suspension (other than regular routine inspections) due to damages caused by adverse weather and vandalism arising from public order events. The average annual maintenance cost for each lift is around \$0.3 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)022****(Question Serial No. 2550)**

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:

Will the Government inform this Committee of the following:

- (1) What are the details of the hillside escalator and elevator projects implemented over the past three years and to be implemented in the coming year by the Administration for hillside areas in various districts in Hong Kong? What are the expenditures involved?
- (2) Will the Administration consider allocating more resources to increase the number of transport connection system projects for hillside areas in Hong Kong and strengthening manpower to expedite the completion of these projects?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 65)

Reply:

(1) Two hillside escalator links and elevator systems (HEL) projects were open for public use over the past three years. In addition, three are under construction and ten are at various stages of investigation and design. Details are set out below -

(i) Two projects completed and open for public use

<b>Proposal</b>	<b>Approved Project Estimates (in money-of-the-day prices) (\$ million)</b>
● Lift and Pedestrian Walkway System at Waterloo Hill (Opened in November 2019)	116.7
● Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi (Opened in February 2020)	222.7

(ii) Three proposals under construction

<b>Proposal</b>	<b>Approved Project Estimates (in money-of-the-day prices) (\$ million)</b>
● Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
● Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
● Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4

(iii) Ten proposals under investigation and design stage

<b>Proposal</b>	<b>Total Expenditure on Investigation and Design</b>
<ul style="list-style-type: none"> <li>● Braemar Hill Pedestrian Link<sup>1</sup></li> <li>● Escalator Link and Pedestrian Walkway System at Pound Lane</li> <li>● Pedestrian Walkway System between Po Lam Road North and Po Hong Road in Tseung Kwan O<sup>2</sup></li> <li>● Lift and Pedestrian Walkway System at Kung Lok Road<sup>3</sup></li> <li>● Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road</li> <li>● Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road</li> <li>● Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road</li> <li>● Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road</li> <li>● Escalator Link System between Sui Wo Court, Sha Tin and MTR Fo Tan Station</li> <li>● Pedestrian Link near Chuk Yuen North Estate</li> </ul>	<p>As at February 2021, the total expenditure for the design and study of these proposals is about \$36 million.</p>

1 The Panel on Transport was consulted on the project on 19 February 2021. It is planned that the proposed works will commence upon obtaining funding approval from the Finance Committee of the Legislative Council.

2 The project was formerly known as “Escalator Link System between Hong Sing Garden and Po Hong Road”.

3 The project was formerly known as “Lift and Pedestrian Walkway System at Luen On Street”.

The Transport Department (TD) commenced a consultancy study in 2017 to review and improve the assessment mechanism for HEL proposals as established in 2009. Based on the revised assessment mechanism, the consultant engaged by TD carried out initial screening, shortlisting and prioritisation of the 114 proposals on HEL received over the past few years. TD is consulting the relevant District Councils on the assessment results so as to finalise the first batch of projects for implementation.

(2) The Administration has proposed to establish a new Walkability Project Management Office in the Highways Department (HyD) with a view to centrally coordinate and expedite the implementation of projects relating to the concept of “Walkable City”, including HEL projects. HyD will also keep in view the resource requirements and deploy the necessary resources to take forward HEL projects.

Furthermore, HyD will also consider exploring the adoption of innovative design and engineering techniques, such as Building Information Modelling and Modular Integrated Construction, to expedite the delivery of HEL projects.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)023****(Question Serial No. 2562)**

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:

- (1) Regarding the barrier-free access facilities newly retrofitted for existing footbridges, elevated walkways and subways in Kowloon West under the Universal Accessibility (UA) Programme over the past three years, please provide the project locations, types of facilities and expenditures involved each year;
- (2) Please provide the locations, types, progresses and expected completion dates of the barrier-free access facilities anticipated to be retrofitted in Kowloon West in 2021-22;
- (3) Will the Department consider installing barrier-free access facilities to connect Chak On Estate and Lei Cheng Uk Estate?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 78)

Reply:

(1) Over the past three years, a total of 13 items were completed under the UA Programme in Kowloon West. Their expenditure in 2018-19, 2019-20 and 2020-21 are \$74.8 million, \$60.7 million and \$21.3 million respectively. The details of these 13 items are tabulated as below:

Structure No.	Location	Walkway Type	Types of Facilities	Completion Date
<b>Sham Shui Po</b>				
KF97	Across Tai Po Road near Tai Wo Ping Road	Footbridge	Ramp	Jan 2020
<b>Yau Tsim Mong</b>				
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Footbridge	Lift	Feb 2018
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Footbridge	Lift	Nov 2018

<b>Structure No.</b>	<b>Location</b>	<b>Walkway Type</b>	<b>Types of Facilities</b>	<b>Completion Date</b>
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Footbridge	Lift	Nov 2018
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Subway	Lift	Dec 2018
KF3	Across Hong Chong Road and Salisbury Road near Cross Harbour Tunnel	Footbridge	Lift	Feb 2019
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Footbridge	Lift	Mar 2019
KF89	Across the junction of Ferry Street and Dundas Street	Footbridge	Lift	Mar 2019
KS49	Across Jordan Road near Canton Road and Ferry Street	Subway	Lift	Oct 2019
<b>Kowloon City</b>				
K14	Pui Ching Road Flyover across Princess Margaret Road	Elevated Walkway	Lift	May 2018
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Footbridge	Lift	Jun 2018
KF106	Across Hung Hom South Road near Hung Hom Road	Footbridge	Lift	Aug 2019
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Subway	Lift	Jan 2020

(2) In 2021-22, the Highways Department will continue to take forward the following lift retrofitting items under the UA Programme in Kowloon West:

<b>Structure No.</b>	<b>Location</b>	<b>Walkway Type</b>	<b>Tentative Completion Date</b>	<b>Status</b>
<b>Sham Shui Po</b>				
KF13	Across Lung Cheung Road near Beacon Heights	Footbridge	Dec 2021	Under construction
KF69	Across Lai Chi Kok Road and Tonkin Street	Footbridge	Dec 2021	Under construction
KF98	Across Lung Yuet Road near Chak On Road	Footbridge	Sep 2022	Under construction

<b>Structure No.</b>	<b>Location</b>	<b>Walkway Type</b>	<b>Tentative Completion Date</b>	<b>Status</b>
SSP01	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Footbridge	Jun 2023	Under construction
SSP02	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Footbridge	Mar 2023	Under construction
<b>Kowloon City</b>				
KF29	Across Kowloon City Road and San Shan Road	Footbridge	Sep 2021	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Footbridge	Sep 2021	Under construction
K64	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Jun 2023	Under construction
KS8	Across Prince Edward Road West near Lion Rock Road	Subway	Sep 2024	Under tender
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Subway	Sep 2024	Under tender
KS41	Across Chatham Road North near Winslow Street	Subway	Sep 2024	Under tender
KC01	Across Junction Road near Renfrew Road	Footbridge	Sep 2024	Under tender
KS9	Across Prince Edward Road West at Kowloon City Interchange	Subway	Dec 2024	Under tender
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Subway	Dec 2025	Under design

(3) The Transport Department (TD) commenced a consultancy to review and improve the assessment mechanism for hillside escalator links and elevator system (HEL) proposals. Based on the revised assessment mechanism, the consultant engaged by TD has carried out initial screening, shortlisting and prioritisation for the 114 HEL proposals received over the past few years (including the one connecting Chak On Estate and Lei Cheng Uk Estate). TD is consulting the relevant District Councils on the assessment results so as to finalise the first batch of projects for implementation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)024**

**(Question Serial No. 2167)**

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 railway projects mentioned under the Programme, will the Government advise this Committee on the following:

- (1) what is the latest commissioning date of the Shatin to Central Link (SCL) and for how long has SCL been delayed from the anticipated completion date as recommended in the Railway Development Strategy (RDS) 2000;
- (2) for how long has the full commissioning of the Tuen Ma Line (TML) been delayed from the original commissioning date;
- (3) when will the construction works for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link commence and what are the anticipated completion dates;
- (4) what are the construction progress and completion timetable of Hung Shui Kiu Station of the West Rail Line;
- (5) what are the latest construction progress, latest timetable and completion date of the East Kowloon Line;
- (6) what are the latest construction progress, latest timetable and completion date of the South Island Line (West);
- (7) what are the future development and timetable regarding the Strategic Study on Railways beyond 2030;
- (8) the Department has increased the provision for the coming year by 28.6%. How much of it will be allocated to implement the abovementioned development projects and studies? Could the progress of the abovementioned projects be expedited with additional resources? If not, what are the reasons?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 92)

Reply:



- (1) SCL comprises TML and North South Line. TML Phase 1 from Tai Wai to Kai Tak was commissioned on 14 February 2020. The target commissioning of the remaining TML from Kai Tak to Hung Hom remains as the third quarter of 2021. For North South Line, as regards the implication of the incident of the suspension of the new East Rail Line signalling system on the commissioning date of “Hung Hom to Admiralty Section”, whether or not the target commissioning date of the first quarter of 2022 could be maintained depends critically on the effectiveness of progress recovery measures. The MTR Corporation Limited (MTRCL) has indicated that they are assessing the implication in this regard and are studying all possible measures to recover delay for reporting to the Highways Department (HyD).
- (2) The full commissioning of TML as stipulated in the Entrustment Agreement of SCL is end 2018. With the current commissioning target of third quarter of 2021, there is a delay of about 33 months. The delay was mainly due to the archaeological discoveries and conservation options for archaeological features at Sung Wong Toi Station from 2012 to 2014 and the series of incidents related to the quality of works of the Hung Hom Station Extension revealed in May 2018. The Government will urge MTRCL to commission TML as soon as possible subject to the assurance of the railway system in safe and sound condition.
- (3) According to the programme of MTRCL, the construction of Tuen Mun South Extension is planned to commence in 2023 for completion by 2030, and the construction of Tung Chung Line Extension is expected to start in 2023 for completion by 2029. As for the Northern Link, the construction of Phase 1 (i.e. Kwu Tung Station on the Lok Ma Chau Spur Line) is planned to commence in 2023 for completion by 2027 while the target commencement of construction of Phase 2 (i.e. the Main Line connecting Kam Sheung Road Station with Kwu Tung Station) is in 2025 for completion by 2034.
- (4) Regarding the planning of Hung Shui Kiu Station, relevant bureaux/departments are evaluating the project proposal submitted by MTRCL in end May 2020 and will consider the way forward taking into account the population intake programme of the Hung Shui Kiu New Development Area.
- (5) Regarding the East Kowloon Line, the Government has offered comments on the proposal submitted by MTRCL and asked MTRCL to improve the technical design of the proposal. MTRCL is considering our comments and exploring feasible options for the design improvement of the project. We will continue to follow up with MTRCL and announce the way forward of the project in due course.
- (6) MTRCL submitted a project proposal of South Island Line (West) to the Government in December 2020. The relevant bureaux/departments are considering the project proposal and will consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative.
- (7) The Railway Development Office of HyD commenced the “Strategic Study on Railways beyond 2030” in end 2020. Based on the latest planning data and the final

development strategy of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” planning study, HyD will explore the layout of railway and conduct preliminary engineering and technical assessments for their alignments and supporting facilities, so as to ensure that the planning of railway infrastructure will complement or even reserve capacity to meet the overall long-term land development needs of Hong Kong. The study will take about 38 months to complete.

- (8) The increase in financial provision in the coming financial year is mainly attributed to the estimated expenditure for “Strategic Study on Railways beyond 2030” and the staff cost provision for the preparation team comprising 13 non-directorate posts in the Railway Development Office of HyD, which will be established in the second half of 2021 to make necessary arrangements for establishing the proposed Railways Department.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)025****(Question Serial No. 2440)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital Projects, (2) District and Maintenance WorksControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the projects implemented by the Highways Department (HyD), will the Government inform this Committee of the following:

- (a) the numbers of highway projects in the Public Works Programme as well as works related to public road maintenance and road improvement implemented by HyD in 2020 (with a breakdown by District Council (DC) district);
- (b) the number of temporary closures of or diversions to pedestrian access or temporary measures adopted due to the works commenced in 2020; and the longest and shortest durations thereof (with a breakdown by DC district).

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 79)Reply:

- (a) The number of road works carried out by HyD in 2020, including projects under the Public Works Programme and minor road improvement and maintenance works (e.g. maintenance of public roads, roadside slopes and trees, etc.) by district are listed below:

	District	No. of road works
Hong Kong	Central & Western	876
	Eastern	517
	Southern	592
	Wan Chai	794
Kowloon	Kowloon City	721
	Kwun Tong	938
	Sham Shui Po	1 084
	Wong Tai Sin	485
	Yau Tsim Mong	1 362

	District	No. of road works
New Territories	Islands	647
	Kwai Tsing	948
	North	953
	Sai Kung	934
	Sha Tin	1 289
	Tai Po	970
	Tsuen Wan	813
	Tuen Mun	964
	Yuen Long	1 563

- (b) Among those road works requiring application of Excavation Permit (XP), the number of works involving temporary closure of footpath, footpath diversion or other temporary measures on footpath commenced by HyD in 2020 are set out in the table below.

	Districts	HyD's works involving temporary closure of footpath, footpath diversion or other temporary measures on footpath (nos.)
Hong Kong	Central & Western	824
	Eastern	968
	Southern	736
	Wan Chai	573
Kowloon	Kowloon City	499
	Kwun Tong	1 015
	Sham Shui Po	1 186
	Wong Tai Sin	331
	Yau Tsim Mong	972
New Territories	Islands	294
	Kwai Tsing	649
	North	857
	Sai Kung	426
	Sha Tin	1 023
	Tai Po	906
	Tsuen Wan	905
	Tuen Mun	980
	Yuen Long	812

Of the works mentioned in the table above, around 95 per cent of such works were completed within three days, while the shortest duration involved was one day and the longest was 332 days.

As for road works which do not require application of XP but involve temporary closure of footpath, footpath diversion or other temporary measures on footpath, as they are of minor scale and short duration, we do not have records of relevant figures.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)026****(Question Serial No. 0539)**

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. Over the past ten years, what are the average annual total values of contracts awarded by the Highways Department (HyD)?
2. What are the respective amounts and percentages of cost overruns of the projects each year?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 13)

Reply:

1. The total sum of the major works contracts (i.e. each with a contract sum exceeding \$30 million) awarded by HyD under the Public Works Programme (PWP) from 2011-12 to 2020-21 are tabled as follows:

Year	Total Contract Sum (\$ billion)
2020-21 (up to the fourth quarter of 2020)	6.8
2019-20	10.2
2018-19	6.3
2017-18	12.2
2016-17	1.0
2015-16	4.4
2014-15	24.9
2013-14	33.6
2012-13	27.5
2011-12	7.3

2. Over the past ten years, additional funding provision was sought from the Finance Committee for three PWP items under HyD's purview. Details are tabulated below:

Year	Subhead	Project Title	Original approved project estimate (\$ billion)	Additional provisions approved (\$ billion) (% of the total funding approved)
2012-13	844TH	Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road	16.2	8.9 (35%)
2013-14	579TH	Central-Wan Chai Bypass and Island Eastern Corridor Link	28.1	7.9 (22%)
2015-16	845TH	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities - Reclamation and Superstructures	30.4	5.5 (15%)

On the other hand, for the 48 Category A PWP items under HyD's purview with their final accounts settled in the past ten years, their final expenditure totalled about \$12.6 billion while their total original approved project estimate was about \$14.5 billion. Though some of these finalised projects needed to apply for additional provisions from the Finance Committee, the surplus from other projects were not only able to offset the cost overruns but also managed to secure a balance of \$1.9 billion. In short, the total expenditure of these projects only accounted for near 90 percent of their total original approved project estimate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)027**

**(Question Serial No. 0149)**

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 total area of roads maintained in 2019-20 was 25.6 million square metres (m<sup>2</sup>) while that in 2020-21 was 26 million m<sup>2</sup>. However, the corresponding expenditure has increased by 40%. What are the reasons for that?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 194)

Reply:

The increase in expenditure on highways maintenance in 2020-21 was mainly due to the resumption of some road maintenance works, which could not be carried out in 2019-20 as planned due to repeated occurrence of public order events (POEs) and the outbreak of the COVID-19, additional repairing works arising from the damage caused by POEs, as well as the need to provide additional provisions to cater for projects commissioned in 2019 and 2020 such as the Liantang/Heung Yuen Wai Highway, Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2, and Universal Accessibility Programme. More frequent cleansing of pedestrian walkways was also arranged in 2020-21 to enhance public hygiene under the pandemic.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)028**

**(Question Serial No. 3070)**

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 development of the East Kowloon Line (EKL), will the Government inform this Committee of the following:

- (1) the monthly average patronage, total patronage and loadings of the Kwun Tong Line and Tseung Kwan O Line over the past three years;
- (2) the number of times of service disruptions occurred on the Kwun Tong Line and Tseung Kwan O Line in each of the past three years (with a breakdown by type of delay);
- (3) the government expenditure on the EKL preliminary study;
- (4) the time that the MTR Corporation Limited (MTRCL) will further submit a proposal on EKL; and the time that the Government will reveal the progress of the project and proceed to detailed planning;
- (5) the expenditure and manpower involved in the supervision of the EKL project; and whether the Railways Department will establish a task force to follow up on the above project.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 45)

Reply:

- (1) The monthly average patronage, total patronage and loading of Kwun Tong Line and Tseung Kwan O Line from 2018 to 2020 are listed at **Annex**.
- (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 Kwun Tong Line and Tseung Kwan O Line from 2018 to 2020 is tabulated below.



### Kwun Tong Line

Year	Cause	Number of incidents
2018	Equipment failure	17
	Human factors	2
2019	Equipment failure	12
	Human factors	6
2020	Equipment failure	6
	Human factors	0

### Tseung Kwan O Line

Year	Cause	Number of incidents
2018	Equipment failure	15
	Human factors	3
2019	Equipment failure	6
	Human factors	0
2020	Equipment failure	14
	Human factors	1

(3), (4) and (5)

The Government has offered comments on the EKL proposal submitted by MTRCL and asked MTRCL to improve the technical design of the proposal. MTRCL is considering our comments and exploring feasible options for the design improvement of the project. We will continue to follow up with MTRCL and announce the way forward of the project in due course.

The above work is undertaken by the Highways Department (HyD) using existing resources. As the relevant HyD staff are also responsible for other projects or duties, there is no separate breakdown of expenditure for EKL. Subject to the Legislative Council's approval for the establishment of the proposed Railways Department, the relevant staff will be transferred to the new department upon its establishment to continue overseeing the implementation of EKL.

	2018		2019 (Note 1)		2020 (Note 2)	
	Kwun Tong Line	Tseung Kwan O Line	Kwun Tong Line	Tseung Kwan O Line	Kwun Tong Line	Tseung Kwan O Line
<b>Patronages of Kwun Tong Line and Tseung Kwan O Line from 2018 to 2020 (in million)</b>						
Monthly Average Patronage	19.4	10.2	18.3	9.8	14.0	7.5
Total Patronage	233.0	122.4	219.9	117.2	167.8	90.0
<b>2018-2020 Statistics for Kwun Tong Line and Tseung Kwan O Line (the busiest one hour in the morning per direction 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	67 600	71 400	67 600	71 400	67 600
3 Difference between (a) and (b) (Note 3)	13 600	17 400	13 600	17 400	13 600	17 400
4 Current patronage (c)	51 200	48 200	49 100	47 400	44 000	42 200
5 Current loading (1) (6 ppsm) [(c)/(b)] { }critical link	72% {Shek Kip Mei to Prince Edward}	71% {Yau Tong to Quarry Bay}	69% {Shek Kip Mei to Prince Edward}	70% {Yau Tong to Quarry Bay}	62% {Shek Kip Mei to Prince Edward}	62% {Yau Tong to Quarry Bay}
6 Current loading (2) (4 ppsm) [(c)/(b)÷71.2%] (Note 4) (For the critical links mentioned in item (5))	101%	100%	97%	98%	87%	88%

Note 1 Only data of the first half of 2019 was included as the figures in the second half of 2019 was affected by the public order events.

- Note 2 In view of the impact of the pandemic on patronage in 2020, the figures tabulated above are based on data obtained in those months when the pandemic was relatively eased.
- Note 3 This is because platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds.
- Note 4 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)029**

**(Question Serial No. 0431)**

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

Question:

Regarding the Department's follow-up work on the review on berthing and sheltered space for local vessels in Hong Kong in the new financial year, please advise whether landing facilities will be added at locations such as Castle Peak Bay Public Pier and Cheung Chau Typhoon Shelter, as many users of small piers and typhoon shelter spaces in different districts have expressed in the past that a lack of landing steps or facilities have caused them inconvenience while landing.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 53)

Reply:

The Government is committed to ensuring that there is sufficient sheltered space within the Hong Kong waters for local vessels to take refuge during typhoon or other inclement weather in order to safeguard the safety of vessels and their crew members. According to the "Review on Berthing and Sheltered Space for Local Vessels in Hong Kong" (Review) released in 2017, there should be sufficient supply of sheltered space for local vessels on a territory-wide basis up till 2030.

On the provision of landing facilities which is not covered in the Review, in response to the request from the trade, the Civil Engineering and Development Department (CEDD) has commenced construction of a landing facility near the breakwater of Tuen Mun Area 27 in Castle Peak Bay to facilitate embarkation of passengers. The construction work is expected to be completed in early 2022.

Furthermore, CEDD commenced the Pier Improvement Programme in 2017 with a view to improving facilities of public piers on a territory-wide basis. Enhancement work for Sai Wan Jetty which is situated within the Cheung Chau Typhoon Shelter, is planned to be included under Phase 2 of the programme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)030**

**(Question Serial No. 1654)**

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

Question:

In response to the recommendations from the industry and the Democratic Alliance for the Betterment and Progress of Hong Kong, the Marine Department (MD) has set up three Regional Desks in London, Shanghai and Singapore Economic and Trade Offices (ETOs) in 2020 in order to render more direct and prompt support services to Hong Kong registered ships. Four additional Regional Desks will be set up in other overseas ETOs by phases from the first half of 2021 onwards.

1. Please tabulate the respective manpower, organisational structure, duties and terms of reference and annual operating resources involved of each Regional Desk.
2. Will MD set up more Regional Desks in the future? If yes, what are the plans? If no, what are the reasons?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 34)

Reply:

1. The respective manpower and organisational structure, duties and terms of reference, and estimated annual operating resources in respect of individual Regional Desk offices are set out below:

Regional Desk Office	Manpower and Organisational Structure	Duties and Terms of Reference	Estimated Annual Operating Resources
Shanghai	<ul style="list-style-type: none"> <li>- One Senior Surveyor from MD as the Regional Head (RH)</li> <li>- Two locally recruited Marine Surveyors (MS) on contract terms</li> </ul>	<p>(i) To liaise with local port authorities and other stakeholders to address any operational issues related to Hong Kong registered ships;</p> <p>(ii) To conduct audits of Hong Kong registered ships and management companies to ensure implementation of Hong Kong Flag Administration policies and instructions and obtain feedback;</p>	<p>About \$17 million on a full year basis in 2021-22 (including salaries and local consultancy service fees)</p>
Singapore	<ul style="list-style-type: none"> <li>- One Senior Surveyor from MD as RH</li> <li>- One locally recruited MS on contract terms</li> </ul>	<p>(iii) To organise/co-organise safety seminars for ship owners, companies, crew manning agencies in order to promote safety awareness of Hong Kong registered ships;</p> <p>(iv) To assist in ship registration matters, such as issuance of Certificates of Registry and verification of documents;</p> <p>(v) To join force with ETOs in promotion activities, with a view to promoting Hong Kong as both a shipping registry and an international maritime centre; and</p> <p>(vi) To back up headquarters in providing technical supports and handling urgent dispensation applications after office hours.</p>	
London	<ul style="list-style-type: none"> <li>- One Marine Advisor (MA) (an existing officer posted in London ETO) as RH</li> </ul>	<p>In addition to the functions and duties carried out in Shanghai and Singapore offices, DRHs in London also need to undertake the following duties –</p>	

Regional Desk Office	Manpower and Organisational Structure	Duties and Terms of Reference	Estimated Annual Operating Resources
	<p>- One Senior Surveyor and one Senior Marine Officer as Deputy Regional Heads (DRH)</p>	<p>(i) To assist MA in attending meetings of the International Maritime Organization (IMO) for keeping abreast of the latest development in new maritime conventions and amendments;</p> <p>(ii) To take an active role in the IMO's policy formulation and ensure the voice from Hong Kong is heard; and</p> <p>(iii) To serve as a bridge among Hong Kong, IMO and its members in liaising matters related to Hong Kong as both an associate member and a world maritime centre.</p>	

2. MD plans to set up Regional Desks in Sydney, San Francisco and Tokyo in 2021, and Toronto in 2022. With the above seven Regional Desks, services of Hong Kong Shipping Registry could be extended to cover almost all major parts in the world frequented by Hong Kong registered ships. Other than the above, there is no plan to set up more regional desks in other regions in the near future.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)031**

**(Question Serial No. 3167)**

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

Question:

The Marine Department (MD) will ensure timely procurement of government vessels through deployment of time-limited posts and engagement of external consultants in the next financial year; and at the same time, MD will engage external consultant(s) to conduct a consultancy study on the modernisation of the Government Dockyard (GD) with a view to maintaining the efficient and effective operation of GD for the next 30 years with the current state-of-the-art technology and equipment but without substantial modification. Please advise on the following:

1. The details of ensuring timely procurement of government vessels through deployment of time-limited posts and engagement of external consultants; the number of persons involved in these time-limited posts; the duration of such posts; the expenditures incurred from commissioning external consultants and their major duties.
2. The estimated resources for conducting a consultancy study on the modernisation of GD, together with a relevant schedule of the study.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 37)

Reply:

1. To ensure timely procurement of government vessels, MD has strengthened its manpower support and engaged external consultants to expedite relevant work, so as to clear the backlog of old government vessel procurement projects and procure new ones with funding lately approved. In this connection, a total of nine time-limited posts have been created up to 31 March 2022. They include one Senior Surveyor of Ships, three Surveyors of Ships, one Senior Ship Inspector, two Assistant Ship Inspectors, one Chief Supplies Officer and one Supplies Officer.

Moreover, MD has been proactive in outsourcing some work to external consultants since 2014, in order to further expedite the progress of government vessel procurement



projects. The consultants are under the supervision of MD staff, and their work include carrying out conceptual design and preparing technical specifications prior to the award of shipbuilding contracts, as well as providing project management services after the award of shipbuilding contracts. Up to end of 2020, MD has engaged external consultants for 33 government vessel procurement projects, which incurred a total expenditure of approximately \$38.3 million.

2. The consultancy study on the modernisation of GD comprises two separate studies, i.e. on the development of a new Fuel Oil Transfer System (FOTS) which should be implemented promptly, and on the modernisation of GD facilities to cope with future needs of GD operation. The study on FOTS, which costed \$1.4 million, was completed in July 2020. The estimated expenditure for the study on GD modernisation is approximately \$14 million. The latter study commenced in September 2020 and is expected to complete by end of 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)032**

**(Question Serial No. 0826)**

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

Question:

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

- (a) Law enforcement taken by the Marine Department (MD) in the past three years regarding vessels being solicited for rewards when berthing in typhoon shelters. Apart from law enforcement actions, does MD have any other measures to maintain the safety and order in typhoon shelters? What are the manpower and expenditure involved?
- (b) Recently, boat lifts are used by some people to store pleasure vessels temporarily not in use in some typhoon shelters. As the above facilities cause obstruction and endanger the safety of other vessels, what are the details of the prevailing monitoring measures taken by MD against such facilities?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 53)

Reply:

- (a) The Hong Kong Police Force (HKPF) and MD have stepped up patrols in typhoon shelters and conducted a total of 18 joint operations to curb any illegal activities since November 2018. So far, no illegal activity has been found. MD will continue to join hands with HKPF to monitor the situation and conduct regular patrols to ensure the safe and orderly berthing of vessels.

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

- (b) Boat lifts are mainly used for the carriage of small vessels and pose no immediate safety concern. MD will continue to closely monitor the situation to ensure that they do not block any passage way or cause obstruction to other vessels in typhoon shelters.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)033**

**(Question Serial No. 0839)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ships  
Controlling Officer: Director of Marine (Carol YUEN)  
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 current staffing establishment and division of work of the Local Vessels Safety Section; and
- (b) the policies, in addition to the organisation of regional talks and distribution of information leaflets or guidelines, to improve the situation as reflected by fishermen that they are unable to learn about MD's latest changes in policies online or through receiving letters, and whether MD updates the fishermen's correspondence information on a regular basis.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 66)

Reply:

- (a) The Local Vessels Safety Section with an establishment of 24 staff members, focuses on plan approval, survey, and certification of local vessels as well as enforcement of legislation related to local vessels.
- (b) Before the introduction of new policies or legislative amendments which affect local vessels including fishing vessels, MD will consult the trade through a number of channels. Discussion papers deliberated at meetings of the Local Vessels Advisory Committee and related Sub-committees, as well as the minutes of these meetings are uploaded onto MD's website for public information. Briefing sessions for fishermen associations will also be arranged for explaining the new policies or amended legislation to fishermen. In addition, MD proactively participates in seminars organised by major fishery associations in different districts. Information leaflets and guidelines on policies and measures introduced are distributed at these seminars to facilitate the understanding of the fishermen. As regards correspondence information of fishermen, MD updates the record when the fishermen renew the operating licences of their vessels. MD also updates the record upon receipt of a notification of address change from the fishermen.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)034****(Question Serial No. 0841)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Carol YUEN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the survey of ships, please advise on:

- (a) the quotas which the Marine Department (MD) allots to fishermen each time by district for application for inspection of locally-licensed and river trade vessels respectively in the past three years (2018-19 to 2020-21) and the respective schedules;
- (b) the number of staff involved for flexibly deploying manpower as MD has promised to deploy its staff flexibly to conduct surveys of ships in various districts having regard to the industry's demand, since there have been views from some fishermen that the surveys and issue of licences take considerable time; and also the criteria for determining whether additional manpower is required.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 68)

Reply:

- (a) In the past three years, 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

<b>Designated Survey Location</b>	<b>Schedule (Except Public Holidays)</b>	<b>Quota for Locally-Licensed Vessels</b>
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)
Tsing Yi (North) (opened in December 2019 for enhancement of service)	Monday to Friday	No quota is set.

In addition, since December 2019, MD has scheduled the survey of locally-licensed vessels (including river trade vessels) at the following designated regional survey areas without setting quota:

<b>Designated Regional Survey Area(s)</b>	<b>Schedule (Except Public Holidays)</b>
Tuen Mun and Tung Chung	Second and fourth Friday of every month
Outlying islands (including Cheung Chau Typhoon Shelter, Hei Ling Chau Typhoon Shelter and Kau Yi Chau)	Second and fourth Tuesday of every month
Tsuen Wan DG Anchorage, Tsing Yi and Ma Wan	Every Thursday
Yaumatei	Every Monday and Wednesday
To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter	Every Wednesday
Shaukeiwan Typhoon Shelter and Causeway Bay Typhoon Shelter	First and third Tuesday of every month
HK Island South (Lamma Island, Middle Island, Tai Tam and Off Aberdeen Typhoon Shelter)	First and third Friday of every month
Sai Kung	First and third Wednesday of every month

- (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. MD has been flexibly deploying staff to conduct surveys of ships in various districts having regard to the industry's demand. For example, when there is an increase in demand for surveys, we will deploy additional staff to process the applications or set a special re-inspection period to conduct re-inspections for vessels which have failed an earlier inspection. We will continue to suitably deploy our manpower resources to cope with the demand.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)035****(Question Serial No. 0848)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Carol YUEN)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 (2018-19 to 2020-21); 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 (2018-19 to 2020-21), and the number of fishing vessels among them.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 4)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:

Vessels	2018	2019	2020
Fish carrier	26	29	26
Fishing sampan (known as C7)	1 961	1 892	1 908
Fishing vessel	1 899	1 874	1 680
Outboard open sampan (known as P4)	2 619	2 599	2 776
<b>Total</b>	<b>6 505</b>	<b>6 394</b>	<b>6 390</b>

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

(b)

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

<b>Vessels</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Local Vessel	12 238	12 288	12 987
Class III Vessels (Fishing vessels) therein	4 486	4 383	4 578

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

<b>Vessels</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Local Vessel	2 123	2 105	2 192
Class III Vessels (Fishing vessels) therein	350	355	344

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)036**

**(Question Serial No. 0851)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Carol YUEN)  
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 (2018-19 to 2020-21);
- (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 (2018-19 to 2020-21);
- (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 (2018-19 to 2020-21);
- (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 (2018-19 to 2020-21);
- (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 (2018-19 to 2020-21); 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.: 7)

Reply:



- (a) In the past three years (i.e. 2018-19 to 2020-21), the total area of the 14 gazetted typhoon shelters remained unchanged, i.e. 419 hectares (ha). The areas of 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 sheltered anchorages, the total area remained unchanged at 178.8 ha.
- (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. The number of dwelling vessels moored at the Causeway Bay Typhoon Shelter was four in 2018, four in 2019, and three in 2020. The Marine Department (MD) does not keep track of the numbers or 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 at **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. Specifically, MD has set up a new private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS) and expanded the private mooring area in Sai Kung (SK). As of March 2021, we have granted a total of 105 permissions for laying private mooring in HLCTS, with 20 private moorings already laid. As for the expanded SK private mooring area, we have granted 84 permissions with 21 private moorings already laid. In addition, MD has designated an area of about 15 hectares within the Kwun Tong Typhoon Shelter (KTTS) for the exclusive mooring of non-pleasure vessels through administrative means. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure safe and orderly berthing of vessels.

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

- (e) The number of permits issued by MD for over-length vessels to enter the 14 typhoon shelters in 2018, 2019 and 2020 are set out at **Annex B**.
- (f) The operating licences of outboard open sampans provide for certain restrictions, including the prohibition to enter typhoon shelters other than the Cheung Chau Typhoon Shelter and the 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.

**Table I – Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2018**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
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 % 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 – Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2019**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# <sub>1</sub>	5	34	34	2	27	0	0	88	38	448	0	648	0	7	1331	60%
Causeway Bay TS <sub>1</sub>	7	20	0	0	0	0	0	3	5	80	0	201	0	0	316	49%
Cheung Chau TS <sub>2</sub>	5	15	10	0	9	3	2	6	30	110	60	47	0	3	300	45%
Hei Ling Chau TS <sub>3</sub>	4	3	0	14	0	1	0	0	4	0	0	8	0	1	35	10%
Kwun Tong TS <sub>2</sub>	0	3	0	28	0	2	0	0	23	3	0	212	0	2	273	78%
New Yau Ma Tei TS <sub>2</sub>	16	32	0	132	28	38	0	1	20	32	0	106	31	4	440	90%
Rambler Channel TS <sub>2</sub>	0	2	0	14	1	3	0	0	3	12	0	15	33	2	85	67%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	0	0	0	2	8	37	0	17	0	0	69	42%
Shaukeiwan TS <sub>1</sub>	6	12	0	0	1	3	0	24	34	282	0	200	0	0	562	94%
Shuen Wan TS <sub>1</sub>	0	10	0	0	0	0	0	0	4	51	19	52	0	4	140	43%
To Kwa Wan TS <sub>2</sub>	2	9	0	69	0	13	0	0	4	0	0	17	0	3	117	98%
Tuen Mun TS <sub>2</sub>	0	33	0	141	3	33	5	4	24	227	50	37	32	12	601	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	8	0	2	10	10%

Note: \* 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 III –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2020**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# <sub>1</sub>	8	39	29	2	27	0	0	87	49	455	0	790	0	8	1494	68%
Causeway Bay TS <sub>1</sub>	0	15	0	0	0	0	0	5	18	65	0	263	0	0	366	56%
Cheung Chau TS <sub>2</sub>	2	3	0	0	4	2	0	6	7	157	7	72	0	1	261	48%
Hei Ling Chau TS <sub>3</sub>	2	3	0	34	0	4	0	0	4	0	0	7	0	1	55	48%
Kwun Tong TS <sub>2</sub>	2	1	0	11	0	0	0	0	21	3	0	224	0	2	264	77%
New Yau Ma Tei TS <sub>2</sub>	15	35	0	180	20	29	0	1	42	19	0	145	32	4	522	91%
Rambler Channel TS <sub>2</sub>	0	0	0	20	1	11	0	0	1	30	0	11	42	1	117	92%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	0	0	0	2	13	62	0	33	0	0	115	65%
Shaukeiwan TS <sub>1</sub>	9	10	0	0	8	5	0	25	35	266	0	187	0	1	546	93%
Shuen Wan TS <sub>1</sub>	0	4	0	0	0	0	0	0	7	29	24	89	0	5	158	45%
To Kwa Wan TS <sub>2</sub>	1	4	0	82	0	16	0	0	14	0	0	9	0	3	129	100%
Tuen Mun TS <sub>2</sub>	0	14	0	66	9	20	3	4	77	189	17	67	3	4	473	94%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	14	0	12	0	0	26	8%

Note: \*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 2018 to 2020**

<b>Year</b>	<b>Number of Permits Issued for Over-length Vessels</b>											
	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
2018	53	116	56	58	115	63	53	58	52	49	48	60
2019	100	56	53	56	97	65	53	42	45	47	35	45
2020	80	7	31	14	71	41	20	20	28	31	34	52

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)037**

**(Question Serial No. 0861)**

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

Question:

Regarding the initial and periodical safety inspections of locally-licensed and river trade vessels, please advise on:

- (a) the annual numbers of initial and periodical safety inspections required to be carried out (please list out the respective numbers for the four classes of vessels or other types of vessels) in the past three years (2018-19 to 2020-21);
- (b) the annual numbers of initial and periodical safety inspections entrusted to the Government (please list out the respective numbers for the four classes of vessels or other types of vessels) in the past three years (2018-19 to 2020-21);
- (c) the staffing involved in conducting the above safety inspections and the average number of cases handled by each officer annually in the past three years (2018-19 to 2020-21).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 22)

Reply:

Safety inspections for Class I vessels (i.e. passenger-carrying vessels) and Class II vessels which carry dangerous goods and large size Class IV vessels are required to be conducted by either Marine Department (MD) officers or authorised classification societies, while safety inspections of other vessels can be conducted by either MD officers, authorised classification societies or authorised surveyors in the private sector.

- (a)
  - (i) The number of locally-licensed vessels (including river trade vessels) requiring initial safety inspections in the past three years are as follows -

	<b>2018</b>	<b>2019</b>	<b>2020</b>
Class I Vessels	3	18	7
Class II Vessels	68	66	66
Class III Vessels	55	73	21
Class IV Vessels	7	4	5
<b>Total</b>	<b>133</b>	<b>161</b>	<b>99</b>

- (ii) The number of locally-licensed vessels (including river trade vessels) requiring periodical safety inspections in the past three years are as follows -

	<b>2018</b>	<b>2019</b>	<b>2020</b>
Class I Vessels	361	351	362
Class II Vessels	1 635	1 670	1 694
Class III Vessels	1 382	1 763	924
Class IV Vessels	73	78	74
<b>Total</b>	<b>3 451</b>	<b>3 862</b>	<b>3 054</b>

(b)

- (i) The number of locally-licensed vessels (including river trade vessels) whose initial safety inspections were conducted by MD in the past three years are as follows -

	<b>2018</b>	<b>2019</b>	<b>2020</b>
Class I Vessels	3	16	7
Class II Vessels	9	14	8
Class III Vessels	6	8	7
Class IV Vessels	7	4	4
<b>Total</b>	<b>25</b>	<b>42</b>	<b>26</b>

- (ii) The number of locally-licensed vessels (including river trade vessels) whose periodical safety inspections were conducted by MD in the past three years are as follows -

	<b>2018</b>	<b>2019</b>	<b>2020</b>
Class I Vessels	361	351	362
Class II Vessels	634	573	492
Class III Vessels	365	535	347
Class IV Vessels	73	78	72
<b>Total</b>	<b>1 433</b>	<b>1 537</b>	<b>1 273</b>

- (c) Safety inspections detailed in the tables in (b) above are conducted by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section of MD. The average number of cases handled by each officer annually is 73 in 2018, 79 in 2019, and 65 in 2020.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)038****(Question Serial No. 0864)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Carol YUEN)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 (2018-19 to 2020-21);
- (b) the respective changes, if any, of the designated bunkering areas in the past three years (2018-19 to 2020-21); 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.: 26)Reply:

(a) &amp; (b)

The respective numbers 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
2018	8	170
2019		167
2020		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 places for local vessels (including fishing vessels) to meet their operational needs. The Government has no plan to establish new designated bunkering areas in the near future.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)039**

**(Question Serial No. 3284)**

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

Question:

Renowned as the “Sky Mirror of Hong Kong”, the Western District Public Cargo Working Area (WDPCWA) (also known as Sai Wan Pier) has long been a popular destination of the local population and tourists alike, who visit the Pier to enjoy jogging, taking pictures and “checking-in” on social media during sunsets, or just to admire the splendid view of Victoria Harbour. However, Sai Wan Pier has been closed to the public by the Marine Department (MD) from 28 February onwards on grounds of epidemic prevention. Those without a work permit or Green Card are barred from entry, arousing widespread discontent amongst the public. In this connection, please inform this Council whether the HKSAR Government has plans to keep Sai Wan Pier open in the long run for leisure use by the public.

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 3)

Reply:

Public Cargo Working Areas (PCWAs) are established under the Port Control (Cargo Working Areas) Ordinance (Cap. 81) for loading and unloading of cargo and managed by MD. Pursuant to Port Control (Cargo Working Areas) Regulations (section 6 of Cap. 81A), no person shall use a PCWA or public waterfront other than for the loading or unloading of cargo or cargo containers into or from any vehicle or vessel. Offenders shall be liable on conviction to a fine of \$10,000 and imprisonment for 6 months.

As far as WDPCWA is concerned, notices have all along been put up at the entrances to WDPCWA to urge people, who are not engaged in cargo operation, not to enter the area. In view of the increasing incidents of trespassing, damages of properties and nuisance caused by visitors to WDPCWA, to avoid affecting cargo operation and ensure public safety, people who are not engaged in cargo work activities are prohibited from entering WDPCWA.

For leisure activities, the public can have convenient access to the nearby Belcher Bay harbourfront and the Central & Western District Promenade.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)040**

**(Question Serial No. 0624)**

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

Question:

Regarding the berthing and sheltered space for local vessels, please advise on the supply of private moorings and the utilisation by different classes of vessels of each typhoon shelter in 2020. In 2021-22, 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. What are the work plan, manpower and estimated expenditure involved?

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

Reply:

MD does not maintain records of occupancy of typhoon shelters 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 at **Annex**.

To follow up on the recommendations of the "Review on Berthing and Sheltered Space for Local Vessels in Hong Kong", MD has set up a new private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS) and expanded the private mooring area in Sai Kung (SK). As of March 2021, we have granted a total of 105 permissions for laying private mooring in HLCTS, with 20 private moorings already laid. As for the expanded SK private mooring area, we have granted 84 permissions with 21 private moorings already laid. In addition, MD has designated an area of about 15 hectares within the Kwun Tong Typhoon Shelter (KTTS) for the exclusive mooring of non-pleasure vessels through administrative means. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure safe and orderly berthing of vessels.

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

**Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2020**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<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>	<b>%*</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>	8	39	29	2	27	0	0	87	49	455	0	790	0	8	1494	68%
Causeway Bay TS <sub>1</sub>	0	15	0	0	0	0	0	5	18	65	0	263	0	0	366	56%
Cheung Chau TS <sub>2</sub>	2	3	0	0	4	2	0	6	7	157	7	72	0	1	261	48%
Hei Ling Chau TS <sub>3</sub>	2	3	0	34	0	4	0	0	4	0	0	7	0	1	55	48%
Kwun Tong TS <sub>2</sub>	2	1	0	11	0	0	0	0	21	3	0	224	0	2	264	77%
New Yau Ma Tei TS <sub>2</sub>	15	35	0	180	20	29	0	1	42	19	0	145	32	4	522	91%
Rambler Channel TS <sub>2</sub>	0	0	0	20	1	11	0	0	1	30	0	11	42	1	117	92%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	0	0	0	2	13	62	0	33	0	0	115	65%
Shaukeiwan TS <sub>1</sub>	9	10	0	0	8	5	0	25	35	266	0	187	0	1	546	93%
Shuen Wan TS <sub>1</sub>	0	4	0	0	0	0	0	0	7	29	24	89	0	5	158	45%
To Kwa Wan TS <sub>2</sub>	1	4	0	82	0	16	0	0	14	0	0	9	0	3	129	100%
Tuen Mun TS <sub>2</sub>	0	14	0	66	9	20	3	4	77	189	17	67	3	4	473	94%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	14	0	12	0	0	26	8%

Notes: \*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

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)041**

**(Question Serial No. 0626)**

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

Question:

Regarding the management of public cargo working areas (PCWAs), please provide a breakdown of the expenditure for each PCWA in the past three years (2018, 2019 and 2020); as the existing Berth Licence Agreements for all PCWAs will expire at the end of July this year, what is the progress of the Government's preparation for the tendering exercise for the new round of Berth Licence Agreements and the estimated manpower and expenditure involved?

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

Reply:

The management of PCWAs forms part of the normal duties of the staff concerned and is undertaken with existing resources. There is no separate breakdown on the expenditure involved for each PCWA.

For the new round of Berth Licence Agreements tendering exercise, the invitation to tenders was issued on 19 February 2021, with closing date on 19 March 2021. The tendering exercise is conducted with existing resources and there is no separate breakdown on the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)042**

**(Question Serial No. 1953)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the traffic in the vicinity of Pak Shek Kok, will the Government advise this Committee on

1. the traffic flow in the vicinity of Pak Shek Kok;
2. the current working population in the Science Park;
3. the working population in the Science Park upon completion of the Science Park Expansion Programme;
4. the number of residents in the vicinity of Pak Shek Kok;
5. the criteria for building a railway station; and
6. whether Pak Shek Kok Station will be built to meet the passenger demand?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 65)

Reply:

(1)

The daily traffic flows of major roads in the vicinity of Pak Shek Kok area between 2016 and 2019 are tabulated below:

Major roads in the vicinity of Pak Shek Kok area	Annual average daily traffic flows (AADT) (Number of vehicles)			
	2016	2017	2018	2019
Tolo Highway (from north of Ma Liu Shui interchange to Yuen Shin Road interchange )	121 270	121 100	155 300	151 780
Chong San Road (from the roundabout to/from Tolo Highway to Science Park Road)	11 250	11 200	11 480*	11 390*
Tai Po Road - Ma Liu Shui (from the entrance to Chung Chi College, the Chinese University of Hong Kong to Yuen Chau Tsai interchange)	8 240	8 900	7 650	7 640
Yau King Lane	1 260	1 060	1 320	1 160

Notes:

\* AADT is estimated by Growth Factor

(2) & (3)

As at end January 2021, the working population in the Hong Kong Science Park (HKSP) was about 13 000. As regards the traffic impact after the phase 2 expansion of the HKSP (SPX2), the Hong Kong Science and Technology Parks Corporation (HKSTPC) has commissioned a consultant to conduct a traffic impact assessment in respect of SPX2, which will be developed in two batches of works. It was revealed from the consultancy report that the traffic impact on the surrounding areas of the Science Park would be minimal because the additional floor area under the expansion programme would only account for 7% of the existing floor area of the Science Park. After examining the traffic impact, the consultant recommended three improvement measures to ensure smooth traffic: (a) development of an additional public transport interchange within the Science Park; (b) improvement works to be carried out at the junction of Science Park Road; and (c) change to signal control at the roundabout of Chak Cheung Street/Science Park Road. These traffic improvement measures will be carried out by the HKSTPC in tandem with the first batch of works by 2024.

(4)

Transport Branch of THB does not maintain figures related to the number of residents in the vicinity of Pak Shek Kok.

(5) & (6)

Before the announcement of the Railway Development Strategy 2014 (RDS-2014), the Government conducted two stages of public engagement exercises in 2012 and 2013

respectively, during which the Government received suggestions including that of adding a station in the vicinity of Pak Shek Kok on the East Rail Line. When assessing the suggestion, the consultant commissioned by the Government at that time had adopted the then latest population and employment data from the Planning Department and had taken into account the population growth brought by the new developments in the vicinity of Pak Shek Kok. According to the consultant's analysis, the financial viability and economic benefits of such a suggestion were poor due to insufficient transport demand. Therefore, the suggestion was not included in RDS-2014. Nevertheless, we will re-visit the population growth and transport demand of the area from time to time.

The Transport Department and the Highways Department are conducting the "Strategic Studies on Railways and Major Roads beyond 2030", based on the development strategy of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" planning study, to explore the layout of railway and major road infrastructure of Hong Kong, and to conduct preliminary engineering and technical assessments for the alignments and supporting facilities, so that the planning of large-scale transport infrastructure will complement or even reserve capacity to meet the overall long-term development needs of Hong Kong. For Pak Shek Kok, the relevant studies will review and assess the required transport facilities with regard to the latest situation and proposed developments, with a view to fulfilling the traffic demand arising from employment and population.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)043**

**(Question Serial No. 3051)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the patronage of the MTR East Rail Line (EAL), 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 the track 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 EAL;
6. the design capacity and the actual loading of the various EAL 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.: 64)

Reply:

1. & 2. The number of incidents caused by factors under the MTR Corporation Limited (MTRCL)'s control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the East Rail Line (EAL) from 2018 to 2020 is as follows:

Year	Cause	Number of incidents
2018	Equipment failure	18
	Human factors	0



Year	Cause	Number of incidents
2019	Equipment failure	20
	Human factors	3
2020	Equipment failure	11
	Human factors	0

3. The number of passenger-on-track cases at EAL from 2018 to 2020 is as follows:

Year	Number of passenger-on-track cases
2018	47
2019	46
2020	18

4. The following table shows the average train frequency of EAL (Note 1) from 2018 to 2020:

Year	Time	Average Train Frequency: East Rail Line (in minutes) (Note 3)	Average Train Frequency: Through Trains (Runs)
2018	Peak hours (Note 2)	2.6 – 12	13 train pairs per day; average headway of around 1 to 1.5 hours per train
	Non peak hours	3.5 – 14	
2019	Peak hours	2.5 – 12	10 train pairs per day; average headway of around 1.5 to 2 hours per train
	Non peak hours	3.5 – 14	
2020	Peak hours	3.1 – 8 (Note 5)	1st – 29th Jan 2020: 10 train pairs per day; average headway of around 1.5~2 hours.  Service has been suspended since 30th Jan 2020. (Note 4)
	Non peak hours	4 – 8 (Note 5)	

Note 1: This reflects the train frequencies that were operated as scheduled under normal circumstances (discounting cases where train services were disrupted or suspended due to causes outside of MTRCL's control).

Note 2: Peak hours include the morning and evening peak hours on weekdays and Saturdays.

Note 3: Figures for the East Rail Line include frequencies of the different sections of this railway line.

Note 4: Service of Intercity Through Train has been suspended since 30 January 2020 following the implementation of measures to contain the outbreak of COVID-19 by the Government.

Note 5: Service at Lo Wu Station and Lok Ma Chau Station has been suspended since 4 February 2020 following the implementation of measures to contain the outbreak of COVID-19 by the Government. The data of 2020 refers to train frequencies between Sheung Shui and Hung Hom Station only.

5. Statistics on the carrying capacity and loading of the EAL (the busiest one hour in the morning per direction for critical links) from 2018 to 2020 are as follows:

		<b>2018</b>	<b>2019 (Note 1)</b>	<b>2020 (Note 2)</b>
1.	Design capacity (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.	Existing carrying capacity (6 ppsm) (c)	86 200	86 200	71 200
4.	Difference between (a) and (b) (Note 3)	11 000	11 000	11 000
5.	Difference between (b) and (c) (Note 4)	3 800	3 800	18 800
6.	Current patronage (d)	54 800	53 700	36 900
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	64% {Tai Wai to Kowloon Tong}	62% {Tai Wai to Kowloon Tong}	52% {Tai Wai to Kowloon Tong}
8.	Current loading (2) (4 ppsm) [(d)/(c)÷71.2% (Note 5)] (For the critical links mentioned in item (7))	89%	87%	73%

Note 1: Only data of the first half of 2019 was included as the figures in the second half of 2019 were affected by the public order events.

Note 2: In view of the impact of the pandemic on patronage, the figures for 2020 are based on data obtained in those months when the pandemic was relatively eased.

Note 3: Reason accounting for the difference is that train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 4: This is because the service frequency has not been increased to the maximum level the signaling system permits.

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340

number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.

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 EAL 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, the MTRCL has decided to provide a new entrance and widen a staircase at the Hung Hom-bound platform at Sheung Shui Station on EAL. The improvement works will be completed by phases. According to the latest estimation, the first phase of the new staircase is anticipated to be completed in the second quarter of 2021 while the rest of the works are expected to be finished in the second half of 2022.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)044**

**(Question Serial No. 0279)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration states that it will, in conjunction with the relevant Guangdong and Macao authorities, continue to formulate and oversee the implementation of cross-boundary transport arrangements as appropriate. Please advise on:

1. the details of the Administration's adjustments made to the cross-boundary transport arrangements among the three places as a result of the epidemic in the past year; and
2. whether the cross-boundary transport linkage among the three places will further be enhanced in the future. If yes, what are the details?

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

Reply:

(1)

To help reduce the risk of the spread of COVID-19 in the community, the HKSAR Government has sought to reduce the cross-boundary passenger flow between Hong Kong and the Mainland by consolidating the boundary control points (BCPs) since end-January 2020. Specifically, only the Hong Kong – Zhuhai route and Hong Kong – Macao route of Gold Bus have maintained limited services as far as cross-boundary land passenger transport is concerned while all cross-boundary passenger ferry services have been suspended.

(2)

The HKSAR Government has been closely monitoring the development of the epidemic in the community and will facilitate the cross-boundary passenger transport services to resume

in an orderly manner as and when the circumstances so allow. The governments of Hong Kong, Guangdong and Macao would take into account the capacity of the BCPs concerned and respective connecting roads, and continue to work closely to press ahead various new cross-boundary passenger transport measures for the objectives of better utilising the cross-boundary transport infrastructure such as Hong Kong-Zhuhai-Macao Bridge and further promoting the development of the Greater Bay Area.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)045**

**(Question Serial No. 0280)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the formulation and implementation of measures to enhance taxi service quality, please advise on the following:

The Bills Committee on Franchised Taxi Services Bill discontinued the discussion on the introduction of franchised taxis last year. Currently, does the Administration have any other measures to improve taxi service quality? If yes, what are these measures and the implementation details?

Will the Administration conduct a critical review on the existing taxi policy, including reviewing the existing licensing policy? If yes, what are the details?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 20)

Reply:

The Government has been striving to enhance the service quality and operating environment of taxis, so as to better meet the needs of the public and facilitate long-term healthy development of the taxi trade. To further strengthen its interaction and co-operation with the taxi trade and other stakeholders, the Transport Department (TD) established the Committee on Taxi Service Quality (CTSQ) in January 2018, which serves as a multi-party platform for discussing various reform strategies and measures under the existing taxi licensing regime.

In collaboration with CTSQ, the TD has taken forward a series of measures as follows –

- (i) published and updated the “Hong Kong Taxi Service Standard” and the “Hong Kong Taxi Service Guidelines”, which set out the conduct and performance expected of taxi drivers;
- (ii) launched a series of online training courses for in-service taxi drivers, and an enhanced “Taxi Service Commendation Scheme” to recognise taxi drivers and taxi service management teams with outstanding service so as to enhance the professional image of the taxi industry;
- (iii) enhanced its mechanism for handling complaints relating to taxi service, with a view to taking actions against drivers who are the subjects of repeated complaints and assisting the taxi trade in setting up a system for self-monitoring and regulation; and
- (iv) encouraged the trade to leverage on technology to enhance the operational efficiency and service quality, such as setting up or integrating the taxi hailing application platforms.

TD has also implemented enhancement measures for the taxi written test since February 2020, with adjustments made to the content, the number of questions and the passing criteria to better meet the prevailing needs and attract more new blood to join the taxi industry.

The Government will continue to collaborate with the trade to further enhance the quality of taxi service including leveraging on technology (e.g. exploring the feasibility of installing electronic taxi meters for e-payment system and electronic driver identification plate).

Under the existing taxi licensing regime, 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 services and operating conditions of the taxi trade, TD conducts 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. The latest survey on the urban, New Territories and Lantau taxis conducted in 2020 shows that the supply of these taxis is generally adequate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)046**

**(Question Serial No. 0283)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding taking forward the railway projects recommended under the Railway Development Strategy 2014 (RDS-2014), what is the planning progress of other railway projects in addition to the Northern Link and the Tung Chung Line Extension as at present? Please list the details.

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

Reply:

The Transport and Housing Bureau (THB) has received proposals submitted by the MTR Corporation Limited (MTRCL) for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014), viz. Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension, North Island Line, Hung Shui Kiu Station and South Island Line (West).

Having examined the proposals submitted by MTRCL and considered the urgency of these projects together with the land development potential that may be brought about, while allowing a continuous development of Hong Kong's railway network with phased implementation of the railway projects in an orderly manner, the Government invited MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in 2020.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement of these two projects. We will continue to follow up with MTRCL and announce the way forward of the projects in due course.



Regarding the planning of Hung Shui Kiu Station, relevant bureaux/departments are evaluating the project proposal submitted by MTRCL in end May 2020. For South Island Line (West), THB received the project proposal submitted by MTRCL in end December 2020. Relevant departments are considering the proposal and will consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)047**

**(Question Serial No. 0951)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

At present, business of the cross-boundary vehicle trade has come to a complete standstill. Many expenditures, e.g. licence fee, vehicle examination fee, insurance, etc., will be involved when business resumes. Will the Administration provide funding from the Anti-epidemic Fund to assist the trade in resuming business after the epidemic situation has stabilised? If so, what are the resources to be involved? If not, what are the reasons?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 43)

Reply:

We understand that the ongoing epidemic is seriously affecting the livelihood of the cross-boundary passenger transport trade and its employees. In this regard, the Government has provided subsidies under the Anti-epidemic Fund<sup>1</sup> and rolled out a number of measures to ease the difficulty on the trade and its employees, which include –

- (a) each cross-boundary coach (CBC) and each cross-boundary hire car is provided with non-accountable subsidies totalling \$65,000 and \$55,000 respectively;
- (b) each local CBC driver is provided with subsidies totalling \$23,400;
- (c) land-based cross-boundary passenger transport operators are provided with rent waiver for facilities such as ticket offices, regulator kiosks and passenger waiting halls in government premises until 30 September 2021;

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<sup>1</sup> The financial impact of the measures will be absorbed by the Anti-epidemic Fund which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

- (d) parking spaces within the Shenzhen Bay Port have been arranged for the trade to park their CBCs for free;
- (e) waivers of Closed Road Permit fees for CBCs and cross-boundary hire cars, vehicle licence and examination fees for commercial vehicles, as well as the fees payable for issue or renewal of Passenger Service Licence and Passenger Service Licence Certificate for CBCs are provided until 29 December 2021; and
- (f) the Employment Support Scheme, which provides subsidies to eligible employers for paying wages of their employees for six months, helps alleviate the financial burden of eligible employers in the cross-boundary passenger transport trade and retain their employees.

The Government fully understands the predicament faced by the cross-boundary passenger transport trade at present, and has taken note of the trade's views on further support measures. We will continue to closely monitor the development of the epidemic situation and enhance communication and co-operation with the relevant authorities in the Mainland and Macao. We aim to resume cross-boundary passenger transport once the epidemic situation is under control. We will proactively formulate measures pertinent to the trade and render necessary assistance, with a view to ensuring the smooth operation of cross-boundary passenger services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)048**

**(Question Serial No. 0953)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Guangzhou-Shenzhen-Hong Kong Express Rail Link has not been able to operate since last year because of the impacts of the Coronavirus Disease 2019 epidemic. Does the Government need to make compensation to the operating company, i.e. MTR Corporation Limited, according to the relevant operating agreement? If so, what is the gist of the contents of the relevant agreement? What was the monthly compensation made to the operating company by the Government in the past year?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 26)

Reply:

According to the "Patronage Cap-and-Collar Mechanism" (the Mechanism) in the Supplemental Service Concession Agreement for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) signed between the Kowloon-Canton Railway Corporation (KCRC) and the MTR Corporation Limited (MTRCL), when the actual annual patronage of the XRL deviates from the projected patronage beyond 15%, the KCRC and the MTRCL will share the return or bear the risk arising from such deviation.

As XRL service has been suspended since 30 January 2020 following the implementation of measures to contain the outbreak of COVID-19 by the Government, KCRC should bear part of the risk under the Mechanism. As both the KCRC and the MTRCL are operating on commercial principles, we are unable to release further details on the commercially-sensitive financial arrangements (including the Mechanism) in the Supplemental Service Concession Agreement.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)049**

**(Question Serial No. 1510)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. What are the numbers of non-civil service contract (NCSC) staff employed by the Director of Bureau's Office and the relevant expenditures in the past three years?
2. Are there any restrictions on the establishment and expenditure in the employment of the above NCSC staff by the Secretary for Transport and Housing? If so, what are the establishment and expenditure ceilings?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 72)

Reply:

1. In the past three years, the number of Non-civil Service Contract (NCSC) staff engaged by the Secretary for Transport and Housing's Office and the relevant expenditure are as below:

	2018/19	2019/20	2020/21
Number of NCSC staff (as at 30 June of each Financial Year)	2	1	1
Total Expenditure	\$812,000	\$448,000	\$704,000

2. CSB has set a ceiling of NCSC staff to be employed by each Bureau/Department. We need to seek CSB's prior approval if we are going to employ any NCSC staff which would cause the ceiling to be exceeded.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 0013)**

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

Subhead (No. & title): (000) Operational expenses

Programme: (1) Director of Bureau's Office

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the respective estimated expenditures on salaries and allowances for the Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to the Secretary for Transport and Housing in 2021-22.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 13)

Reply:

For budgetary purpose, 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 Secretary for Transport and Housing in 2021-22 are \$4.07 million, \$3.13 million and \$1.04 million respectively.

There is no estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the above positions in 2021-22.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)051****(Question Serial No. 2869)**

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

Subhead (No. & title): (000) Operational expenses

Programme: (1) Director of Bureau's Office

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list the places, dates, numbers and actual expenses of duty visits outside Hong Kong made by the Secretary for Transport and Housing in the past year.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 258)

Reply:

The actual expenses incurred in duty visits in 2020-21 (as of 28 February 2021) by the Secretary for Transport and Housing (STH) and entourage from STH's Office concerning Programme (1) is tabulated below:-

<b>Date</b>	<b>Destination</b>	<b>No. of Duty Visits</b>	<b>Total Expenses (HKD)</b>
1 April 2020 – 28 February 2021	Beijing & Shenzhen	3	About \$35,000

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)052**

**(Question Serial No. 2918)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list in details the works of the Shatin to Central Link which were confirmed to have experienced cost overrun from March last year up to present as well as the amount involved.

The tentative target commissioning date remains to be the first quarter of 2022. Please advise on the estimated additional manpower to be deployed and the new measures to be introduced by the Bureau for overseeing the works in 2021-22.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 84)

Reply:

The expenditures as at end February 2021 under all relevant subheads of the Shatin-to-Central Link (SCL) project were within the Approved Project Estimates.

The Highways Department (HyD) is responsible for the monitoring and verification of the works of the MTR Corporation Limited (MTRCL) in implementing the SCL project with existing staff resources. As the relevant staff are also responsible for other projects or duties, there is no separate breakdown of expenditure for SCL.

In view of the findings and recommendations of the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the SCL Project, the Government has implemented a series of enhancement measures for closely monitoring of the SCL project. With a view to promoting collaborative working relationships and culture in project delivery, co-location working arrangement for the SCL Project has been introduced with HyD now deploying in-house inspectorate staff members to station full-time on sites for closer and independent monitoring of MTRCL's site supervision work



and conducting surprise checks on works progress, procedures and quality. Furthermore, the Monitoring and Verification (M&V) consultant engaged by HyD has also conducted more site supervisions and audits. The M&V consultant is now joining all of the monthly three-tier project supervision meetings to enable its prompt follow-up of and instant feedback to issues raised by MTRCL at these meetings.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)053**

**(Question Serial No. 1668)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In last year's Policy Address, the Chief Executive indicated support to the Airport City development, which aims to strengthen the function of the Hong Kong International Airport (HKIA) as an international aviation hub. The measures include building automated car parks for transfer passengers and visitors to Hong Kong, developing an autonomous transport system connecting Hong Kong Port, the airport, SKYCITY and Tung Chung Town Centre, as well as reserving land parcels for the development of air cargo logistics and facilities for the Hong Kong International Aviation Academy, etc. Please advise on the following:

1. What are the expenditures and manpower to be involved in preparing the relevant projects?
2. What is the latest planning progress of the above projects? What are the estimated implementation timetables?
3. What are the preliminary estimates for the above projects?
4. Also, what is the latest progress of HKIA's equity injection into the Zhuhai Airport? What are the estimated implementation timetables for future projects?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 63)

Reply:

With the support of the Government, a series of projects at HKIA are being implemented progressively by Airport Authority Hong Kong (AA) as part of the "Airport City" development, a blueprint which entails an investment of over HK\$40 billion in the 10

years to 2030 in enhancing the airport's capacity and functionality, while transforming it into a new landmark and propelling the economic development of Hong Kong and the region. This vision includes multiple elements, including but not limited to –

- (a) automated car parks on the Hong Kong Boundary Crossing Facilities (HKBCF) Island for self-drive visitors from Guangdong and Macao driving their cars via the Hong Kong-Zhuhai-Macao Bridge (HZMB) and fly out from the HKIA or visit Hong Kong to park their cars;
- (b) Airport City Link that will connect the SKYCITY, the HKBCF Island of the HZMB and eventually Tung Chung Town Centre, with an autonomous transportation system providing a comprehensive and environmentally-friendly transport link;
- (c) a new campus and dormitory of the Hong Kong International Aviation Academy on the HKBCF Island; and
- (d) other future developments relating to air cargo logistics and other supporting facilities for the airport community for which lands have been reserved.

As for AA's cooperation with Zhuhai Airport, as one of the measures promulgated by the Chief Executive to the Central Government to consolidate and enhance Hong Kong's status as an international aviation hub, support has been given for AA to inject equity in the Zhuhai Airport on the basis of market principles for achieving greater synergy between the two airports. The relevant discussion is in progress.

AA will fully fund these projects and their preparatory work based on prudent commercial principles. There is no Government expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)054**

**(Question Serial No. 1669)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau will continue to work with the industry to promote Hong Kong's aircraft leasing regime in the coming year. Please advise on the following:

1. What were the expenditures incurred by the Administration on the relevant work and the manpower involved in each year over the past three years?
2. What were the numbers of the companies investing/engaging in aircraft leasing business or related business in Hong Kong during the period, the countries/regions from where the funds were sourced, as well as the numbers of the recruits involved? How to evaluate the extent of positive effects brought to the Hong Kong economy since the introduction of tax concession arrangements? What were the concrete benefits delivered each year?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 64)

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 stakeholders, including the aircraft leasing and aviation financing associations and professional groups, to promote our 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. The resources deployed for the work of aircraft leasing are absorbed by the existing provision of the Transport and Housing

Bureau, and there is no separate breakdown of the expenditure involved.

With concerted efforts, the tax regime has been well-received by the global aircraft leasing industry. Since we introduced the tax regime in 2017, a number of major industry players from the Mainland of China and overseas have set up their subsidiaries/operating arm in Hong Kong, including three of the top ten aircraft leasing companies in the world. According to industry feedback, aircraft leasing deals of over 80 aircraft and parts have been made on the Hong Kong platform so far, involving lessors/lessees around the world (including the Mainland of China, Chile, Cambodia, Indonesia, Japan, South Korea, Malaysia, Qatar and Vietnam). 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 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 20<sup>th</sup> 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 20<sup>th</sup> 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)055**

**(Question Serial No. 1670)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch states that it will oversee the formulation and implementation of various measures to enhance taxi service quality in the coming year. Some associations in the taxi trade have reflected that there is a succession problem of taxi drivers, resulting in a decline in taxi services.

1. What were the measures taken by the Government to improve the operating environment of the taxi trade in the past year? What are the results achieved?
2. As some people are concerned about taxi service quality, how will the Government deploy its resources to improve the situation?

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

Reply:

The Government has been striving to enhance the service quality and operating environment of taxis, so as to better meet the needs of the public and facilitate long-term healthy development of the taxi trade. To further strengthen its interaction and co-operation with the taxi trade and other stakeholders, the Transport Department (TD) established the Committee on Taxi Service Quality (CTSQ) in January 2018, which serves as a multi-party platform for discussing various reform strategies and measures under the existing taxi licensing regime.

In collaboration with CTSQ, the TD has taken forward a series of measures as follows –

- (i) published and updated the “Hong Kong Taxi Service Standard” and the “Hong Kong Taxi Service Guidelines”, which set out the conduct and performance expected of

taxi drivers;

- (ii) launched a series of online training courses for in-service taxi drivers, and an enhanced “Taxi Service Commendation Scheme” to recognise taxi drivers and taxi service management teams with outstanding service so as to enhance the professional image of the taxi industry;
- (iii) enhanced its mechanism for handling complaints relating to taxi service, with a view to taking actions against drivers who are the subjects of repeated complaints and assisting the taxi trade in setting up a system for self-monitoring and regulation; and
- (iv) encouraged the trade to leverage on technology to enhance the operational efficiency and service quality, such as setting up or integrating the taxi hailing application platforms.

To attract more new blood to join the taxi industry, TD has implemented enhancement measures for the taxi written test since February 2020, with adjustments made to the content, the number of questions and the passing criteria to better meet the prevailing needs. Besides, the period required for an applicant for a commercial vehicle (including taxi) driving licence to hold a private car or light goods vehicle full driving licence has been shortened since 1 October 2020.

In view of the impact of COVID-19 pandemic on the transport sector, the Government has implemented various relief measures under the Anti-epidemic Fund (AEF) to help the taxi trade to cope with the operating pressure in the prevailing economic environment, including a one-off non-accountable subsidy of \$30,000 for each registered owner of taxi, monthly subsidy of \$6,000 for each eligible active taxi driver for a period of six months from April 2020 to September 2020, a lump sum of \$7,500 for taxi drivers who may not fully meet the eligibility requirements of an active driver and fuel subsidy for taxis for a period of 12 months from July 2020 to June 2021. The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

The Government will continue to collaborate with the trade to further enhance the quality of taxi service including leveraging on technology (e.g. exploring the feasibility of installing electronic taxi meters for e-payment system and electronic driver identification plate).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)056**

**(Question Serial No. 1684)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch states that it will work 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.

1. What was the total amount of resources allocated by the Government to the MATF in the past year?
2. What is the number of students who have graduated from the relevant education institutions and joined the maritime and aviation industries?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.:69)

Reply:

1. The MATF, which aims to build up in due course a vibrant, diversified and competitive pool of professionals and technical personnel to support Hong Kong's future development in the maritime and aviation sectors, came into operation in 2014 with an allocation of \$100 million. In 2019-20, an additional \$200 million was injected into the MATF to sustain and enhance existing funding schemes and scholarships, as well for launching new initiatives for manpower development of the two sectors.
2. In 2019-20, the MATF benefitted 2 191 in-service practitioners and students through its incentive and scholarship schemes; and 44 beneficiaries of MATF / awardees of MATF-funded scholarships graduated from relevant tertiary educational institutions and joined the respective sectors in the year.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)057**

**(Question Serial No. 3171)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that the Transport Branch will 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, and introduce new tax measures to provide tax exemption and half profits tax rate for qualifying ship leasing and leasing management activities respectively. Will the Government advise on the following:

1. What are the staffing and estimated expenditures for introducing new tax measures?
2. What are the current numbers of maritime services and port business companies in Hong Kong?
3. How many new maritime services and port business companies will be added in 2021-22 according to the target set by the Government?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 70)

Reply:

Hong Kong has been a vibrant maritime centre in Asia. At present, there are close to 900 shipping-related companies in Hong Kong, offering a wide range of quality maritime services, including shipping agency and ship management, ship broking, ship finance, marine insurance, maritime law and arbitration, etc. Separately, there are around 250 port-related establishments engaging in port facilities and midstream operation as well as container back-up activities.

To further entrench Hong Kong's status as an international maritime centre, the HKSAR Government is committed to implementing measures to foster the development of

Hong Kong's high value-added maritime services and port business. Specifically, the Inland Revenue (Amendment) (Ship Leasing Tax Concessions) Ordinance 2020 was enacted in June 2020 to provide tax exemption and generally half profits tax rate for qualifying ship leasing and ship leasing management activities respectively, with retrospective effect from 1 April 2020. Since the new ship leasing tax regime was just introduced in Hong Kong last year, and having regard to the continued severe epidemic situation worldwide which generally affects global business activities, more time is needed to measure the effectiveness of the new tax regime in attracting foreign businesses to Hong Kong. Having said that, according to Invest Hong Kong, a single-digit growth in the target number of new maritime services and port business companies is expected to set up in Hong Kong in 2021-22.

As a next step, a Task Force similar to the ship leasing approach has been set up under the Hong Kong Maritime and Port Board to devise the details of further tax measures to attract shipping commercial principals to set up presence in Hong Kong. As the supporting work for the Task Force is undertaken by existing staff of the Government as part of their normal duties, there is no separate breakdown on the expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)058**

**(Question Serial No. 3250)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the problems concerning the construction works of the Shatin to Central Link and incidents involving signalling systems and railway operation have raised public concern. To address the relevant issues, the Government has proposed to establish the Railways Department to strengthen the Government's supervision of railway planning and delivery as well as regulation on railway safety. Will the Government advise on the following:

1. What is the percentage of the expenditures for establishing the Railways Department to the total expenditures in 2021-22?
2. Will the Government recruit more professional engineers to undertake continuous monitoring of the operation of MTR works?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 46)

Reply:

The Government proposes to establish the Railways Department (RD) under the Transport and Housing Bureau (THB) by amalgamating the Railway Development Office of the Highways Department (HyD/RDO) and Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) to strengthen its supervision of railway planning and project delivery as well as regulation of railway safety. Having regard to the current financial situation of the Government and the Chief Executive's general directive in her 2020 Policy Address, the Government proposes to seek the approval of the Finance Committee of the Legislative Council (LegCo) in the 2021-22 legislative session to establish the proposed RD in the 2022-23 financial year.

THB's preparation for the establishment of the proposed RD is covered by existing resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts in the HyD/RDO will be established in the second half of 2021 to make necessary arrangements for establishing the new department. The salary provision (in terms of notional annual mid-point salary) for these 13 posts in the 2021-22 financial year is \$9.8 million.

Subject to the LegCo's approval for the establishment of the new department, the proposed RD will comprise 291 posts, with an overall annual salary provision at \$266.7 million upon establishment in the 2022-23 financial year. Amongst the 291 posts, 240 posts (annual salary provision at \$223.8 million) are to be transferred from the HyD/RDO and EMSD/RB, and 51 new posts are to be created under the proposed RD (annual salary provision at \$43.0 million). Apart from the 18 posts performing departmental administration function (annual salary provision at \$13.1 million), the other staff, including additional posts in different engineering disciplines, will be responsible for implementing the enhanced monitoring, control and regulatory strategies for new railway projects and operating railways.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)059**

**(Question Serial No. 3286)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of air cargo logistics mentioned by the Financial Secretary under “The Way Forward for Industries” of “Stimulating the Economy” (paragraphs 63 to 68) in the Budget Speech, please advise this Committee of the details of the work done by the Hong Kong Special Administrative Region (HKSAR) Government in 2020-21 to promote and facilitate the progression of the air cargo logistics industry in Hong Kong, complementing the development of our country. What were the expenditures and the results achieved? What are the specific work plans in the new 2021-22 financial year? What are the estimated expenditures to be incurred? Please illustrate with examples.

Asked by: Hon CHUNG Kwok-pan (LegCo internal reference no.: 20)

Reply:

Hong Kong International Airport (HKIA) has been the world's leading international cargo airport. Riding on the opportunities brought by the 14<sup>th</sup> Five-year Plan, particularly the Greater Bay Area strategy, the Government has been working closely with the Airport Authority Hong Kong (AA) in implementing various on-going initiatives to foster the growth of air cargo logistics industry in Hong Kong.

To increase HKIA's air cargo handling capacity and capture new business opportunities arising from cross-border e-commerce, AA has been collaborating with its business partners in expanding the express air cargo terminal with a view to commissioning in 2022 and developing a premium logistics centre at Kwo Lo Wan in the South Cargo Precinct. In view of the strong demand for temperature-controlled cargoes, AA has also been working with the industry in enhancing HKIA's capability in handling high-value temperature-controlled air cargo, such as pharmaceuticals, fresh produce and live animals. Apart from investing in temperature-controlled air logistic equipment, AA and several local

air cargo operators have also successfully attained three International Air Transport Association accreditations related to the handling of such air cargoes.

Transshipment constitutes a substantial share of air cargoes handled at HKIA. On this, AA has been working together with the Government to enhance transshipment through Hong Kong and is working to develop intermodal cargo transshipment to expand the catchment area of the HKIA's air cargo businesses. AA is planning to set up an upstream logistics park in the Greater Bay Area and an airside sea-to-air intermodal cargo handling facility at HKIA, so that cargoes can be transshipped through HKIA seamlessly and efficiently between the Mainland and other parts of the world through HKIA's international air network. A pilot scheme for such intermodal transshipment between Dongguan and HKIA is scheduled for launch in 2021.

The above projects are funded entirely by AA, and does not require funding from the Government. The Government will continue to work with AA to take forward the aforesaid initiatives.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)060**

**(Question Serial No. 1522)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the Budget's Matters Requiring Special Attention in 2021-22, it is mentioned that the Transport and Housing Bureau (Transport Branch) will prepare for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery as well as regulation on railway safety. In this connection, would the Government inform this Committee of the following:

1. What is the specific work direction of the above department? What are the manpower and expenditures to be involved?
2. What is Administration's blueprint for the proposed new department? Is there any timetable?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 23)

Reply:

The Government proposes to establish the Railways Department (RD) under the Transport and Housing Bureau (THB) by amalgamating the Railway Development Office of the Highways Department (HyD/RDO) and Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) to strengthen its supervision of railway planning and project delivery as well as regulation of railway safety. Having regard to the current financial situation of the Government and the Chief Executive's general directive in her 2020 Policy Address, the Government proposes to seek the approval of the Finance Committee of the Legislative Council (LegCo) in the 2021-22 legislative session to establish the proposed RD in the 2022-23 financial year.

The proposed RD will serve as the single point of responsibility in the Government in respect of the whole life cycle of railways in the planning, construction, operation, and asset replacement stages. In addition to the existing duties of HyD/RDO and EMSD/RB, RD will undertake to implement the enhanced monitoring and control strategies for new railway projects, comprising (a) enhanced project supervision and communication platforms; (b) strengthened monitoring and checking levels; (c) a new Project Safety Review process; (d) proactive reporting and early warning mechanisms; (e) project delivery performance monitoring of MTR Corporation Limited; and (f) building-up of collaborative culture. RD will also take forward enhanced railway safety regulatory regime for operating railways, featuring new regulatory initiatives including the strengthened Safety Performance Monitoring System and extended scope of Comprehensive and Direct Assessment on top of the existing railway safety regulatory duties.

THB's preparation for the establishment of the proposed RD is covered by existing resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts in the HyD/RDO will be established in the second half of 2021 to make necessary arrangements for establishing the new department. The salary provision (in terms of notional annual mid-point salary) for these 13 posts in the 2021-22 financial year is \$9.8 million.

Subject to the LegCo's approval for the establishment of the new department, the proposed RD will comprise 291 posts, with an overall annual salary provision at \$266.7 million upon establishment in the 2022-23 financial year. Amongst the 291 posts, 240 posts (annual salary provision at \$223.8 million) are to be transferred from the HyD/RDO and EMSD/RB, and 51 new posts are to be created under the proposed RD (annual salary provision at \$43.0 million). Apart from the 18 posts performing departmental administration function (annual salary provision at \$13.1 million), the other staff will be responsible for implementing the enhanced monitoring, control and regulatory strategies for new railway projects and operating railways.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)061**

**(Question Serial No. 3193)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2021-22 Budget Speech, the Financial Secretary said that there would be an immediate upward adjustment to the rate of each tax band for the first registration tax (FRT) for private cars and the licence fee by 15% and 30% respectively with a view to relieving traffic congestion. Many people are dissatisfied with the relevant measure and criticise that a one-off increase in the licence fee by several thousand dollars a year will have too much impact on drivers. In this connection, will the Government inform this Committee of the following:

1. Quite a number of vehicle owners have indicated to me that a substantial increase in the licence fee is equivalent to “robbing”, and pointed out that it is understandable to have an upward adjustment to the licence fee as it has remained unchanged for years. However, an increase of 30% amid the epidemic has created additional burdens on the general public. Will the Administration consider reducing the increase to around 10% or even freezing the increase and implementing the measure after the epidemic is over and the economy has recovered?

2. As a follow-up to the above question, even if the Financial Secretary is not going to withdraw the measure of increasing the licence fee of motor vehicles, will the Administration consider making adjustments to the licence fee increase according to cylinder capacities of vehicle engines by reducing the increase from 30% to 5% for “small vehicles” with a cylinder capacity not exceeding 1 500 cubic centimetres, while maintaining the increase at 30% for “large vehicles” with a cylinder capacity exceeding 4 500 cubic centimetres, i.e. the larger the cylinder, the more the licence fee?

3. As the Financial Secretary has stated in the Budget Speech that the main purpose of the measure is to optimise the use of road space and relieve traffic congestion, the problem of traffic congestion cannot be solved by increasing the licence fee alone. The problem is

attributed to the fact that the number of motor vehicles is increasing at a rate faster than that of disposal. Will the Financial Secretary consider increasing the FRT for motor vehicles from 15% to 30% in order to slow down the growth rate of motor vehicles?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 19)

Reply:

Given that Hong Kong is a small and densely-populated city, the Government has been encouraging the public to take public transport instead of driving private cars (PCs) for commuting to ensure the efficient use of limited road space. Nevertheless, the number of licensed PCs grew by about 38% from 415 000 in 2010 to 573 000 in 2020. This enormous size and continuous growth of PCs is a major contributor to the worsening traffic congestion.

During the past 30 years (i.e. from 1990 to 2020), FRT rates and vehicle licence fee (VLF) levels were only increased on a few occasions. The FRT rates for PCs were last increased in 2011, whereas the VLF levels for PCs have been frozen since 1991. To partly catch up with the inflation and taking into account such factors as prevailing socio-economic circumstances and public acceptability, the Financial Secretary proposed in the Budget Speech increasing the FRT rates and VLF levels for PCs by 15% and 30% respectively as fiscal disincentives to curb the growth of PCs.

From transport policy perspective, the purpose of the proposed increases of FRT and VLF for PCs is to control the growth and fleet size of PCs as a whole, rather than focusing on a particular group of PCs. It is also noted that the VLF levels for petrol and diesel PCs are already tiered according to the PCs' engine cylinder capacities. PCs with larger engine cylinder capacities are required to pay higher levels of VLF. By increasing the VLF levels across all tiers by the same percentage, the increase of VLF for PCs with larger engine cylinder capacities, in actual monetary terms, is thus larger than that for PCs with smaller engine cylinder capacities.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)062**

**(Question Serial No. 3195)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government announced in May last year that the Tuen Mun South (TMS) Extension would extend from Tuen Mun Station of the West Rail Line (WRL) southwards by 2.4 kilometres with the provision of a new TMS station near Tuen Mun Ferry Pier and an intermediate station at Tuen Mun Area 16 (A16). The capital cost is about \$11.4 billion in December 2015 prices. The construction is expected to commence in 2023 for completion in 2030. In this connection, will the Government inform this Committee of the following:

1. The Government has advised that there are approximately 60 000 residents living within the 500-metre catchment of the proposed TMS Station, while there are about 49 000 residents living within the 500-metre catchment area around the proposed A16 Station. As seen from the above, the new south extension of the WRL will need to serve more passengers. As the WRL is already overloaded during peak hours with the present carrying capacity, does the Government have any measures to make the public believe that the relevant train services will be sufficient enough to meet the additional passenger demands brought by the commissioning of the TMS Extension?
2. In addition, the Chief Executive in Council gave approval in December last year for the Government to invite the MTR Corporation Limited (MTRCL) to proceed with the detailed planning and design of the "Northern Link" project. The total capital cost of the whole Northern Link is estimated at \$62 billion. How can the Government ensure that the relevant project will not experience "cost overrun"?
3. Last year, in its reply to my enquiry, the Government indicated that free Wi-Fi hotspots were provided at 93 MTR railway stations for public use. However, quite a lot of people said that they were not able to use the network for communication when riding on trains due to poor reception. Will MTRCL consider expanding the free Wi-Fi services available in the trains of the Airport Express Line to ordinary trains?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 21)

Reply:

(1)

To dovetail with the "East West Corridor" project (i.e. Tuen Ma Line) of the Shatin to Central Link, the number of cars of West Rail Line (WRL) trains has been progressively increased from seven to eight since 2016. With the conversion completed in end-May 2018, it represents a gain in carrying capacity of 14 per cent. After the commissioning of the Tuen Ma Line, the MTR Corporation Limited (MTRCL) can provide services at a maximum frequency of 24 train trips per hour per direction by procuring more trains and enhancing signalling system, thus increasing the carrying capacity of WRL by approximately 37 per cent as compared with that in 2015. In order to enhance the carrying capacity and operating efficiency of the overall railway network, the MTRCL has also been taking other measures to ease passenger flows during peak hours, such as enhancing platform management at stations to facilitate on-time departures. Upon commissioning of the Tuen Ma Line, the Government will require MTRCL to continue monitoring passenger traffic and consider the feasibility of further increasing train frequency to enhance the services if needed.

(2)

The Government has invited MTRCL to proceed with the detailed planning and design of the Northern Link project under the ownership approach. Under the ownership approach, MTRCL will be responsible for the financing, design, construction, operation and maintenance of the new railway, and ultimately owns the railway. The Government will provide funding support to bridge the funding gap in case the railway project is financially not viable. In this process, the Government will examine the construction and operating costs of the project carefully and rigorously with the support of independent consultants. Upon receipt of the funding support, MTRCL would bear all the commercial risks associated with the design, construction, operation and maintenance of the new railway. The Government has no obligation to provide any further funding support to MTRCL.

(3)

The MTRCL is committed to enhancing its service to improve passengers' convenience. Free Wi-Fi hotspots are currently provided at all 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. Moreover, Wi-Fi service without the need of connecting to hotspots has been made available at the concourses and platforms of all MTR heavy rail stations starting from July last year. 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)063**

**(Question Serial No. 3196)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

During the riotous disturbances in 2019, all of the MTR stations became the hotspots for rioters' vandalism. Apart from vandalism, someone even advocated the "unco-operative movement" to disrupt the train operation through various means. Suspected explosives were even left inside the areas of MTR stations, seriously affecting the safety of passengers and interrupting the operation of MTR. In this connection, would the Government advise this Committee on the following:

1. Last year, the Administration estimated that the MTR Corporation Limited (MTRCL) would incur an expenditure of about \$600 million for recovering vandalised facilities. As all the restoration works were yet to be completed at that time, would MTRCL provide the latest total expenditure and manpower involved in the restoration works?
2. In addition to engaging additional station security staff and related manpower in the future, has MTRCL carried out any drills and put in place improvement measures to cope with possible reoccurrence of the incidents in the future?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 22)

Reply:

(1) Vandalism in the MTR Corporation Limited (MTRCL) network during public order events (POEs) since June 2019 had caused significant damage to MTRCL's properties. Around \$600 million have been spent on relevant repair works, as well as works to step up the protection of facilities. Contractors and staff members of the MTRCL have been engaged and redeployed for the repair works, and a Special By-laws Enforcement Team was set up in end-2019 to step up the enforcement of the MTR By-laws. MTRCL will continue

to deploy relevant staff as appropriate upon risk assessment and actual operational needs.

(2) The MTRCL has been in close liaison with relevant government departments including the Hong Kong Police Force on railway security. In addition to deploying additional manpower to maintain station order when necessary, the MTRCL conducts risk assessment on railway stations, facilities and operations from time to time, reviews the current station design and contingency plan and arrangements, makes improvement and carries out joint-departmental drills as necessary, as well as devises appropriate operational arrangements and safety measures. The above measures aim to minimise the possible impact of unexpected incidents on railway safety.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)064**

**(Question Serial No. 0405)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2021-22, the Transport Branch will continue to oversee the implementation of the Shatin to Central Link (SCL). In the Final Report submitted to the Transport and Housing Bureau by the Expert Adviser Team (EA Team) for the SCL project, the EA Team points out that the spare capacity in the vast majority of the spot checked locations ranges from 40% to over 100% on top of the design requirements, and also there is an over-provision of the main rebars in excess of the amount required for code compliance. It is uncommon to have such a significant degree of over-provision. In addition to buildability implications, over-provision also points to a wider issue about cost effective design. Please advise on the following:

- 1) Has the Administration asked the MTR Corporation Limited (MTRCL) to give an explanation for the above issue of serious over-provision? If so, what are the details? If not, what are the reasons?
- 2) How will the Administration follow up on the above issue with MTRCL so as to continue to oversee the implementation of the SCL?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 16)

Reply:

In light of the investigations by the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the SCL Project and the EA Team, the Highways Department has requested the MTR Corporation Limited (MTRCL) to provide detailed information and explanations on the significant spare structure capacity at sampled locations in the East West Line slab of Hung Hom Station Extension. The Government will critically study MTRCL's responsibilities and take necessary follow-up

actions. The Government reserves the right to seek compensation from MTRCL according to the Entrustment Agreements as and when appropriate.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)065**

**(Question Serial No. 0406)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2021-22, the Transport Branch will continue to oversee the implementation of the Shatin to Central Link (SCL). In the Final Report submitted to the Transport and Housing Bureau by the Expert Adviser Team (EA Team) for the SCL project, the EA Team points out that Atkins, engaged by the MTR Corporation Limited (MTRCL) as a detailed design consultant, is also engaged as a design consultant for the Hung Hom Station Extension at the same time. Such an arrangement might give rise to potential conflicts of interest and must be prohibited in Government's public works projects. In this connection, will the Administration advise this Committee on the following:

- 1) Has the Administration asked MTRCL to give an explanation for the above potential conflicts of interest issue? If so, what are the details? If not, what are the reasons?
- 2) Why did the Administration accept the said arrangement that involves potential conflicts of interest at the outset?
- 3) How will the Administration follow up on the above issue with MTRCL so as to continue to oversee the implementation of the SCL?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 17)

Reply:

In light of the investigations by the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the SCL Project and the EA Team, the Highways Department (HyD) has asked the MTR Corporation Limited (MTRCL) to provide explanations on the engagement of consultants and the potential conflict of interest. MTRCL explained that in general the same design consultant would not be employed by

MTRCL and its contractor to work on the same contract. In exceptional circumstances where there is an advantage to engage the same consultant, MTRCL has corporate-level documentation in place, detailing the measures to guard against conflict of interest. In order to avoid potential conflict of interest arrangement, HyD has requested MTRCL and its contractors not to engage the same consultant in the new consultancies under the SCL project and future railway projects. In addition, MTRCL has been asked to review its internal policy by making reference to the Government's policy on the conflict of interest in the direct employment of consultants. We will regularly check with MTRCL on the engagement of consultants under the SCL project and future railway projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)066**

**(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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2021-22, the Transport Branch will continue to oversee the implementation of the Shatin to Central Link (SCL). In the Final Rreport submitted to the Transport and Housing Bureau by the Expert Adviser Team (EA Team) for the SCL project, the EA Team points out that the relevant Request for Inspection, Survey and Check (RISC) forms have to be completed for quality hold points. However, as many as 78% of the RISC forms are unavailable. In this connection, will the Administration advise this Committee on the following:

- 1) Has the Administration asked MTRCL to give an explanation for the unavailability of the required documents? If so, what are the details? If not, what are the reasons?
- 2) Why is it that the Administration has failed to spot the serious unavailability of relevant documents much earlier?
- 3) How will the Administration follow up on the above issue with MTRCL so as to continue to oversee the implementation of the SCL?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 18)

Reply:

Although not a statutory document, the significant amount of missing Request for Inspection, Survey and Check (RISC) Forms of Hung Hom sites was brought to the attention of the Government and the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the SCL Project (Commission) in 2018–19. In light of the various anomalies (including the missing RISC Forms) of the Hung Hom sites, MTRCL, in consultation with the Highways Department (HyD), the Buildings

Department and the EA Team, conducted a Holistic Assessment of the Hung Hom Station Extension structure and a Verification Study for the North Approach Tunnels, South Approach Tunnels and Hung Hom Stabling Sidings structures, and issued the "Holistic Assessment Report" and "Verification Report" in July 2019. The two reports were accepted by the Government and submitted to the Commission for scrutiny. The Commission concluded that, with the implementation of suitable measures, the structures in Hung Hom sites would be safe and fit for purpose.

In order to ascertain if there were other irregularities in the construction of the key structures in the other SCL stations, a health-checking assessment, comprising independent audits by MTRCL and HyD respectively, was conducted in 2019–20. The audit findings revealed that, although there were deficiencies of varying degree in construction control and record-keeping for these SCL stations, no major construction irregularities with significant impact on structural safety were identified.

In view of the findings and recommendations of the Commission, the Government has implemented a series of enhancement measures for closely monitoring of the SCL project. With a view to promoting collaborative working relationships and culture in project delivery, co-location working arrangement for the SCL Project has been introduced with HyD now deploying in-house inspectorate staff members to station full-time on sites for closer and independent monitoring of MTRCL's site supervision work and conducting surprise checks on works progress, procedures and quality. Furthermore, the Monitoring and Verification (M&V) consultant engaged by HyD has also conducted more site supervisions and audits. The M&V consultant is now joining all of the monthly three-tier project supervision meetings to enable its prompt follow-up of and instant feedback to issues raised by MTRCL at these meetings.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)067**

**(Question Serial No. 0507)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) Please list in the following table the number of staff, with salaries on point 45 of the Master Pay Scale (MPS) or above, whose work is directly or indirectly related to the Three-Runway System (3RS) project of the Airport Authority Hong Kong (AA) in 2020-21 and 2021-22;

	No. of staff			
	MPS 45-49		Directorate	
	2020-21	2021-22	2020-21	2021-22
Transport and Housing Bureau				
Agriculture, Fisheries and Conservation Department				
Architectural Services Department				
Buildings Department				
Civil Aviation Department				
Civil Engineering and Development Department (including the Mines Division)				
Customs and Excise Department				
Electrical and Mechanical Services Department				
Environmental Protection Department				
Fire Services Department				
Food and Environmental Hygiene Department				
Department of Health				
Highways Department				

Hong Kong Observatory				
Hong Kong Police Force				
Immigration Department				
Marine Department				
Transport Department				
Others (please list the name of the department(s))				

(2) Are there any directorate staff of the Airport Expansion Project Co-ordination Office (AEPCO) under the Transport and Housing Bureau who have practical experience in the construction of the airport? If so, please list their posts.

(3) If the answer to Question (2) above is negative, how can AEPCO be responsible in overseeing the 3RS project to ensure the completion of the project by 2024 at a cost of HK\$141.5 billion as pledged by AA? As we know that works undertaken at the airport are more complicated than general civil or building works because of constraints including operational, physical environment, etc. Therefore, government officers need to have relevant knowledge and experience in order to perform their monitoring role.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 58)

Reply:

Given the scale, cost and complexity of the 3RS project, it is important for the Government to work closely with AA to ensure that the works are taken forward on time, within budget and in full compliance with the relevant statutory requirements, administrative procedures and technical standards. To this end, AEPCO, a dedicated team under the Transport and Housing Bureau comprising 20 staff members, has been established to monitor the implementation of the 3RS project, and coordinate related works among various bureaux/departments and AA.

As pointed out in the question, the works of the 3RS project are more complicated than general civil or building works. In view of the complexity, breadth and importance of the project, AEPCO is led by a senior directorate officer ranked at Principal Government Engineer (D3) level (i.e. Head(AEPCO)) who possesses substantial engineering knowledge and administrative experience to steer through the implementation of the 3RS project. Possessing extensive experience in monitoring and overseeing the implementation of major infrastructure projects in Hong Kong, including the development projects at the former Kai Tak Airport and the implementation of various railway projects, and having received specialised training on design and construction of airports, Head(AEPCO) applies his knowledge and practical experience in monitoring AA and co-ordinating the efforts of relevant parties in the implementation of the 3RS project. He also coaches other officers of AEPCO with his expertise to ensure that the 3RS project is monitored properly. AEPCO has also engaged consultants in the engineering discipline with relevant experiences in airport construction to monitor and verify the design and works of AA.

In view of the scale and the complexity of the 3RS project, a number of government departments have created additional civil service posts to undertake duties/tasks (e.g. statutory approvals, licensing and operations) related to the 3RS project. The number of

such posts of Master Pay Scale (MPS) point 45-49 and at directorate level in 2020-21 and 2021-22 are set out in the table below.

	No. of staff			
	MPS 45-49		Directorate	
	2020-21	2021-22	2020-21	2021-22
Transport and Housing Bureau	3	3	3	3
Architectural Services Department	4	4	–	–
Buildings Department	2	2	–	–
Civil Aviation Department	19	25	3	3
Electrical and Mechanical Services Department	1	1	–	–
Environmental Protection Department	1	1	–	–
Hong Kong Observatory	1	1	–	–
Lands Department	1	1	–	–

Some government departments have created other civil service posts of MPS below point 45 or non-MPS pay scales, Non-Civil Service Contract or Post-retirement Service Contract posts to cater for the additional workload incurred from having to provide input and advice to AA and carry out the necessary work relating to the 3RS project. Some other departments absorb the additional workload within their existing resources.

AEPCO and relevant government departments will continue to work closely and facilitate the timely implementation of the 3RS project by AA.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)068****(Question Serial No. 0508)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list in the table below the progress of various projects under the Three-runway System (3RS) of the Airport Authority Hong Kong (AA).

	Expected completion date (mm/yy) (a)	Expected works progress up to 31 March 2021 (percentage) (b)	Deviation of works progress with (b) as the benchmark (calculated in weeks) (c)
1. Formation of land			
2. Third Runway and taxiway systems			
3. New Centre Runway			
4. Expansion of Terminal 2			
5. Third Runway Passenger Building and aprons			
6. New automated people mover system and baggage handling system			
7. Overall works (i.e. Total for 1-6 above)			

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 59)



Reply:

AA anticipates that the Third Runway and the 3RS will be commissioned in 2022 and 2024 respectively. The status of the sub-projects is set out in detail as follows:

	Expected completion date (a)	Progress Status (b)
1. Formation of land	2022	Land formation is 94% complete. The entire areas required for commissioning the Third Runway had been handed over to the follow-on contractors. Most of the area to be formed is next to the Centre Runway, which will only be required for the commissioning of the 3RS in 2024.
2. Third Runway and taxiway system	2022	Pavement works for the runway and taxiways are in progress in tandem with installation of Airfield Ground Lighting and box culverts on multiple workfronts. Construction of the ancillary buildings and Government facilities continues with the installation of supporting utilities and drainage network. With over 90% of the runway base courses complete, the laying of runway asphalt will start soon. The overall progress remains in line with the target to complete the construction of the Third Runway in 2022.
3. Centre runway	2024	Construction contract for the modification works is currently proceeding at tendering stage, and targeted to be awarded in June 2021 ahead of programme.
4. Expansion of Terminal 2	2024	Construction contract for the foundation and demolition works commenced in December 2017 and is 75% complete. Demolition of parts of the decommissioned Terminal 2 is approaching completion for commencement of the foundation works within its footprint. Construction contract for the superstructure was awarded in August 2020 as planned. Phased handover of works areas to the superstructure contractor has been proceeding as scheduled with superstructure construction already started, with target for commissioning in 2024.
5. Third Runway Passenger Building and aprons	2024	Construction contract for the foundation and substructure works commenced in February 2020 and is 10% complete. The follow-on superstructure works contract was awarded in November 2020 on programme, with start-up preparation in progress and target for commissioning in 2024.

	Expected completion date (a)	Progress Status (b)
6. New automated people mover system and baggage handling system	2024	Detailed design of the automated people mover (APM) system/baggage handling system (BHS) has been completed. Offsite manufacture and assembly of the system components and APM cars are in progress. The construction of APM and BHS tunnels continues, with excavation and lateral support and piling works ongoing as planned.
7. Overall works (i.e. Total for 1-6 above)	2024	Despite a total of eight weeks' delay to the overall critical 3RS project, AA maintains its target to commission the Third Runway in 2022 and the 3RS in 2024.

AA has been making regular report to the LegCo Panel on Economic Development on the progress of the 3RS project, and will continue to do so in the months ahead.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)069****(Question Serial No. 0509)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

**Question:**

(1) Please list in the table below the annual flight movements, cargo volumes and passenger throughputs of the Hong Kong International Airport (HKIA) between 2017-18 and 2021-22:

	Air traffic movement			Cargo volume			Passenger throughput		
	('000)	Year-on-year increase/decrease		('000 tonnes)	Year-on-year increase/decrease		('000)	Year-on-year increase/decrease	
Figure	Percentage		Figure		Percentage	Figure	Percentage		
2017-18									
2018-19									
2019-20									
2020-21 (estimated)									
2021-22 (expected)									

(2) According to the planning of the Hong Kong International Airport Master Plan 2030 of the Airport Authority Hong Kong (AA), the Three-Runway System (3RS) is planned to cater for an additional 30 million passenger per annum ("mppa"). Together with the capacity of the existing HKIA, the completed 3RS would have the capacity of handling around 100 mppa by 2030. If the air traffic movements, cargo volumes and passenger throughputs are expected to drop in 2021-22, what will be estimated passenger throughputs in 2023-24?

(3) As the 3RS has to be completed by 2024, AA needs to deploy more resources as compared with those required in normal works, e.g. carrying out night work, procuring sand from different sources, etc. What is the estimated additional amount required for this?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 60)

Reply:

The table below summarises the air traffic at the HKIA from 2018 to 2020:

Year	Air traffic movement			Cargo volume			Passenger throughput		
	('000)	Year-on-year increase/decrease		('000 tonnes)	Year-on-year increase/decrease		('000)	Year-on-year increase/decrease	
		Percentage	Figure ('000)		Percentage	Figure ('000 tonnes)		Percentage	Figure ('000)
2018	428	+1.7%	+7	5 121	+1.5%	+76	74 672	+2.5%	+1 806
2019	420	-1.9%	-8	4 809	-6.1%	-312	71 543	-4.2%	-3 129
2020*	161	-61.7%	-259	4 471	-7%	-338	8 835	-87.7%	-62 708

*\*Provisional figures*

AA does not have forecasts of air traffic for 2021 or beyond at the moment, due to the uncertainties relating to COVID-19.

Despite the challenges posed by the COVID-19 pandemic, AA has put in place various measures to raise the work productivity and meet the programme requirements of the 3RS project, including the re-phasing of works, additional labour resources and extended working hours with night shifts. AA does not compile separate figures on the additional resources deployed in this regard. As at February 2021, the total value of the major contracts awarded (about HKD92.3 billion) is within the estimated budget. It remains AA's target to deliver the 3RS project within the budget of HKD141.5 billion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)070**

**(Question Serial No. 0510)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

To tie in with the expansion of the Hong Kong International Airport into a Three-Runway System, Terminal 2 (T2) will be expanded/modified into a terminal providing full-fledged passenger services. In 2015, the Chief Executive Officer, Airport Authority Hong Kong (AA) said categorically in the Legislative Council that over 60% of the existing T2 would be retained. According to the design at the time, the entire T2 foundation, substructures, and coach hall at Level 3, together with most of the building services facilities and airport system works, such as generators and transformers, chillers, lifts, etc., would be retained. Other floor levels would also be retained as far as possible.

According to visual observation, the demolition of T2 is proceeding in full swing. In this connection, will the Administration advise this Committee of the following:

- (1) What is the progress of works at T2 (percentage of completion and any delay in the progress of works)?
- (2) Will over 60% of T2 still be retained? If not, is there any contravention of the conditions of approval specified in the environmental permit? Why did the Administration fail to advise the Legislative Council about the issue? Does the Administration want to cover it up?
- (3) For the 60%, what are included? Please provide a breakdown of the items involved.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 61)

Reply:

- (1) Hong Kong International Airport's Terminal 2 (T2) was decommissioned in end November 2019 to enable the major reconfiguration of the facilities. Upon completion, the expanded T2 will be re-opened as a fully-fledged terminal providing both arrival and departure services. In spite of the impact caused by COVID-19 on labour and material delivery, the site works relating to the foundations and substructure of the T2 expansion are continuing, with bulk basement excavation ongoing outside the footprint of the decommissioned T2. The removal of facade and roof steel trusses of the original T2 structure is continuing, with good progress maintained. The T2 main works contract was awarded in August 2020, and the phased handover of areas to the superstructure contractor has been proceeding as scheduled, with construction of the superstructure already started. The AA maintains its target to complete the expansion of T2 to tie in with the commissioning of the Three-Runway System (3RS) in 2024.
- (2)&(3) Before the commencement of the construction for the 3RS, the AA had conducted a comprehensive Environmental Impact Assessment (EIA) study for the 3RS project in accordance with the provisions of the EIA Ordinance (EIAO) (Chapter 499) in August 2012. The Director of Environmental Protection approved the EIA Report and granted the Environmental Permit (EP) for the 3RS project in November 2014.

To fulfil the EP conditions on construction waste management, the AA submitted a Waste Management Plan to the Environmental Protection Department in 2015 describing the arrangements for the avoidance, minimisation, recovery, recycling, reuse, storage, collection, treatment and disposal of different categories of waste generated from the construction activities (including those under the T2 modification project), with recommended mitigation measures on waste management.

Though not a condition under the EP, the AA has carefully considered different means to retain as much original structures and facilities of T2 as possible and incorporate these considerations into the construction plan. Subsequently, the plan to modify and expand T2 has been examined in great detail during the 3RS Scheme Design stage. A total of eight different works approaches to modify and expand T2 had been reviewed so as to achieve optimal environmental results without compromising future operational efficiency. Based on the latest design, the AA maintained its estimation that about 60% of the original T2 structures will be preserved and reused. The entire T2 foundation, substructures, two office blocks which are part and parcel of T2, together with some building services facilities and airport system works, such as transformers, escalators, baggage handling system and equipment, etc., will be preserved. Levels 1 and 2 of T2 will also be substantially preserved but with modifications necessary to suit the expanded T2 layout.

To keep the public abreast of AA's efforts in environmental protection, the Environmental Monitoring and Audit reports, which include the waste

management status, are uploaded onto a dedicated website (<http://env.threerunwaysystem.com/en/index.html>) for public reference every month. The AA will also continue to report the progress of the 3RS Project, including the progress of T2 expansion, to the Legislative Council Panel on Economic Development regularly.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)071**

**(Question Serial No. 0511)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Airport Authority Hong Kong (AA) has appointed The Hongkong and Shanghai Banking Corporation Limited (HSBC) as its financial advisor to conduct a study on the possible financial arrangement plan for implementing the Three-Runway System (3RS) project. At the time, HSBC's opinion is that, based on AA's strong credit profile, it will be able to raise the incremental debt of \$69 billion as set out in the financial arrangement plan. HSBC has undertaken "what-if" analysis to test the financial robustness and prudence of the 3RS financial arrangement plan by assessing the impact of potential downside scenarios on the financial position of AA, including:

- (I) Decline in all revenues of up to 15%;
- (II) Overspend on capital cost of up to 20%;
- (III) Overspend on capital cost of up to 50%;
- (IV) Single adverse event e.g. similar to the SARS outbreak in 2003; or
- (V) Up to a 2% increase in the cost of borrowing.

As shown in LC Paper No. CB(4)333/20-21(01), the drop in operating surplus and the collection of airport construction fee (ACF) due to traffic slump could reduce their contributions to finance the 3RS project for the next few years. As such, AA's total incremental debt is projected to surge from HKD69 billion under the original funding plan to HKD88 billion, whereas the operating surplus is projected to drop from the original funding plan's HKD47 billion to HKD27 billion. The ACF collection is estimated to be HKD26 billion.



In this connection, please advise on the following:

(1) Please give a clear account of AA's financial position in the table below:

	2019-20 year-on-year increase/decrease		2020-21 year-on-year increase/decrease	
	In real terms	Percentage	In real terms	Percentage
1. All revenues of AA				
2. Capital cost of 3RS				
3. Impact of COVID-19 on AA				
4. AA's borrowing cost				

(2) Please analyse whether AA has gone beyond the worst downside scenario of 5% projected by HSBC at the time and therefore needs to raise debts. If not, what is the present situation of AA in percentage terms of the worst downside scenario?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 63)

Reply:

The table below summarises the consolidated financial situation of AA:

	<b>2019-20</b>	Year-on-year Increase/ (Decrease)	Year-on-year Percentage Increase/ (Decrease)	<b>2020-21 (up to 30 September 2020)</b>	Period-on- period Increase/ (Decrease)	Period-on- period Percentage Increase/ (Decrease)
	<b>HKD million</b>	HKD million	%	<b>HKD million</b>	HKD million	%
AA's gross revenue	17,106	(2,364)	(12%)	2,936	(6,577)	(69%)
Capital expenditures (including 3RS and non-3RS capex)	21,282	(2,549)	(11%)	12,999	181	1%

AA does not compile separate figures on the impact of COVID-19 on AA's financial position.

The COVID-19 pandemic has a significant impact on the aviation industry. However, while passenger throughput at Hong Kong International Airport (HKIA) saw a year-on-year decrease of 87.7% in 2020, total cargo throughput at HKIA remained relatively stable, declining by 7.0% year-on-year. Despite the drop in revenue, AA's credit rating remains healthy, with a low borrowing cost at 4% per annum in 2019/20 (i.e. 1% less than that in 2018/19).

The drop in operating surplus and ACF due to HKIA's traffic slump would reduce their original contributions to finance the 3RS project. Having considered the continuous need to fund the capital expenditure, including that of the 3RS project, AA has revisited and updated the 3RS financing plan, as laid out in AA's paper to the Panel on Economic Development [CB(4)333/20-21(01)]. In view of the favourable market conditions, AA launched a series of financing means, including loans and the issuance of bonds, in 2020-21 with a relatively low cost of borrowing. AA will continue to closely monitor market changes and adjust the 3RS financing plan as and when necessary, including the total incremental debt level, in accordance with prudent financial management principles.

In the financial advisor report prepared in 2015 by HSBC, the following five potential downside scenarios were included to test the financial robustness and prudence of the 3RS financial arrangement plan –

- (I) Decline in all revenues of up to 15%;
- (II) Overspend on capital cost of up to 20%;
- (III) Overspend on capital cost of up to 50%;
- (IV) Single adverse event e.g. similar to the SARS outbreak in 2003; or
- (V) Up to a 2% increase in the cost of borrowing.

HSBC concluded that in the event that these downside scenarios were to occur, AA's leverage ratios would still be able to meet investment grade requirement from rating agencies in general, and thus AA would be able to raise capital under those circumstances. These downside scenarios were all designed to test the ability of AA to raise additional debt to meet the funding shortfall arising from these scenarios. In this regard, in the worst case (i.e. Scenario (III)) of the five scenarios above, the highest level of debt to be borne by AA would be HKD141 billion. Under the updated 3RS financing plan announced in end 2020, AA's debt level is projected to be HKD88 billion, which is still within the highest level of debt in the worst case scenario as assessed by HSBC and is considered by AA to be reasonable.

AA continues to finance the 3RS project via three sources: retaining its operating surplus, collecting ACF, and raising funds from the market. AA does not require any form of financial guarantees from the Government in funding the 3RS project. Although the global COVID-19 pandemic remains volatile, AA has re-prioritised the capital expenditure and implemented cost control measures to preserve its liquidity position. AA is confident that the aviation industry and air traffic will gradually recover after the pandemic and will resume to pre-pandemic level in due course. AA will continue to stay vigilant and exercise stringent cost control in accordance with prudent commercial principles while continuing to take forward various development projects to maintain and consolidate HKIA's status as an international aviation hub.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)072****(Question Serial No. 0512)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the following:

(1) What are the expenditures incurred by the Airport Authority Hong Kong (AA) on the prevention of Coronavirus Disease (COVID-19) in 2020-21? Please list the details in the table below.

	Office	Three-Runway System (3RS) works Note	Other non-3RS works
Expenditure (HKD)			

Note: As there are independent operating expenditures on the 3RS, AA should have the figures on the expenditures.

(2) What are the numbers of confirmed cases relating to AA as at 24 February 2021 since the outbreak of COVID-19 (including all the staff of AA and its operators/contractors)? Please list the details in the table below:

	Office	3RS works Note	Other non-3RS works
Confirmed case			

Note: As the 3RS project operates independently, AA should have the figures on the confirmed cases.

(3) All the staff and visitors travelling to and from the 3RS reclamation areas have to use the ferry services connecting the reclamation areas, Tung Chung, Tuen Mun and Tsuen Wan. How does AA arrange the services in order to avoid infection and affecting the livelihood of local residents?

(4) On a headcount basis, how many visitors (including public officers) have visited the 3RS reclamation areas in 2020-21? How does AA protect its staff from COVID-19 infection?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 65)

Reply:

AA's expenditures on the prevention of the COVID-19 pandemic at Hong Kong International Airport (HKIA) are absorbed under its recurrent budget. There is no separate breakdown on such expenditures for different projects.

As at 8 March 2021, the number of confirmed COVID-19 cases reported to AA are set out as follows:

	AA	3RS works	Non-3RS works
Confirmed case(s)	1	28	17

To safeguard the health and safety of staff and workers at the construction sites of the 3RS project, AA has stepped up COVID-19 testing measures. AA has implemented a voluntary testing programme, under which all 3RS workers and staff members are encouraged to conduct the test on a bi-weekly basis. As at 20 March 2021, five rounds of testing have been conducted with the Department of Health or in collaboration with government-approved testing laboratories appointed by AA. Starting from 9 February 2021, all workers and staff entering the 3RS works sites must possess a negative COVID-19 test result within the preceding 14 days. In particular, each worker/staff member on board a ferry to the reclaimed sites of the 3RS project will be required to present an SMS showing a valid COVID-19 negative test result.

Apart from the requirement of negative test result, additional measures have been undertaken for all the 3RS works sites. For instance, all workers must undergo temperature checks before boarding ferries to the works sites. Workers are mandated to wear face masks at all times and are not allowed to eat or drink on the ferries. Both AA and contractors monitor compliance by workers at the piers and on board the ferries with dedicated personnel. Anti-epidemic measures such as maintaining queueing order and social distancing are enforced to protect public health and minimise the risk of community transmission.

AA requires contractors to regularly check their work areas to ensure that workers comply with the requirements of wearing masks and keeping social distance at the work sites. AA also has clear guidelines for contractors on good ventilation in site offices/resting areas and cleanliness requirements for toilets. Additional resting areas are provided on site so that the workers can keep adequate social distance while taking a rest. Staggered lunch hours

have been arranged and workers are not allowed to gather during lunch on the work sites. Contractors have deployed staff on site to ensure workers comply with relevant requirements. AA also conducts frequent site checks to ensure compliance on all fronts.

In general, only authorised personnel for work and business purposes are allowed to access to the 3RS reclamation area. It is not open to visitors, and therefore, there is no statistics on the number of visitors to the 3RS reclamation site.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)073****(Question Serial No. 0513)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is learned that the number of Executive Directors of the Airport Authority Hong Kong (AA) has doubled from 3 in 2011-12 to 6 at present (see the Annual Report of AA). The numbers of other staff at the rank of General Manager or above have also doubled. In this connection, please advise on the following:

(1) Please list the numbers of the staff of AA in the following table:

	Executive Director	Deputy Director	General Manager	Other ranks
2011-12				
2012-13				
2013-14				
2014-15				
2015-16				
2016-17				
2017-18				
2018-19				
2019-20				
2020-21				
2021-22 (please provide the numbers according to staff resource estimates)				

(2) Please list the average annual remunerations of the staff of AA (including bonuses, medical benefits, allowances, etc.):

	Executive Director	Deputy Director	General Manager	Other ranks
2011-12				
2012-13				
2013-14				
2014-15				
2015-16				
2016-17				
2017-18				
2018-19				
2019-20				
2020-21				
2021-22 (please provide the numbers according to staff resource estimates)				

(3) Please explain whether AA has put in place any arrangements for streamlining its structure and drawing down the numbers of staff at the ranks of General Manager or above in the light of the significant drop in air traffic volumes with a view to recruiting more staff in the middle or lower levels? If AA does not have such a plan, how can it justify the increase instead of the decrease in the numbers of senior staff even if AA's work has been scaled down?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 67)

Reply:

Over the 10 years from 2010 to 2019, the passenger and cargo traffic at HKIA has grown from 50.9 to 71.5 million passengers and from 4.18 million to 4.81 million tonnes of cargo, representing an increase of about 40% and 15% respectively. During the same period, to support HKIA's long term strategic development the AA has launched a series of major airport expansion projects, including Midfield Concourse, the Three-runway System (3RS), Terminal 1 expansion, various airfield enhancement projects, SKYCITY, Car Park 4 expansion, Premium Logistics Centre, the Intermodal Transfer Terminal and bonded bridge connecting to the Hong Kong Boundary Crossing Facilities Island, SkyBridge, smart airport digitalization, among others.

To cope with the increasing cargo and passenger traffic while implementing the major capital projects, manpower at different levels has been enhanced. Among the manpower increase, about 64% are capital project staff recruited for 3RS and other airport development projects. Overall the number of general staff increased from some 1 000 in 2011/12 to around 2 800 in 2020/21. The number of staff at the General Manager grade increased from 25 in 2011/12 to 47 in 2019/20, and has since come down to 43 in 2020/21. Since 2018/19, seven staff have been serving at the Executive Director level; while during the same period the number of Deputy Directors has come down from five to three.

As the implementation of various capital projects are on-going and some are entering the critical stage, AA has no plan to reduce its manpower, despite the impact of COVID-19 on air traffic demand. Furthermore, although the passenger traffic has been significantly affected by the pandemic, the demand for air cargo has been high in the past year.

AA publishes information on the annual remuneration of its senior management in their annual reports, which are available on AA's website: [www.hongkongairport.com](http://www.hongkongairport.com).

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)074**

**(Question Serial No. 2624)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of a railway corridor running from South to North of Hong Kong Island, will the Government advise this Committee on:

1. the monthly average patronage and total patronage of the Island Line and South Island Line (SIL); (i) carrying capacity, (ii) maximum carrying capacity, (iii) patronage, and (iv) loading (at four and six persons (standing) per square metre (ppsm)) of the Island Line and the SIL per hour during morning and evening peak hours for critical links in the three past years;
2. the respective numbers of times of service disruptions of the above railway lines in the past three years with breakdown by type of service disruption in the past three years;
3. the progress and completion time of the South Island Line (West) in order to tie in with the redevelopment of Wah Fu Estate and the Invigorating Island South initiative put forward in the Policy Address; whether the Administration has assessed the possibility of the railway section commencing its operation before the completion of the redevelopment of Wah Fu Estate; and
4. the progress of the North Island Line?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 80)

Reply:

(1) The monthly average patronage and total patronage of the Island Line and South Island Line in the past three years are as follows:

	2018		2019		2020	
	Island Line	South Island Line	Island Line	South Island Line	Island Line	South Island Line
Monthly Average Patronage (in million)	30.0	2.1	27.9	2.1	18.9	1.5
Total patronage (in million)	359.9	25.0	335.1	25.1	226.3	18.0

According to the information provided by the MTRCL, in normal circumstances, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peak hours. Therefore, the passenger loading during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances. The capacity and patronage statistics for Island Line and South Island Line from 2018 to 2020 are set out at **Annex**.

(2) 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 Island Line and South Island Line from 2018 to 2020 is tabulated as below:

Island Line

Year	Cause	Number of incidents
2018	Equipment failure	3
	Human factors	0
2019	Equipment failure	9
	Human factors	1
2020	Equipment failure	5
	Human factors	0

South Island Line

Year	Cause	Number of incidents
2018	Equipment failure	1
	Human factors	0
2019	Equipment failure	6
	Human factors	1
2020	Equipment failure	1
	Human factors	0

(3) Regarding the South Island Line (West), THB received the project proposal submitted by MTRCL in end December 2020. Relevant departments are considering the proposal and will consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative.

(4) Regarding the North Island Line, the Government has offered comments on the proposal submitted by MTRCL and asked MTRCL to improve the technical design of the proposal. MTRCL is considering our comments and exploring feasible options for the design improvement of the project. We will continue to follow up with MTRCL and announce the way forward of the project in due course.

**Statistics for Island Line and South Island Line from 2018 to 2020  
(the busiest hour in the morning per direction for critical links)**

		2018		2019 (Note 1)		2020 (Note 2)	
		Island Line	South Island Line	Island Line	South Island Line	Island Line	South Island Line
1.	Design capacity (6 ppsm) (a)	85 000	27 000	85 000	27 000	85 000	27 000
2.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	80 000	27 000	80 000	27 000	80 000	27 000
3.	Existing carrying capacity (6 ppsm) (c)	80 000	16 800	80 000	16 800	80 000	16 800
4.	Difference between (a) and (b) (Note 3)	5 000	0	5 000	0	5 000	0
5.	Difference between (b) and (c) (Note 4)	0	10 200	0	10 200	0	10 200
6.	Current patronage (d)	57 600	9 200	55 900	9 000	46 000	8 300
7.	Current loading (1) (6 ppsm) [(d)/(c)] { } critical link	72% {Tin Hau to Causeway Bay}	55% {Ocean Park to Admiralty}	70% {Tin Hau to Causeway Bay}	54% {Ocean Park to Admiralty}	58% {Tin Hau to Causeway Bay}	49% {Admiralty to Ocean Park}
8.	Current loading (2) (4 ppsm) [(d)/(c)÷71.2%] (For the critical links mentioned in item (7)) (Note 5)	101%	77%	98%	75%	81%	69%

Note 1: Only data of the first half of 2019 was included as the figures in the second half of 2019 were affected by the public order events.

Note 2: In view of the impact of the pandemic on patronage, the figures for 2020 are based on data obtained in those months when the pandemic was relatively eased.

Note 3: 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 4: This is because the service frequency has not been increased to the maximum level the signaling system permits.

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)075**

**(Question Serial No. 2044)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of overseeing Feasibility Study on Route 11, will the Administration advise this Committee on:

- (a) the staffing to be involved in 2021-22;
- (b) the expected completion time of the Feasibility Study and its work schedule;
- (c) whether the Administration will explore the feasibility of building a link road connecting Route 11 and Mui Wo; if so, the progress of the relevant work; if not, the reasons for that?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 25)

Reply:

The Highways Department has been deploying existing staff resources to oversee the feasibility study on Route 11 (section between Yuen Long and North Lantau) ("Route 11"). The feasibility study was substantially completed in late 2020. The Legislative Council Panel on Transport and four District Councils (DC), i.e. Tuen Mun DC, Tsuen Wan DC, Islands DC and Yuen Long DC, were consulted on the project in February to March 2021. The Government will continue with the funding approval application for the investigation stage of Route 11 in Q2 2021. The investigation study will commence immediately subject to the availability of funds.

The objectives of Route 11 are to meet the traffic demand arising from the progressive development of the Northwest New Territories (NWNT) and to improve the traffic conditions of the major roads connecting NWNT with the urban areas. As such, connection to Mui Wo has not been included in the feasibility study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)076**

**(Question Serial No. 2045)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review on the regulatory regime for unmanned aircraft systems (UAS), will the Administration advise this Committee on:

- (a) the staffing to be involved in 2021-22 and the latest legislative progress; and
- (b) the numbers of applications for operating UAS for hire or reward in the past three years ?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 26)

Reply:

- (a) In Hong Kong, the unmanned aircraft system (UAS) is classified as aircraft and is governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order 1995 (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, the Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong. CAD conducted a consultancy study and public consultation in 2017 and 2018 respectively to explore ways to refine the prevailing regulatory regime. After assessing the views collected, CAD consulted the Legislative Council Panel on Economic Development (the Panel) in June 2019. CAD is now following up on the comments raised by the Panel and working on the draft legislation of the enhanced regulatory regime for UAS with a view



to tabling the proposed legislative amendment to the Legislative Council as soon as possible.

Currently, the staff establishment of the Unmanned Aircraft Office in CAD is nine. 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.

- (b) According to section 22 of the Air Transport (Licensing of Air Services) Regulations (Cap. 448A), any person operating an aircraft (including UAS) for hire or reward must obtain a permit granted by CAD, and abide by the conditions of the permit so issued. Detailed requirements and application procedures are available at the CAD's website ([https://www.cad.gov.hk/english/UAS\\_hireorreward.html](https://www.cad.gov.hk/english/UAS_hireorreward.html)).

From 2018 to 2020, CAD received 742 permit applications for operating UAS for hire or reward with breakdowns as follows-

Year of application	2018	2019	2020
Total no. of applications	244	242	256

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)077**

**(Question Serial No. 0583)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Matters Requiring Special Attention in 2021-22 under Programme (3) include continuing to work with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services, and the airport's connectivity and competitiveness. And it is proposed in paragraph 48 of the 2020 Policy Address that AA should be allowed to inject equity in the Zhuhai Airport on the basis of market principles for achieving greater synergy between the two airports. In this connection, please inform this Committee whether the above plan has brought about any financial commitments to be made by the Government in the 2020-21 Budget? If so, what are the details?

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 33)

Reply:

As one of the measures promulgated by the Chief Executive to the Central Government to consolidate and enhance Hong Kong's status as an international aviation hub, the Airport Authority Hong Kong (AA) has been allowed to inject equity in the Zhuhai Airport on the basis of market principles for achieving greater synergy between the two airports. Such investment will be funded entirely by AA, and does not require funding from the Government.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)078**

**(Question Serial No. 1271)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Trading and logistics are one of the four pillar industries in Hong Kong. It is indicated in the Budget Speech that on the way forward for industries, Hong Kong has huge development potential in supply chain management. Also, technology is reshaping the interplay between the supply of goods and the demand of consumers, and the prospects for Hong Kong's high-end logistics and supply chain management services are bright.

Regarding Matters Requiring Special Attention in 2021-22, it is said that the Transport Branch will, amongst others, continue to administer the Pilot Subsidy Scheme for Third-party Logistics Service Providers (Pilot Scheme) to encourage the logistics industry to enhance productivity through the application of technology, and to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments.

Please advise this Committee on:

- (1) the number of suppliers who applied for the Pilot Scheme, the number of successful suppliers, the number of unsuccessful applications and their reasons in 2020-21, as well as the expected effectiveness in enhancing productivity; and
- (2) the progress on the identification of suitable sites and examination of their feasibility for modern logistics development, and the details of sites reserved for logistics development, as well as the manpower arrangement and estimated expenditures to be involved for the relevant study in 2021-22.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 69)

Reply:

1. As announced in the Chief Executive's 2019 Policy Address, the Government set up the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Subsidy Scheme) of \$300 million to provide financial support to qualified third-party logistics service providers for the adoption of technology to enhance productivity and operation efficiency.

Meanwhile, the Government provides, via the Pilot Subsidy Scheme, a subsidy for applicant enterprises for procuring X-ray machines between 30 October 2018 and 30 June 2021 under the Regulated Air Cargo Screening Facilities (RACSFs) Scheme. The subsidy will alleviate the heavy financial burden of the logistics trade in the establishment of RACSFs to fulfil the new policy of International Civil Aviation Organisation (ICAO). Under the ICAO's new policy, consignors not subject to approval by the authority for aviation security should be phased out by 30 June 2021.

In view of the recent announcement by the Civil Aviation Department (CAD) that the use of Explosive Trace Detection (ETD) equipment would be accepted as an eligible screening equipment for setting up RACSFs, the ETD equipment will also be covered by the Pilot Subsidy Scheme as long as it fulfils the requirements specified by CAD.

A Management Committee, comprising government officials from the Transport and Housing Bureau and members drawn widely from the trade, industrial and professional sectors, has been set up to assess the applications. As at 1 March 2021, 87 applications were received under the Pilot Subsidy Scheme. They included application of technology solutions as well as purchase of air cargo screening equipment for setting up the RACSFs. As at 24 February 2021, 29 applications have been approved by the Management Committee with the total approved funding amounting to \$21 million. In assessing the applications, the Management Committee will consider the eligibility of the applicant enterprise, the reasonableness of the budget and whether the X-ray machine or the ETD equipment has been accepted/registered by CAD as an eligible screening equipment for setting up RACSFs or whether the proposed technology solutions to be adopted by applicant enterprise would be effective in enhancing its productivity and operation efficiency.

2. The Government has been identifying suitable sites to support the development of high value-added third-party logistics services. Since 2010, the Government has disposed of a total of four sites in Tsing Yi and Tuen Mun for modern logistics development purposes, with the latest one being a site of 3.2 hectares in Tuen Mun Area 49 awarded in May 2018. In June 2018, the Airport Authority Hong Kong also awarded the right to develop and manage the 5.3-hectare Kwo Lo Wan site on the airport island to a joint venture led by Cainiao Network (the logistics arm of Alibaba Group) for the development of a premium logistics centre. In addition, we have concluded the two feasibility studies on developing a multi-storey complex for container storage and cargo handling at a site in Tsing Yi and a multi-storey heavy goods vehicle carpark-cum-modern logistics complex at another site in Kwai Chung with a view to disposing of the relevant sites by phases starting 2021 by public tender. Subject to the market reaction to the above land disposal programmes, we will consider conducting a feasibility study on another logistics site in Tsing Yi.

In 2021-22, we will continue to work with relevant departments to dispose of the two concerned sites by phases starting 2021 by public tender to support port and logistics development. We will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments, including the Hung Shui Kiu/Ha Tsuen New Development Area and New Territories North Development (NTN). Under the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan, about 37 hectares of land have been designated for logistics development; whereas for NTN, the land use proposal is subject to further studies. The relevant work is undertaken by the existing staff of the Transport and Housing Bureau as part of their normal duties and there is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)079**

**(Question Serial No. 0045)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of waterborne transport in Hong Kong, will the Government inform this Committee of the following:

1. whether there is any study on the development of waterborne transport, and whether any long-term objectives and policies have been formulated; if yes, the details and the resources to be deployed;
2. the operation commencement date of the "Victoria Harbour water taxi" service; the progress of the current preparation; the reasons for not being able to commence operation as soon as possible; and
3. whether the Administration will review afresh and improve ferry services in Hong Kong, and leverage the strengths of waterborne transport to fill a service gap due to the inadequacies of land transport; if yes, the details; if not, the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 2)

Reply:

1. & 3. The Government completed the Public Transport Strategy Study (PTSS) in June 2017, which examined the roles and positioning of public transport services including ferry services. As reaffirmed in the PTSS final report, outlying island ferries provide essential public transport service to residents of outlying islands with no or limited land transport alternatives available, while in-harbour ferries perform a supplementary role as an alternative public transport service to rail and road-based harbour-crossing services.

Moreover, the Government completed the review on the long-term operation model of outlying island ferry services and announced in the 2019 Policy Address that the Special Helping Measures (SHM) would continue to be provided to the six major outlying island ferry routes<sup>Note 1</sup> and expand to cover other outlying island ferry routes<sup>Note 2</sup>. Furthermore, a new Vessel Subsidy Scheme (VSS) would be launched to replace the fleets of most outlying island ferry routes<sup>Note 3</sup> and introduce greener vessels with newer facilities. These measures aim to maintain the financial viability of these essential ferry services and alleviate the burden of fare increase on passengers.

The Government will continue to monitor ferry services in Hong Kong, taking into account all relevant factors such as the prevailing transport policy, provision of existing and planned public transport services, passenger demand, financial viability and provision of pier facilities. For instance, in response to public views on providing more in-harbour ferry routes, the Government introduced the “Central – Hung Hom” route in June 2020.

2. The Transport Department (TD) selected Fortune Ferry Company Limited as the operator of the “water taxi” service in March 2020 after conducting an open tender exercise. The operator is gearing up for the service. Subject to the development of the pandemic and rebound of the tourism sector, it is expected that the “water taxi” service will launch trial services in the second half of 2021.

Note 1: The six major routes are the “Central – Cheung Chau”, “Inter-islands” between 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” routes.

Note 2: The other routes are the “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 – Mui Wo”, “Ma Wan – Central”, “Ma Wan – Tsuen Wan” and “Discovery Bay – Central” routes. The “Aberdeen – Cheung Chau” ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to the TD. TD will consider the applications in accordance with established procedures and provide SHM to the new operator.

Note 3: These routes include the six major routes mentioned in Note 1, as well as the “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” and “Discovery Bay – Mui Wo” routes. The “Aberdeen – Cheung Chau” ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to TD. TD will consider the applications in accordance with established procedures and include the route in the VSS.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)080**

**(Question Serial No. 2036)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the route works in Kowloon, will the Government advise on:

1. the details of the works progress, completion dates and commissioning dates of the Tseung Kwan O-Lam Tin Tunnel, the Trunk Road T2 and Cha Kwo Ling Tunnel, the Cross Bay Link, Tseung Kwan O and the Central Kowloon Route;
2. whether the Government will commission the Central Kowloon Route and the Trunk Road T2 in parallel to ease the traffic flows in the vicinity of Kwun Tong and Wong Tai Sin; and
3. whether there are any delays in the progress of the works due to the epidemic or other reasons; if so, the expenditures involved, and whether supplementary provisions are required?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 73)

Reply:

1. The Government is actively taking forward the construction of the strategic Route 6, which comprises the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), the Trunk Road T2 and Cha Kwo Ling Tunnel (Trunk Road T2) and the Central Kowloon Route (CKR), with a view to fully commissioning the entire Route 6 in 2026. For TKO-LTT, further to the breakthrough of the main tunnel in June 2020, the Government has been pressing ahead with the tunnel lining works, electrical and mechanical installations and associated roadworks etc. For CKR and Trunk Road T2, tunnel works are underway and the general progress is satisfactory.



With regard to the Cross Bay Link, Tseung Kwan O which is a separate project connecting TKO-LTT to Wan Po Road in Area 86 of Tseung Kwan O, erection of the prefabricated double-arch steel bridge, which is also the largest component of the bridge, was completed in February 2021 with other related works underway. The project is targeted for commissioning in 2022.

2. With regard to the current works progress, CKR is targeted for commissioning in 2025 and Trunk Road T2 in 2026. The commissioning of CKR will bring about relief to the existing traffic congestion along the major east-west corridors between Yau Ma Tei and Kai Tak. Upon the commissioning of Trunk Road T2, the entire Route 6 will be completed to serve as an express link between West Kowloon and Tseung Kwan O and bring about complementary benefits. The Government will keep in view the traffic situation and continue to press ahead with the implementation of the projects with a view to realizing and maximizing their benefits soonest possible.
3. The COVID-19 pandemic has affected the supply chain of construction materials and installations from the Mainland and overseas, reduced the workforce for site works and caused disruptions to the works progress. Some site works of the projects above have been temporarily suspended as per the advice of the Centre for Health Protection (CHP), which consequentially affect the works progress beyond the suspension period since certain site and machinery preparatory works have to be carried out again, and the productivity of the workforce has been affected alongside the implementation of infection prevention and control measures. The Government will continue to closely monitor the progress of works in the light of the development of the COVID-19 pandemic situation, and assess the impacts of the pandemic on the projects. At present, it is anticipated that all the above projects will be completed within the Approved Project Estimates.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)081**

**(Question Serial No. 2040)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Among the seven projects under the Railway Development Strategy 2014 (RDS-2014), only three of them, including the Tuen Mun South Extension and the Tung Chung Line Extension, have commenced. It is not until 2034 that the Northern Link can hopefully be completed. The progress is slow. In this connection, will the Government advise:

1. on the on-going detailed planning and design work of the Tuen Mun South Extension, the Tung Chung Line Extension and the Northern Link, and the completion dates of the above work;
2. given that all the above works will be completed later than the scheduled completion time under the RDS-2014, on the new technologies that the Administration have to expedite the completion of the above works;
3. on the specific progress of the remaining projects, including Hung Shui Kiu Station, the East Kowloon Line, the South Island Line (West), the North Island Line;
4. on the staffing provision and expenditures for overseeing various projects under the RDS-2014 in the past; the reasons for the delayed completion of all the projects; whether the effectiveness of the overseeing of project progress has been evaluated; if so, the details; and
5. on the way to monitor the works progress after the establishment of the Railways Department; the expenditures and manpower to be involved; whether any indicators will be set for overseeing the works progress?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 68)

Reply:

(1), (2) and (4)

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the Railway Development Strategy 2014 (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.

Having considered the time required for the detailed planning and design of the projects, the construction of Tung Chung Line Extension, Tuen Mun South Extension and Northern Link (NOL) Phase 1 (i.e. Kwu Tung Station on the existing Lok Ma Chau Spur Line) is planned to commence in 2023; while the construction of NOL Phase 2 (i.e. the Main Line connecting the existing Kam Sheung Road Station with Kwu Tung Station) may commence in 2025. The Government will continue to follow up with the MTR Corporation Limited (MTRCL) to ensure that it will closely monitor the works progress, with a view to completing the railways for providing services as soon as possible.

The detailed planning and design of all railway projects is conducted by MTRCL and its consultants, while the Transport Branch of Transport and Housing Bureau (THB) as well as the Railway Development Office of Highways Department (HyD/RDO) oversee the planning and delivery of new railway projects using existing resources.

(3)

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement of these two projects. We will continue to follow up with MTRCL and announce the way forward of the projects in due course.

Regarding the planning of Hung Shui Kiu Station, relevant bureaux/departments are evaluating the project proposal submitted by MTRCL in end May 2020. For South Island Line (West), THB received the project proposal submitted by MTRCL in end December 2020. Relevant departments are considering the proposal and will consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public in line with established procedures.

(5)

The Government proposes to establish the Railways Department (RD) under THB by amalgamating HyD/RDO and Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) to strengthen its supervision of railway planning and project delivery as well as regulation of railway safety. Having regard to the current financial situation of the Government and the Chief Executive's general directive in her 2020 Policy Address, the Government proposes to seek the approval of the Finance Committee of the Legislative Council (LegCo) in the 2021-22 legislative session to establish the proposed RD in the 2022-23 financial year.

THB's preparation for the establishment of the proposed RD is covered by existing resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts in the HyD/RDO will be established in the second half of 2021 to make necessary arrangements for establishing the new department. The salary provision (in terms of notional annual mid-point salary) for these 13 posts in the 2021-22 financial year is \$9.8 million.

Subject to the LegCo's approval for the establishment of the new department, the proposed RD will comprise 291 posts, with an overall annual salary provision at \$266.7 million upon establishment in the 2022-23 financial year. Amongst the 291 posts, 240 posts (annual salary provision at \$223.8 million) are to be transferred from the HyD/RDO and EMSD/RB, and 51 new posts are to be created under the proposed RD (annual salary provision at \$43.0 million). Apart from the 18 posts performing departmental administration function (annual salary provision at \$13.1 million), the other staff will be responsible for implementing the enhanced monitoring, control and regulatory strategies for new railway projects and operating railways.

The proposed RD will serve as the single point of responsibility in the Government in respect of the whole life cycle of railways in the planning, construction, operation, and asset replacement stages. A set of performance indicators in respect of safety, quality, programme and cost control will be developed for new railway projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)082**

**(Question Serial No. 2632)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the illegal carriage of passengers for hire or reward by motor vehicles, will the Government advise this Committee on:

1. the numbers of enforcement actions, complaints received, prosecutions against and convictions for illegal carriage of passengers for hire or reward in each of the past three years, and the percentage change compared to the same period last year, with breakdown by the number of drivers involved, vehicle type and conviction content;
2. the manpower and expenditures involved in enforcement actions; whether the Administration has assessed the effectiveness of the current enforcement efforts made to combat illegal carriage of passengers for hire or reward; whether an indicator of surprise inspections has been set; and whether more resources will be allocated for conducting enforcement actions in the coming year;
3. the respective numbers of cases where (a) community service order, (b) fine of \$1,000, (c) fine of \$1,000 to 2,000, (d) fine of \$2,500 to 3,000, (e) fine of \$3,800 to 5,000, (f) imprisonment, (g) suspension of vehicle licence and impoundment of vehicles and (h) disqualification of driving licence were imposed on the offenders involving illegal carriage of passengers for hire or reward in each of the three years;
4. given that on-line hailing service is very rampant at present, and the passenger safety is not safeguarded, whether the Administration will raise the penalties for the relevant offence and formulate policies to regulate the service platforms; if so, the details?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 66)

Reply:

1, 2 and 3. The number of cases concerning illegal carriage of passengers for hire or reward on which the Hong Kong Police Force took enforcement actions in the past three years and their year-on-year percentage changes, broken down by type of vehicle, are set out in the following table:

Year	Private car	Light goods vehicle	Private light bus
2018	54	15	0
2019	145 (+169%)	39 (+160%)	0
2020	18 (-88%)	30 (-23%)	1

The numbers of convicted cases under s.52(3) of Road Traffic Ordinance (Cap. 374) or s.4 of Motor Vehicles Insurance (Third Party Risks) Ordinance (Cap. 272) in relation to illegal carriage of passengers for hire or reward in the past three years and their year-on-year percentage changes, broken down by type of vehicle, are set out in the following table:

Year	Private car	Light goods vehicle	Private light bus
2018	179	42	0
2019	133 (-26%)	93 (+121%)	0
2020	115 (-14%)	54 (-42%)	3

The numbers of complaints related to illegal carriage of passengers for hire or reward received and recorded by the Transport Complaints Unit, 1823 and the Transport Department (TD) in the past three years are set out in the following table:

Year	2018	2019	2020
No. of complaints	19	16	11

The penalties imposed on the convicted cases under s.52(3) of Cap. 374 or s.4 of Cap. 272 in relation to illegal carriage of passengers for hire or reward in the past three years are set out in the following table:

Penalty imposed	No. of convicted cases		
	2018	2019	2020
Community service order	6	14	4
Fine of \$1,000 or below	34	17	13
Fine of \$1,001 to \$2,000	47	66	85
Fine of \$2,001 to \$3,000	26	37	19
Fine of \$3,001 to \$4,000	29	8	19
Fine of \$4,001 to \$5,000	4	9	1
Fine of \$5,001 to \$6,000	7	5	2

Penalty imposed	No. of convicted cases		
	2018	2019	2020
Fine of \$6,001 to \$7,000	0	4	0
Fine of \$7,001 to \$8,000	1	0	0
Imprisonment	2	0	0
Imprisonment (suspended)	4	3	3
Disqualification from driving	61	63	26

In connection with the convicted cases of illegal carriage of passengers for hire or reward, the numbers of vehicles detained, with their vehicle licences suspended by TD after conviction by the court in the past three years are set out in the following table:

Year	2018	2019	2020
No. of vehicles detained and licence being suspended by TD	39	78	44

The Police takes enforcement actions against illegal carriage of passengers for hire or reward through targeted operations, including collecting intelligence, conducting covert operations, investigating and following up on referral cases and complaint cases, etc. The relevant tasks have been undertaken by the existing staff of the Police as part of their normal duties. There is no separate breakdown of resources involved.

The Government does not maintain other information as requested in the question.

4. The Government welcomes the use of new technology including the use of Internet or mobile applications for hailing/booking of legal transport services. Yet, the existing laws and regulations must be followed when using the new technology or platform 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 which is being used by over 90% of the commuters.

S. 52(3) of Cap. 374 stipulates that any person or organisation intending to arrange for a motor vehicle for the carriage of passengers for hire or reward must hold a valid hire car permit (HCP) in respect of the vehicle concerned. It is illegal for a person who drives or uses a motor vehicle without a valid HCP for the carriage of passengers for hire or reward, regardless of the means to arrange for the hire car service, including the use of mobile applications as the platform.

The Government takes a multi-pronged approach comprising enforcement, education and publicity in combating the illegal carriage of passengers for hire or reward. For example, TD has put in place a number of measures to prevent members of the public from inadvertently riding on private cars that carry passengers for hire or reward without valid HCPs. Such measures include publicity through various channels such as online promotional video, broadcasting announcements on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts serve to further enhance the public's awareness of legal hire car service

and promote the identification of a valid hire car by checking if it has a valid HCP. The public are encouraged to enquire with the service operator or make use of TD's Online Checking System to ascertain whether an HCP has been issued in respect of the private car concerned before the journey starts. TD will continue with the publicity efforts and work with the Police on information exchange to combat illegal carriage of passengers for hire or reward.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)083**

**(Question Serial No. 2637)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Shatin to Central Link (SCL) railway development project, will the Government advise this Committee on:

1. the number of cases of service disruptions upon the operation of the new signalling system on the East Rail Line (EAL) as of today (with breakdown by type of service disruption); the numbers of cases of failures and irregularities (with breakdown by type of failure); whether the MTR Corporation Limited (MTRCL) has reported the above situations to the relevant government departments; if so, the details; if not, the reasons;
2. given the failures and irregularities of the new signalling system on the EAL, whether the commissioning date of SCL will be postponed to 2022;
3. the list of challenging tasks faced by the SCL project and their solutions;
4. the details of annual expenditures involved (e.g. departmental expenses and monitoring and verification consultant expenses) in overseeing the progress of the SCL project?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 69)

Reply:

(1)

The new signalling system of East Rail Line (EAL) commenced operations on 6 February 2021. As at 28 February 2021, there were a total of 13 incidents related to the new signalling system which led to service disruption of eight minutes or more. Among the 13 incidents, two of them caused a service disruption of more than 30 minutes (32 minutes and

34 minutes respectively), and would be subject to penalty of \$1 million for each case under the “Service Performance Arrangement” of the Fare Adjustment Mechanism. The causes of the delay mainly include signalling system or trains concerned not operating smoothly. Railway safety was not affected by the incidents and the MTR Corporation Limited (MTRCL) had reported all cases to relevant government departments according to established procedures.

(2)&(3)

The Shatin to Central Link (SCL) project includes two main sections, viz. the Tuen Ma Line (Tai Wai to Hung Hom Section) and the East Rail Line (Hung Hom to Admiralty Section). The target commissioning date for Tuen Ma Line is the third quarter of 2021 which is unaffected by the EAL signaling system. As regards the East Rail Line (Hung Hom to Admiralty Section), whether or not the target commissioning date of the first quarter of 2022 could be maintained depends critically on the effectiveness of the progress recovery measures. The Highways Department (HyD) and the MTRCL are assessing the implication and studying possible delay recovery measures. Since these measures are being developed and progressively implemented by the MTRCL, actual delay to the commissioning cannot be estimated for the time being.

In addition, according to the information provided by MTRCL, the COVID-19 pandemic had impacted the progress of some individual contracts. However, given the continuous change in epidemics, it is still uncertain whether eventually there would be significant impact on the SCL project. MTRCL will continue monitoring closely the overall construction works progress.

(4)

HyD is overseeing the monitoring and verification of the works of MTRCL in implementing the SCL project with existing staff resources and engagement of consultants. As the relevant HyD staff are also responsible for other projects or duties, there is no separate breakdown of expenditure for SCL. For the engagement of consultants, the expenditure was about \$25.2 million in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)084****(Question Serial No. 3146)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Bureau please provide the balance, government injection amount, investment or other income and total expenditure of the following fund in 2019-20? If there are other funds within the purview of the Bureau not being listed below, please also provide information as per the items above.

1. Maritime and Aviation Training Fund

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 79)

Reply:

The Government established the Maritime and Aviation Training Fund (MATF) with a commitment of \$100 million in April 2014 to support and encourage more young students and practitioners of the maritime and aviation sectors to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional competency of the two industries. In May 2019, an additional \$200 million was injected into MATF to sustain and enhance original funding schemes and scholarships, as well for launching new initiatives for manpower development of the maritime and aviation sectors. Till now, MATF has been providing funding support for 15 existing training incentives, subsidy schemes and scholarship programmes for the two industries.

The expenditure and balance of MATF in 2019-20 are as follows:

Accumulated expenditure (as at 31 March 2020) (\$ million)	Commitment Balance (as at 31 March 2020) (\$ million)
97.904	202.096

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)085****(Question Serial No. 1993)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

**Question:**

Regarding the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, will the Government inform this Committee of the following:

1. According to the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, the Administration said that it would conduct a similar study on a site in Tsing Yi subject to the findings of the feasibility study on the two port back-up sites. Will the Administration continue to conduct similar feasibility studies? If so, what are the details? If not, what are the reasons?
2. In the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, the Government has made proposals on the use of 17 sites, including permanent disposal of land, optimising land utilisation in Kwai Tsing area, etc. In addition to the future disposal of the two port back-up sites through open tender, what follow-up actions will the Administration take on the remaining 15 back-up sites? What is the progress? Please list the details in the following table.

	Site no.	Area (hectare)	Measures proposed in the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”	Latest progress
1				
2				
...				

3. What are the expenditures and staff establishment to be involved in the above studies?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 71)

Reply:

The “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” (the Proposals) have made a number of recommendations to optimise the utilisation of the existing port facilities and port back-up land in the vicinity of the Kwai Tsing Container Terminals (KTCTs) to meet the future development needs of the port and logistics industries. We are taking forward the recommended enhancement measures in phases and will continue to do so in 2021-22.

Preparatory works for integrating three port back-up sites of around 7.8 hectares into KTCTs to expand their terminal yard space have been completed. The land grant will be effected after reaching of agreements between the Government and relevant terminal operators. As the planning procedure, including land-use rezoning to facilitate provision of additional barge berths to KTCTs, has been completed, liaison with the terminal operators to make the additional barge berths available is also underway. In addition, we have concluded the two feasibility studies on developing a multi-storey complex for container storage and cargo handling at a site in Tsing Yi and a multi-storey heavy goods vehicle carpark-cum-modern logistics complex at another site in Kwai Chung with a view to disposing of the relevant sites by phases starting 2021 by public tender. Subject to the market reaction to the above land disposal programmes, we will consider conducting a feasibility study on another logistics site in Tsing Yi.

In 2021-22, we will continue to work with relevant departments to dispose of the two concerned sites by phases starting 2021 by public tender to support port and logistics development. We will also continue to follow up on the findings and recommendations of the Proposals. The relevant work is undertaken by the existing staff of the Transport and Housing Bureau as part of their normal duties and there is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)086**

**(Question Serial No. 1994)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the railway development in the New Territories West, will the Government advise on:

1. the monthly average patronage and total patronage of the West Rail Line, Tsuen Wan Line, Tung Chung Line, Airport Express Line and Light Rail in the past three years; the (i) carrying capacity, (ii) maximum carrying capacity, (iii) patronage and (v) loading (at six persons (standing) per square metre and four persons (standing) per square metre respectively) per hour during morning and evening peak hours for the busiest sections;
2. the number of times of service disruptions on the above routes in each year over the past three years with breakdown by type of service disruption;
3. the estimated increase in patronage and loading of various railway routes in the several new development areas (NDAs) (e.g. Hung Shui Kiu, Yuen Long South, Kwu Tung North, etc.) in the New Territories West in the future with breakdown by the railway routes in the NDAs; and
4. the timetables for upgrading the signalling systems of the above railway routes and the numbers of frequencies that can be increased in table form?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 56)

Reply:

1. The monthly average patronage and total patronage of the West Rail Line, Tsuen Wan Line, Tung Chung Line, Airport Express and Light Rail in the past three years are as follows:

	<b>West Rail Line</b>	<b>Tsuen Wan Line</b>	<b>Tung Chung Line</b>	<b>Airport Express</b>	<b>Light Rail</b>
<b>2020</b>					
Monthly Average Patronage (in million)	10.4	21.1	4.6	0.3	9.3
Total patronage (in million)	124.4	253.1	55.0	3.1	111.9
<b>2019</b>					
Monthly Average Patronage (in million)	13.3	29.2	6.8	1.3	13.0
Total patronage (in million)	159.5	350.2	81.6	15.8	155.9
<b>2018</b>					
Monthly Average Patronage (in million)	13.6	31.8	7.1	1.5	15.0
Total patronage (in million)	163.5	381.8	84.9	17.7	179.4

The carrying capacity and loading figures (the busiest hour in the morning per direction for critical links) of West Rail Line, Tsuen Wan Line, Tung Chung Line, and Airport Express in the past three years are set out at **Annex**.

For Light Rail, the carrying capacity and loading of various routes per direction in the busiest hour in the morning in the past three years are as follows:

<b>Light Rail route</b>	<b>Year</b>	<b>Maximum carrying capacity per direction in the busiest hour in the morning (Note 1)</b>	<b>Passenger loading of the busiest section in the morning (Note 2)</b>
505	2020	1 613	84%
	2019	2 406	(Note 3)
	2018	2 356	84%
507	2020	2 031	81%
	2019	2 430	(Note 3)
	2018	2 430	79%
610	2020	1 765	93%
	2019	2 042	(Note 3)
	2018	2 019	91%
614	2020	824	65% (Note 4)
	2019	893	(Note 3)
	2018	980	81% (Note 4)
614P	2020	1 091	65% (Note 4)

<b>Light Rail route</b>	<b>Year</b>	<b>Maximum carrying capacity per direction in the busiest hour in the morning (Note 1)</b>	<b>Passenger loading of the busiest section in the morning (Note 2)</b>
	2019	1 225	(Note 3)
	2018	1 225	81% (Note 4)
615	2020	824	77% (Note 4)
	2019	893	(Note 3)
	2018	942	90% (Note 4)
615P	2020	1 091	77% (Note 4)
	2019	1 225	(Note 3)
	2018	1 225	90%(Note 4)
705	2020	4 000	81%
	2019	4 455	(Note 3)
	2018	4 900	73%
706	2020	4 800	63%
	2019	5 158	(Note 3)
	2018	5 440	74%
751	2020	2 125	76%
	2019	2 858	(Note 3)
	2018	2 625	81%
751P	2020	706	80%
	2019	613	(Note 3)
	2018	1 532	68%
761P	2020	4 364	79%
	2019	4 900	(Note 3)
	2018	5 444	81%

Note 1: In view of the impact of the pandemic and public order events on patronage in 2020 and 2019 respectively, there were adjustments to the Light Rail services and hence the carrying capacity of various routes were reduced.

Note 2: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTR Corporation Limited (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 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 Light Rail.

Note 3: Light Rail service was seriously affected by public order events and vandalism on railway facilities and LRVs in the second half of 2019 (in particular Q4). MTRCL was therefore unable to obtain loading data of individual Light Rail routes by onsite observation and surveys.



Note 4: 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 MTRCL, in normal circumstances, the highest passenger loading of a railway line (both heavy rail and the Light Rail) occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peak hours. Therefore, the passenger loading during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances.

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 respective lines from 2018 to 2020 are listed as below:

<b>Year</b>	<b>Cause</b>	<b>Number of incidents on West Rail Line</b>	<b>Number of incidents on Tsuen Wan Line</b>	<b>Number of incidents on Tung Chung Line</b>	<b>Number of incidents on Airport Express</b>	<b>Number of incidents on Light Rail</b>
2018	Equipment failure	7	11	7	5	21
	Human factors	0	1	3	3	1
2019	Equipment failure	8	12	4	6	16
	Human factors	1	0	1	0	6
2020	Equipment failure	8	11	2	1	25
	Human factors	0	0	2	0	4

3. The New Development Areas (NDAs) in Hung Shui Kiu, Yuen Long South and Kwu Tung North will be served by Tuen Ma Line (i.e. the existing West Rail Line) and East Rail Line respectively. As regards the loading and capacity of West Rail Line, please refer to the reply in part (1) above. For East Rail Line, the maximum carrying capacity is 90 000 while the patronage in 2020 was 36 900. Since the proposed Northern Link and Hung Shui Kiu Station will serve new development areas including Kwu Tung North NDA and Hung Shui Kiu NDA, the Government has requested MTRCL to review the impact of the projects on the existing railways and propose necessary mitigation measures in the planning process of Northern Link and Hung Shui Kiu Station.

4. MTRCL is replacing 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) in phases. Since the incident on Tsuen Wan Line on 18 March 2019 during a signalling system drill, MTRCL has been following up on the improvement measures proposed by the Investigation Panel. A new software development process and work instructions have been completed, to be followed by software verification and rectification works. Given the high complexity of relevant works, MTRCL is closely following up with its contractor with a view to catching up with the progress.

The Electrical and Mechanical Services Department (EMSD) will closely monitor MTRCL's full implementation of the improvement measures and assess their effectiveness. The Government will only allow MTRCL to resume dynamic train testing of the new signalling system on the Tsuen Wan Line after MTRCL has fully completed the rectification work and EMSD has confirmed the safety of the new signalling system upon inspection.

**2018 to 2020 Statistics for West Rail Line, Tsuen Wan Line, Tung Chung Line and Airport Express  
(the busiest hour in the morning per direction for critical links)**

								2018		2019 (Note 1)		2020 (Note 2)	
		West Rail Line			Tsuen Wan Line			Tracks sharing at some sections		Tracks sharing at some sections		Tracks sharing at some sections	
		2018	2019 (Note 1)	2020 (Note 2)	2018	2019 (Note 1)	2020 (Note 2)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)
1.	Design capacity (6 ppsm) (a)	64 000	64 000	64 000	85 000	85 000	85 000	66 000	10 000	66 000	10 000	66 000	10 000
2.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	56 200	56 200	56 200	75 000	75 000	75 000	45 000	4 800	45 000	4 800	45 000	4 800
3.	Existing carrying capacity (6 ppsm) (c)	56 200	56 200	56 200	75 000	75 000	75 000	42 500	4 800	42 500	4 800	42 500	3 200
4.	Difference	7800	7 800	7 800	10 000	10 000	10 000	21 000	5 200	21 000	5 200	21 000	5 200

								2018		2019 (Note 1)		2020 (Note 2)	
		West Rail Line			Tsuen Wan Line			Tracks sharing at some sections		Tracks sharing at some sections		Tracks sharing at some sections	
		2018	2019 (Note 1)	2020 (Note 2)	2018	2019 (Note 1)	2020 (Note 2)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)
	between (a) and (b) (Note 4)												
5.	Difference between (b) and (c) (Note 5)	0	0	0	0	0	0	2 500	0	2 500	0	2 500	1 600
6.	Current patronage (d)	40 400	39 600	33 500	60 200	56 900	49 500	28 600	2300	28 500	2 200	22 300	900
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	72% {Kam Sheung Road to Tsuen Wan West}	70% {Kam Sheung Road to Tsuen Wan West}	60% {Kam Sheung Road to Tsuen Wan West}	80% {Yau Ma Tei to Jordan}	76% {Yau Ma Tei to Jordan}	66% {Yau Ma Tei to Jordan}	67% {Olympic to Kowloon}	48% (Note 7)	67% {Kowloon to Hong Kong}	46% (Note 7)	52% {Kowloon to Hong Kong}	28% (Note 7)
8.	Current loading (2) (4 ppsm) [(d)/(c) ÷ 71.2%] (Note 6) (For the critical	101%	99%	84%	113%	107%	93%	95%		94%		74%	

							2018		2019 (Note 1)		2020 (Note 2)	
West Rail Line			Tsuen Wan Line				Tracks sharing at some sections		Tracks sharing at some sections		Tracks sharing at some sections	
2018	2019 (Note 1)	2020 (Note 2)	2018	2019 (Note 1)	2020 (Note 2)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	Tung Chung Line (Note 3)	Airport Express (Note 3 and 7)	
links mentioned in item (7))												

Note 1: Only data of the first half of 2019 was included as the figures in the second half of 2019 were affected by the public order events.

Note 2: In view of the impact of the pandemic on patronage, the above figures are based on data obtained in those months when the pandemic was relatively eased.

Note 3: 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.

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; and (b) 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 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 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)087**

**(Question Serial No. 1995)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the route works in the New Territories West, will the Government advise on:

1. the details of the current works progress of Route 11 (Yuen Long to Lantau North), Tuen Mun Bypass, the widening of Yuen Long Highway, Tsing Yi-Lantau Link (including the on-going and completed projects), the expected completion dates, the expected commencement dates of public consultations on the above works projects;
2. the specific work progress and timetables of the above works in the next three years; and
3. the preliminary studies, expenditures and staffing to be involved for the above works?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 57)

Reply:

The feasibility study on Route 11 (section between Yuen Long and North Lantau) ("Route 11"), at an estimated cost of about \$87.7 million, was substantially completed in late 2020. The Legislative Council Panel on Transport and four District Councils (DC), i.e. Tuen Mun DC, Tsuen Wan DC, Islands DC and Yuen Long DC, were consulted on the project in February to March 2021. The Government will continue with the funding approval application for the investigation stage of Route 11 in Q2 2021. The investigation study will commence immediately subject to the availability of funds.

The feasibility study on Route 11 also established the need for constructing a Tsing Yi – Lantau Link ("TY-LL") and widening a section of Yuen Long Highway between Lam Tei

and Tong Yan San Tsuen. To enable timely implementation of TY-LL and the Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), the Highways Department (HyD) commissioned an engineering study of TY-LL at an estimated cost of \$19.7 million funded under block allocation Head 706 Subhead 6100TX, and an in-house feasibility study on Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen).

The feasibility study of the Tuen Mun Bypass is conducted by HyD's in-house resources which is targeted to be completed in 2021. Upon completion of the feasibility study, HyD will proceed to commence an investigation study to be funded under block allocation Head 706 Subhead 6100TX. Tuen Mun DC was consulted on the project in February 2021.

It is the Government's target to commission the aforementioned major roads not later than 2036. HyD will continue to deploy existing staff resources to oversee the projects.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)088**

**(Question Serial No. 0921)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Since aircraft financing is a very promising global business, the Government has introduced tax concession 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, how many aircraft leasing companies have set up offices in Hong Kong because of tax concession? What are the expenditures expected to be incurred by the Government for the promotional plan in the coming year? What is the manpower to be involved? Besides, according to government forecast for the coming five years, how many job positions will the aircraft leasing business create for the financial and aviation industries and how much will it contribute to gross domestic product in percentage terms?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 84)

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 stakeholders, including the aircraft leasing and aviation financing associations and professional groups, to promote our 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, the tax regime has been well-received by the global aircraft leasing industry. Since we introduced the tax regime in 2017, a number of major industry players from the Mainland of China and overseas have set up their subsidiaries/operating arm in Hong Kong, including three of the top ten aircraft leasing companies in the world. According to industry feedback, aircraft

leasing deals of over 80 aircraft and parts have been made on the Hong Kong platform so far, involving lessors/lessees around the world (including the Mainland of China, Chile, Cambodia, Indonesia, Japan, South Korea, Malaysia, Qatar and Vietnam). 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 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 20<sup>th</sup> 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 20<sup>th</sup> 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)089**

**(Question Serial No. 0974)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in paragraph 115 of the Budget Speech that, as the capability of Hong Kong International Airport (HKIA) in handling high-value temperature-controlled air cargo is internationally recognised, the Government will work with the Airport Authority (AA) to actively study measures to facilitate trans-shipment through Hong Kong, with a view to maintaining Hong Kong's competitive edge as an international air cargo hub. What is the expected time for completing the study? What are the staffing and estimated expenditure involved in the study? Will the Government inform this Committee of the initial directions of the facilitation measures?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 205)

Reply:

Transshipment constitutes a substantial share of air cargoes handled at HKIA. The AA has been working together with the Government to enhance transshipment through Hong Kong and is working to develop intermodal cargo transshipment to expand the catchment area of the HKIA's air cargo businesses. AA is planning to set up an upstream logistics park in the Greater Bay Area and an airside sea-to-air intermodal cargo handling facility at HKIA. AA is studying the relevant regulations and facilitation measures for the operations between the HKIA Logistics Park and the intermodal cargo handling facility at HKIA with a view to launching the pilot scheme by 2021. The project and related study will be funded entirely by AA, and does not require funding from the Government.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)090**

**(Question Serial No. 1045)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (2), the Transport and Housing Bureau (THB) is responsible for the work relating to parking facilities. Please advise on:

1. the respective progress of the work below, the numbers of additional parking spaces involved (if any), staffing and salary expenses:
  - a. overseeing the review of parking standards under the Hong Kong Planning Standards and Guidelines (HKPSG);
  - b. overseeing the implementation of recommendations arising from the consultancy study on parking for commercial vehicles (CVs); and
  - c. increasing public car parks in line with the principle of "single site, multiple uses";
2. whether the Government has continued to take forward the work in increasing on-street night-time parking spaces for CVs, parking spaces for coaches and picking up/setting down facilities; if so, of the progress made in 2010-21; if not, of the reasons; and
3. whether the Government can provide 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.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 11)

Reply:

- 1a. The Transport Department (TD) has consulted relevant stakeholders on the review of the standards for parking facilities stipulated in HKPSG with a view to increasing the parking provision. TD plans to promulgate the revised parking standards with due consideration to the views collected. Overseeing the revision of parking standards is an on-going task of THB and is undertaken by THB's existing staff. There is no separate breakdown of the manpower and expenditure involved.
- 1b&2. The recommendations arising from the consultancy study on parking for CVs are being taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The recommendations and latest progress of implementation are tabulated at Annex 1. Overseeing the implementation of the recommendations is an on-going task of THB and is undertaken by THB's existing staff. There is no separate breakdown of the manpower and expenditure involved.
- 1c. Following the principle of "single site, multiple uses", TD is proactively exploring the incorporation of new public car parks in suitable "Government, Institution or Community" facilities and public open space projects. Subject to technical feasibility, it is expected that there are about 20 suitable works projects, providing a total of around 5 100 parking spaces by batches. To this end, with the policy support of THB, TD is working closely with relevant bureaux and departments on these projects and will embark on technical assessment to ascertain the feasibility of provision of public car parking spaces. Overseeing the provision of new public car parks is an on-going task of THB and is undertaken by THB's existing staff. There is no separate breakdown of the manpower and expenditure involved.
3. The numbers of public parking spaces (including those provided by the Government and those provided by privately-operated car parks) and parking spaces for private use in each of the 18 districts by vehicle type over the past three years are tabulated at Annex 2. Overall speaking, the total number of public parking spaces provided by the Government and privately operated car parks has slightly dropped in the past three years, while that of ancillary parking spaces provided by the Government and the private sector was on a steady increase in recent years, resulting in a net increase of the total number of parking spaces from about 758 000 (Feb 2019) to 771 000 (Feb 2021).

TD does not have records on the utilisation of privately owned car parks. For the 11 public car parks under TD's purview, their average utilisation rates in 2020 are tabulated at Annex 3.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	In 2020, 66 new on-street night-time CV parking spaces and on-street parking spaces for coaches were provided. During the same period, six new picking-up/setting-down facilities were provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2020/21 school year, a cumulative total of 28 schools provided about 80 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable short-term tenancy (STT) car parks a minimum number of parking spaces for CVs	As at December 2020, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 36 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight suitable sites for public CV parks have been identified.</p> <p>As at early March 2021, among these eight sites, pre-construction activities are being conducted for the Amenity Complex in Area 103, Ma On Shan. For the Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai and the proposed Open Space cum Underground Car Park at To Wah Road, West Kowloon, consultations with the relevant District Councils are on-going. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for the other five sites.</p>
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in HKPSG with a view to increasing the parking provision.	TD has consulted relevant stakeholders and plans to promulgate the revised parking standards with due consideration to the views collected.
(6) Stipulate the opening up of part of	New lease conditions to require the owners

<b>Recommendations</b>	<b>Latest Progress</b>
<p>ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs</p>	<p>of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been formulated and will be incorporated in the Conditions of Sale for suitable new Government land sale sites.</p>

**I. Numbers of public parking spaces provided by the Government in the past three years<sup>^\*</sup>**

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total <sup>u</sup>
Central & Western	Feb 2021	2 265	291	15	885	3 456
	Feb 2020	2 263	292	15	871	3 441
	Feb 2019	2 273	589	15	871	3 748
Wan Chai	Feb 2021	1 756	24	26	771	2 577
	Feb 2020	1 762	22	26	772	2 582
	Feb 2019	1 761	6	24	772	2 563
Eastern	Feb 2021	1 259	78	68	841	2 246
	Feb 2020	1 256	66	73	773	2 168
	Feb 2019	1 226	60	99	721	2 106
Southern	Feb 2021	1 411	66	140	506	2 123
	Feb 2020	1 430	64	140	500	2 134
	Feb 2019	1 382	64	140	491	2 077
Yau Tsim Mong	Feb 2021	1 616	370	157	1 301	3 444
	Feb 2020	2 327	369	157	1 352	4 205
	Feb 2019	2 337	369	177	1 372	4 255
Sham Shui Po	Feb 2021	2 327	389	14	809	3 539
	Feb 2020	2 318	386	14	795	3 513
	Feb 2019	2 337	1 063	34	796	4 230
Kowloon City	Feb 2021	2 511	136	106	916	3 669
	Feb 2020	2 432	136	106	893	3 567
	Feb 2019	2 467	136	96	893	3 592
Wong Tai Sin	Feb 2021	1 126	141	25	514	1 806
	Feb 2020	1 121	142	44	514	1 821
	Feb 2019	1 076	142	19	499	1 736
Kwun Tong	Feb 2021	1 818	118	40	848	2 824
	Feb 2020	1 799	118	46	828	2 791
	Feb 2019	1 723	132	42	778	2 675
Tsuen Wan	Feb 2021	1 498	53	35	628	2 214
	Feb 2020	1 505	51	36	628	2 220
	Feb 2019	1 466	51	36	565	2 118
Tuen Mun	Feb 2021	1 563	328	59	838	2 788
	Feb 2020	1 571	328	51	820	2 770
	Feb 2019	1 537	348	41	803	2 729
Yuen Long	Feb 2021	1 637	433	108	640	2 818
	Feb 2020	1 774	440	110	568	2 892
	Feb 2019	1 608	442	111	555	2 716
North	Feb 2021	1 675	382	27	421	2 505
	Feb 2020	1 714	427	29	400	2 570
	Feb 2019	1 771	427	29	400	2 627



District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total <sup>u</sup>
Tai Po	Feb 2021	1 838	337	87	236	2 498
	Feb 2020	1 847	331	82	235	2 495
	Feb 2019	1 840	333	82	235	2 490
Sai Kung	Feb 2021	2 159	331	175	454	3 119
	Feb 2020	2 158	331	168	442	3 099
	Feb 2019	2 159	331	174	423	3 087
Sha Tin	Feb 2021	2 274	305	65	542	3 186
	Feb 2020	2 349	287	58	516	3 210
	Feb 2019	2 208	280	58	495	3 041
Kwai Tsing	Feb 2021	1 417	361	29	810	2 617
	Feb 2020	1 363	361	30	701	2 455
	Feb 2019	1 449	360	30	699	2 538
Islands	Feb 2021	1 266	72	74	173	1 585
	Feb 2020	1 381	72	74	173	1 700
	Feb 2019	1 301	72	74	173	1 620
Total	Feb 2021	31 416	4 215	1 250	12 133	49 014
	Feb 2020	32 370	4 223	1 259	11 781	49 633
	Feb 2019	31 921	5 205	1 281	11 541	49 948

**II. Numbers of public parking spaces provided at privately-operated car parks in the past three years<sup>^</sup>**

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2021	8 252	262	25	112	8 651
	Feb 2020	8 037	254	25	112	8 428
	Feb 2019	7 990	302	29	112	8 433
Wan Chai	Feb 2021	9 172	61	6	52	9 291
	Feb 2020	9 649	70	2	60	9 781
	Feb 2019	9 617	70	2	49	9 738
Eastern	Feb 2021	11 316	500	129	433	12 378
	Feb 2020	11 407	508	140	420	12 475
	Feb 2019	11 446	550	150	443	12 589
Southern	Feb 2021	6 839	518	177	167	7 701
	Feb 2020	6 796	520	178	145	7 639
	Feb 2019	6 794	563	168	145	7 670
Yau Tsim Mong	Feb 2021	15 585	708	56	278	16 627
	Feb 2020	14 413	1 704	56	266	16 439
	Feb 2019	13 405	1 728	39	249	15 421
Sham Shui Po	Feb 2021	8 151	1 450	62	113	9 776
	Feb 2020	8 121	1 450	65	110	9 746
	Feb 2019	8 175	1 428	66	105	9 774
Kowloon City	Feb 2021	7 153	606	111	27	7 897
	Feb 2020	6 991	637	74	19	7 721
	Feb 2019	7 742	859	497	25	9 123
Wong Tai Sin	Feb 2021	5 312	186	22	134	5 654
	Feb 2020	5 296	161	75	137	5 669
	Feb 2019	5 278	161	79	115	5 633
Kwun Tong	Feb 2021	13 918	1 050	11	442	15 421
	Feb 2020	13 724	969	11	396	15 100
	Feb 2019	13 049	972	45	360	14 426
Tsuen Wan	Feb 2021	10 335	753	365	199	11 652
	Feb 2020	9 858	742	365	147	11 112
	Feb 2019	9 789	772	375	145	11 081
Tuen Mun	Feb 2021	8 797	1 115	72	45	10 029
	Feb 2020	8 778	1 186	70	38	10 072
	Feb 2019	8 781	1 151	70	36	10 038
Yuen Long	Feb 2021	8 793	425	7	56	9 281
	Feb 2020	8 899	447	7	49	9 402
	Feb 2019	8 849	460	7	49	9 365
North	Feb 2021	4 702	538	0	34	5 274
	Feb 2020	4 802	569	0	33	5 404
	Feb 2019	5 199	677	0	48	5 924
Tai Po	Feb 2021	5 640	271	21	49	5 981
	Feb 2020	5 489	249	21	40	5 799
	Feb 2019	5 509	308	21	29	5 867

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Sai Kung	Feb 2021	11 201	288	34	430	11 953
	Feb 2020	10 868	314	43	425	11 650
	Feb 2019	10 424	341	43	421	11 229
Sha Tin	Feb 2021	16 227	1 069	50	227	17 573
	Feb 2020	16 094	1 058	48	238	17 438
	Feb 2019	16 336	1 097	39	254	17 726
Kwai Tsing	Feb 2021	9 957	7 082	357	171	17 567
	Feb 2020	10 036	7 219	341	153	17 749
	Feb 2019	10 062	7 187	236	153	17 638
Islands	Feb 2021	5 116	344	183	85	5 728
	Feb 2020	6 340	204	188	125	6 857
	Feb 2019	6 346	204	143	135	6 828
Total	Feb 2021	166 466	17 226	1 688	3 054	188 434
	Feb 2020	165 598	18 261	1 709	2 913	188 481
	Feb 2019	164 791	18 830	2 009	2 873	188 503

### III. Numbers of parking spaces for private use in the past three years<sup>^</sup>

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2021	27 979	596	41	422	29 038
	Feb 2020	28 406	596	40	432	29 474
	Feb 2019	28 173	280	40	429	28 922
Wan Chai	Feb 2021	28 200	227	102	480	29 009
	Feb 2020	28 230	328	102	473	29 133
	Feb 2019	28 047	320	104	468	28 939
Eastern	Feb 2021	34 062	1 290	127	1 299	36 778
	Feb 2020	33 974	1 265	127	1 280	36 646
	Feb 2019	33 242	1 275	119	1 217	35 853
Southern	Feb 2021	31 130	571	39	1 220	32 960
	Feb 2020	31 190	573	38	1 219	33 020
	Feb 2019	31 098	570	46	1 194	32 908
Yau Tsim Mong	Feb 2021	18 099	446	72	481	19 098
	Feb 2020	17 924	447	69	481	18 921
	Feb 2019	17 745	289	69	480	18 583
Sham Shui Po	Feb 2021	19 035	1 440	342	1 113	21 930
	Feb 2020	18 843	1 421	334	1 085	21 683
	Feb 2019	18 645	757	335	1 077	20 814
Kowloon City	Feb 2021	39 313	520	55	1 033	40 921
	Feb 2020	39 397	520	52	1 036	41 005
	Feb 2019	39 408	544	44	1 018	41 014
Wong Tai Sin	Feb 2021	14 430	985	41	1 639	17 095
	Feb 2020	14 447	985	41	1 625	17 098
	Feb 2019	14 480	987	38	1 625	17 130
Kwun Tong	Feb 2021	31 972	2 185	129	3 112	37 398
	Feb 2020	31 505	2 189	119	3 055	36 868
	Feb 2019	30 599	2 164	115	2 922	35 800
Tsuen Wan	Feb 2021	25 979	1 141	17	730	27 867
	Feb 2020	25 708	1 153	14	716	27 591
	Feb 2019	25 608	1 153	14	716	27 491
Tuen Mun	Feb 2021	31 762	1 038	65	897	33 762
	Feb 2020	30 980	1 044	70	879	32 973
	Feb 2019	30 656	1 025	60	842	32 583
Yuen Long	Feb 2021	31 914	1 194	241	1 149	34 498
	Feb 2020	31 015	1 218	240	1 154	33 627
	Feb 2019	30 798	1 210	242	1 119	33 369
North	Feb 2021	15 104	721	50	419	16 294
	Feb 2020	15 109	718	48	409	16 284
	Feb 2019	14 685	730	48	364	15 827
Tai Po	Feb 2021	23 522	553	37	800	24 912
	Feb 2020	22 188	553	37	757	23 535

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
	Feb 2019	21 167	550	37	692	22 446
Sai Kung	Feb 2021	29 148	918	127	2 131	32 324
	Feb 2020	28 870	918	119	2 156	32 063
	Feb 2019	28 380	870	122	2 078	31 450
Sha Tin	Feb 2021	55 641	1 330	118	2 244	59 333
	Feb 2020	55 111	1 331	126	2 211	58 779
	Feb 2019	54 341	1 345	122	2 117	57 925
Kwai Tsing	Feb 2021	24 561	3 587	57	1 867	30 072
	Feb 2020	24 538	3 508	30	1 848	29 924
	Feb 2019	24 206	3 506	30	1 830	29 572
Islands	Feb 2021	9 529	521	25	352	10 427
	Feb 2020	8 989	515	25	312	9 841
	Feb 2019	8 460	517	9	266	9 252
Total	Feb 2021	491 380	19 263	1 685	21 388	533 716
	Feb 2020	486 424	19 282	1 631	21 128	528 465
	Feb 2019	479 738	18 092	1 594	20 454	519 878

^ The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

\* Public parking spaces provided by the Government (except those under TD's purview (see Annex 3 below)) include various types of parking spaces (including on-street and off-street parking spaces) operated by different departments. TD does not have all records on the utilisation of these parking spaces.

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles 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.

**Numbers of parking spaces and utilisation rates in  
public car parks under TD's purview in 2020**

Car Park	No. of Parking Spaces <sup>^</sup>	Average utilisation rate <sup>^</sup>	
		Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	377	56%	12%
City Hall Car Park	170	41%	8%
Rumsey Street Car Park	835	50%	26%
Kennedy Town Car Park	195	80%	74%
Tin Hau Car Park	428	71%	65%
Shau Kei Wan Car Park	385	78%	79%
Aberdeen Car Park	293	73%	89%
Sheung Fung Street Car Park, Wong Tai Sin	267	77%	85%
Wong Tai Sin Public Transport Terminus Car Park <sup>#</sup>	37	23% <sup>α</sup>	8% <sup>α</sup>
Kwai Fong Car Park <sup>*</sup>	531	71%	71%
Tsuen Wan Car Park	545	82%	82%

<sup>^</sup> Excluding parking spaces for motorcycles.

<sup>#</sup> Wong Tai Sin Public Transport Terminus Car Park is a parking facility that originally offered 25 parking spaces for coaches only. Since 1 September 2020, the car park has been opened for parking of other designated types of vehicles on a temporary basis. At present, the car park offers 31 parking spaces for private cars/van-type light goods vehicles, two parking spaces for coaches and four parking spaces for coaches/goods vehicles.

<sup>α</sup> The average utilisation rate in September 2020 to December 2020.

<sup>\*</sup> Among the 75 parking spaces for private cars/van-type light goods vehicles at the rooftop of the Kwai Fong Car Park, 54 parking spaces have been released for public use since 1 January 2020. The remaining 21 parking spaces are kept for the temporary vehicle detention centre.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)091****(Question Serial No. 0722)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the specific measures to be rolled out by the Administration regarding the launch of Smart Mobility initiatives, and the manpower and the expenditures to be involved in 2021-22?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 69)

Reply:

The estimated manpower resources and expenditures to be involved in 2021-22 of various Smart Mobility initiatives under the purview of the Transport Branch of the Transport and Housing Bureau (THB) and its departments are tabulated as follows -

<b>Smart mobility initiatives</b>	<b>Estimated manpower resources in 2021-22</b>	<b>Estimated expenditures in 2021-22</b>
<b>(a) Intelligent Transport System and Traffic Management</b>		
1. Extend the walking route search function in the Transport Department (TD)'s "HKeMobility" mobile application to cover all 18 districts	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	The walking route information is based on 3D Pedestrian Network produced by the Lands Department, which will update the information regularly. No additional expenditure will be incurred by TD.

Smart mobility initiatives	Estimated manpower resources in 2021-22	Estimated expenditures in 2021-22
2. Implement Free-flow Tolling System at government tolled tunnels and Tsing Sha Control Area starting from end 2022	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$104.4 million
3. Collect real-time traffic information from about 1 200 traffic detectors installed along strategic routes and major roads for incident management and dissemination to the public	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$103.7 million
4. Take forward the Electronic Road Pricing Pilot Scheme in Central	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$1.5 million
5. Continue to implement pilot real-time adaptive traffic signal system with sensors for pedestrians and vehicles at five road junctions to optimise the green times allocated to vehicles and pedestrians	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$1.9 million
6. Continue to facilitate trial and use of autonomous vehicles	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	No additional expenditure involved.
7. Encourage public transport operators to introduce new electronic payment systems, having regard to the systems' reliability, user friendliness and efficiency	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	No additional expenditure involved.
8. Establish real-time arrival information system for green minibuses (GMBs) by 2022 and continue to encourage public transport operators to open up their data	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$25.1 million for system development, daily management, operation and maintenance of the real-time arrival information system for



Smart mobility initiatives	Estimated manpower resources in 2021-22	Estimated expenditures in 2021-22
		GMBs and for the estimated time of arrival data hosting services.
9. Pilot the use of technology to deter improper use of loading and unloading bays, illegal parking and other traffic offences	The trials are under the purview of the Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB).	The trials are undertaken by EKEO of DEVB.  As far as the Transport Branch of THB is concerned, the related work will be absorbed by existing manpower. No separate breakdown of the manpower and expenditure involved in THB.
10. Completed the trial of geo-fencing technology on vehicles, and will continue to study the feasibility of implementing the technology on franchised buses to enhance bus safety	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	No additional expenditure involved.
11. Set up \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	Two time-limited posts (including one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) have been approved from 2020-21 to 2026-27 to assist in the implementation of the Fund.  TD has engaged the Hong Kong Productivity Council (HKPC) as the Secretariat for the Fund, and the administrative expenditure of HKPC will be capped at 15% of the amount of the Fund.	\$91.9 million

<b>Smart mobility initiatives</b>	<b>Estimated manpower resources in 2021-22</b>	<b>Estimated expenditures in 2021-22</b>
12. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	Funded by the Office of the Government Chief Information Officer.
<b>(b) Public Transport Interchanges/Bus Stops and Parking</b>		
13. Release real-time information of franchised buses through information display panels at 1 300 covered bus stops or government public transport interchanges by 2021	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million. The expenditure in 2021-22 will depend on the result of tender exercises by each franchised bus company on the supply and installation of the display panels and the installation progress.
14. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment with a new mobile app “HKeMeter”) gradually and provide real-time parking vacancy information	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$137.0 million
15. Continue to encourage operators of public car parks to provide real-time parking vacancy information to facilitate motorists’ search for parking spaces; and include relevant conditions in land leases and short-term tenancy agreements requiring relevant public car parks to provide real-time parking vacancy information	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	No additional expenditure involved.

<b>Smart mobility initiatives</b>	<b>Estimated manpower resources in 2021-22</b>	<b>Estimated expenditures in 2021-22</b>
16. Commission automated parking system pilot projects by batches starting from 2021, to pave the way for wider application in short-term tenancy public car parks and public car parks in government premises and to encourage adoption in public car parks in private developments	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	No additional expenditure involved.
17. Conduct trials of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information by 2022	The work of TD is undertaken by its existing staff. No separate breakdown of the manpower involved.	\$1.0 million
<b>(c) Environmental Friendliness in Transport</b>		
18. Establish “bicycle-friendly” new towns and new development areas	<p>For the initiative in new towns, the project management is undertaken by TD and the Highways Department (HyD).</p> <p>For TD, the work is undertaken by the existing staff with no separate breakdown of the manpower involved.</p> <p>For HyD, the contract management and supervision of the construction works for the cycling improvement works are undertaken by the existing staff of HyD. No separate breakdown of the manpower involved.</p>	\$23.4 million (Construction cost)

<b>Smart mobility initiatives</b>	<b>Estimated manpower resources in 2021-22</b>	<b>Estimated expenditures in 2021-22</b>
19. Continue to take forward “Walk in HK”, and launch a series of initiatives to encourage people to walk more	The consultancy management is undertaken by the existing staff of TD. The contract management and supervision of the construction works are undertaken by the existing staff of HyD. No separate breakdown of the manpower involved.	\$11.4 million (Consultancy fee) and \$53.0 million (Construction cost)
20. Continue to take forward the “Universal Accessibility (UA)” Programme to retrofit barrier-free access facilities at existing public walkways and those existing walkways which fulfil certain criteria	Existing resources of HyD will be deployed to implement the UA Programme. No separate breakdown of the manpower involved.	\$572.5 million
<b>(d) Smart Airport</b>		
21. Smart Airport initiatives	Deployed by the Airport Authority Hong Kong (AAHK).	Funded by the AAHK.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)092**

**(Question Serial No. 0443)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In paragraph 145 of the Budget speech, the Financial Secretary has mentioned that "The number of private cars has been on the rise. Traffic congestion has been aggravating. The first registration tax and the vehicle licence fee for private cars have not been adjusted since 2011 and 1991 respectively. I propose increasing the rate of each tax band for the first registration tax for private cars (including electric private cars) by 15 per cent and the vehicle licence fee by 30 per cent". In this regard, will the Administration inform this Committee:

1. the additional tax revenue and vehicle licence fee income after implementation of this policy;
2. whether the Administration has estimated the reduction in the growth rate of private cars. If yes, of the details; if no, of the reasons;
3. whether the Administration will consider extending the scope of this policy initiative to different vehicle types, like goods vehicles and public service vehicles. If yes, of the details; if no, of the reasons.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 25)

Reply:

Given that Hong Kong is a small and densely-populated city, the Government has been encouraging the public to take public transport instead of driving private cars (PCs) for commuting to ensure the efficient use of limited road space. Nevertheless, the number of licensed PCs grew by about 38% from 415 000 in 2010 to 573 000 in 2020. This enormous size and continuous growth of PCs is a major contributor to the worsening traffic congestion.

During the past 30 years (i.e. from 1990 to 2020), first registration tax (FRT) rates and vehicle licence fee (VLF) levels were only increased on a few occasions. The FRT rates for PCs were last increased in 2011, whereas the VLF levels for PCs have been frozen since 1991. To partly catch up with the inflation and taking into account such factors as public acceptability, the Financial Secretary proposed in the Budget Speech increasing the FRT rates and VLF levels for PCs by 15% and 30% respectively as fiscal disincentives to curb the growth of PCs.

Turning to parts 1 and 2 to the question, although the increases of FRT rates and VLF levels have been proven to lead to reduction in growth of PCs, an individual's decision to buy and keep a PC is affected by a number of factors, including personal need and preference, overall economic situation, car price in real terms (as affected by currency fluctuation and household income), property market and investment opportunities, etc. It is therefore difficult to accurately predict consumer behavioural change, and the impact of the parallel increases of FRT rates and VLF levels on the growth of PCs. More fundamentally, the proposals are not intended to serve revenue-raising purpose. Depending on the actual response of prospective PC buyers and existing PC owners to the measures, it is expected that there may be additional revenue for the Government in 2021-22.

After taking into account the impact of the proposed increases of FRT and VLF for PCs, it is estimated that for 2021-22, the revenue from motor vehicle FRT (including vehicles other than PCs) will be \$6.37 billion (compared to \$6.11 billion in 2020-21), whereas the revenue from vehicle (including vehicles other than PCs) and driving licences will be \$4.47 billion (compared to \$3.54 billion in 2020-21).

The Government has been closely monitoring the growth of various types of vehicles. For the time being, the Government does not have plan to increase the FRT and VLF for other types of vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)093**

**(Question Serial No. 0445)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the Matters Requiring Special Attention in 2021-22 under Programme (2), it is mentioned that the Bureau will continue to oversee the works for a number of road projects (i.e. the Tseung Kwan O – Lam Tin Tunnel, the Trunk Road T2 and Cha Kwo Ling Tunnel, the Cross Bay Link, Tseung Kwan O, etc.). In this regard, will the Administration advise this Committee of the following:

1. the latest progress of these infrastructure works;
2. whether the Government has assessed some engineering problems due to the logistics delays of materials; and whether the Administration is confident to complete the projects on or before the targeted completion dates;
3. regarding coronavirus outbreaks on construction sites recently, whether specific measures have been implemented to safeguard health in these construction site, specifically the improvement of working environment and conditions in changing rooms and canteens.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 43)

Reply:

1. The Government is actively taking forward the construction of the strategic Route 6, which comprises the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), the Trunk Road T2 and Cha Kwo Ling Tunnel (Trunk Road T2) and the Central Kowloon Route (CKR), with a view to fully commissioning the entire Route 6 in 2026. For TKO-LTT, further to the breakthrough of the main tunnel in June 2020, the Government has been pressing ahead with the tunnel lining works, electrical and mechanical installations and associated roadworks etc. For CKR and Trunk Road T2, tunnel works are underway and the general progress is satisfactory.

With regard to the Cross Bay Link, Tseung Kwan O which is a separate project connecting TKO-LTT to Wan Po Road in Area 86 of Tseung Kwan O, erection of the prefabricated double-arch steel bridge, which is also the largest component of the bridge, was completed in February 2021 with other related works underway. The project is targeted for commissioning in 2022.

2. The COVID-19 pandemic has affected the supply chain of construction materials and installations from the Mainland and overseas, reduced the workforce for site works and caused disruptions to the works progress. Some site works of the projects above have been temporarily suspended as per the advice of the Centre for Health Protection (CHP), which consequentially affect the works progress beyond the suspension period since certain site and machinery preparatory works have to be carried out again, and the productivity of the workforce has been affected alongside the implementation of infection prevention and control measures. The Government will continue to closely monitor the progress of works in the light of the development of the COVID-19 pandemic situation, and assess the impacts of the pandemic on the projects.
3. In line with the guidelines of the CHP, the project teams have been implementing a range of preventive and control measures, including body temperature checking before entry to sites, requirements for all personnel in construction sites to wear surgical mask, provision of surgical masks and other protective equipment, etc. The contractors have provided changing and resting places and toilet facilities in multiple works fronts and stepped up the cleansing and disinfection of work environments, especially in changing rooms, canteens and toilets.

To further strengthen measures against the pandemic, the contractors have also made arrangements such as staggered lunch hours, setting up more locations for meal breaks and resting, limiting the number of people simultaneously using the changing facilities and resting places at any one time and assigning each worker with a designated location for changing so as to maintain social distancing and reduce the risk for cross infection. Surveillance and patrol have also been stepped up to ensure compliance with the above measures. Furthermore, the contractors have required all site personnel to present negative COVID-19 test results conducted within the past 14 days for entering the construction sites for work.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)094**

**(Question Serial No. 0446)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In "Matters Requiring Special Attention in 2021-22" under Programme (2), the Administration states that it will continue to prepare for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery as well as regulation on railway safety. Will the Administration advise the Committee of the following:

1. the estimated administrative cost, manpower and resources allocated to execute the above policy, and whether additional staff will be deployed;
2. the expected date of establishment of the Railways Department;
3. what measures and actions to be taken to ensure the independence, transparency and openness of the Railways Department;
4. whether the Government will consider proposing a review of the existing fare adjustment mechanism to MTR Corporation by the new established Railways Department. If yes, of the details; if no, of the reason;
5. whether the Administration will consider the MTR Corporation buy-back in achieving a good balance between public interest and profitability

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 44)

Reply:

(1) – (3)

The Government proposes to establish the Railways Department (RD) under the Transport and Housing Bureau (THB) by amalgamating the Railway Development Office of the Highways Department (HyD/RDO) and Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) to strengthen its supervision of railway planning and project delivery as well as regulation of railway safety. Having regard to the current

financial situation of the Government and the Chief Executive's general directive in her 2020 Policy Address, the Government proposes to seek the approval of the Finance Committee of the Legislative Council (LegCo) in the 2021-22 legislative session to establish the proposed RD in the 2022-23 financial year.

THB's preparation for the establishment of the proposed RD is covered by existing resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts in the HyD/RDO will be established in the second half of 2021 to make necessary arrangements for establishing the new department. The salary provision (in terms of notional annual mid-point salary) for these 13 posts in the 2021-22 financial year is \$9.8 million.

Subject to the LegCo's approval for the establishment of the new department, the proposed RD will comprise 291 posts, with an overall annual salary provision at \$266.7 million upon establishment in the 2022-23 financial year. Amongst the 291 posts, 240 posts (annual salary provision at \$223.8 million) are to be transferred from the HyD/RDO and EMSD/RB, and 51 new posts are to be created under the proposed RD (annual salary provision at \$43.0 million). Apart from the 18 posts performing departmental administration function (annual salary provision at \$13.1 million), the other staff will be responsible for implementing the enhanced monitoring, control and regulatory strategies for new railway projects and operating railways.

The proposed RD will serve as the single point of responsibility in the Government in respect of the whole life cycle of railways in the planning, construction, operation, and asset replacement stages. It will also exercise its statutory powers as railway safety regulator independently and professionally. Like other policy bureaux and departments, the proposed RD will actively engage all stakeholders, including the LegCo, and effectively disseminate information regarding its work through the Controlling Officers' Report (which will include a number of performance indicators) as well as other reports to the LegCo, particularly with regard to the progress of railway projects underway.

(4)

The current Fare Adjustment Mechanism (FAM) has been adopted since the rail merger in 2007, replacing the fare autonomy the MTR Corporation Limited (MTRCL) then enjoyed.

During the legislative process of the rail merger, FAM and its formula, as one of the conditions of the rail merger, were extensively discussed at the LegCo and were approved at MTRCL's shareholder's meeting after much deliberation and consideration. The FAM is legally binding and forms part of the rail merger agreement between the Government and MTRCL, and is included in the Operating Agreement between the two parties.

Pursuant to the Operating Agreement, the FAM undergoes a regular review every five years. It was first reviewed in 2013. The second review was advanced by the Government in 2017 due to public concern, of which the result is applicable to the fare adjustments in the following six years between 2017-18 and 2022-23. The next review is due for completion in 2023.

(5)

The Government has been actively fulfilling the responsibilities of the major shareholder of MTRCL, relaying from time to time the concerns of the Government as well as those of the community about the management and operation of MTRCL. Currently, the MTRCL Board comprises 20 members, among whom four are government directors. The Chairman is appointed by the Government. The Government is fully aware of the increasing public demands and expectations on MTRCL as a major transport service operator in Hong Kong. We shall continue to supervise MTRCL through the established mechanism and channels, and urge MTRCL to provide safe and reliable railway services to the public at all times. The Government has no plan to buy back MTRCL.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)095**

**(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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of taking forward the detailed planning work for the railway projects recommended under the Railway Development Strategy (RDS-2014), will the Administration advise on the details and progress of the projects, including timetables, staffing and estimated expenditures?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 44)

Reply:

The Transport and Housing Bureau (THB) has received proposals submitted by the MTR Corporation Limited (MTRCL) for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014), viz. Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension, North Island Line, Hung Shui Kiu Station and South Island Line (West).

Having examined the proposals submitted by MTRCL and considered the urgency of these projects together with the land development potential that may be brought about, while allowing a continuous development of Hong Kong's railway network with phased implementation of the railway projects in an orderly manner, the Government invited MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in 2020.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement of these two projects. We will continue to follow up with MTRCL and announce the way forward of the projects in due course.

Regarding the planning of Hung Shui Kiu Station, relevant bureaux/departments are evaluating the project proposal submitted by MTRCL in end May 2020. For South Island Line (West), THB received the project proposal submitted by MTRCL in end December 2020. Relevant departments are considering the proposal and will consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public in line with established procedures.

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

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)096****(Question Serial No. 1694)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the relevant expenditures incurred and progress made since the Government took forward the "Walk in HK" initiative in 2017? What are the respective expenditures incurred and results achieved in connection with other relevant initiatives (e.g. the consultancy study on enhancing the walkability in Hong Kong, the Universal Accessibility Programme, etc.)

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 46)

Reply:

Under the "Walk in HK" initiative, the Transport Department (TD) has implemented a number of specific measures, the details and costs of which are tabulated as follows:

<b>Completed Initiatives Under "Walk in HK" and Expenditures Incurred since 2017</b>	<b>Work Plan and Estimated Costs in 2021-22</b>
a) TD extended the walking route search function in "HKeMobility" mobile application to all 18 districts at a cost of about \$3.2 million, facilitating the public to select suitable walking routes and plan their journeys.	a) The walking route information is based on the 3D Pedestrian Network produced by the Lands Department, which will update the information regularly. No additional expenditure will be incurred by TD.
b) TD completed synchronisation of traffic lights at 74 staggered crossings at a cost of about \$1 million such that	b) Synchronisation of traffic lights at another 16 staggered crossings is scheduled for completion by 2021, and the estimated

<p align="center"><b>Completed Initiatives Under “Walk in HK” and Expenditures Incurred since 2017</b></p>	<p align="center"><b>Work Plan and Estimated Costs in 2021-22</b></p>
<p>the pedestrian green signals on both sides of the refuge island will light up simultaneously for pedestrians to complete the crossings in one go.</p>	<p>cost is about \$0.1 million.</p>
<p>c) TD installed smart devices at 20 signalised junctions to lengthen pedestrian flashing green time for the elderly and disabled at a cost of about \$9 million.</p>	<p>c) Installation of smart devices was substantially completed. The estimated cost for remaining works in 2021-22 is about \$0.3 million.</p>
<p>d) Under the covered walkway initiative:</p> <ul style="list-style-type: none"> <li>• TD and the Highways Department (“HyD”) completed the construction of cover for a walkway in North District at a cost of about \$11 million.</li>   <li>• For the covered walkways connecting to public hospitals, TD consulted the relevant District Councils for proposed covers connecting five public hospitals, including Tuen Mun Hospital, Hong Kong Children’s Hospital, Hong Kong Eye Hospital, Tseung Kwan O Hospital and Tang Shiu Kin Hospital.</li> </ul>	<p>d) Under the covered walkway initiative:</p> <ul style="list-style-type: none"> <li>• TD and HyD will complete the construction of covers for nine walkways at Sai Kung District, Southern District, Kowloon City District, Kwai Tsing District, Tuen Mun District, Yuen Long District, Sham Shui Po District, Yau Tsim Mong District and Islands District by end 2022 tentatively. TD and HyD will commence the construction of covers for the walkway in Sha Tin District in mid 2021 for completion by 2023 tentatively. The total estimated cost in 2021-22 for the above construction works is about \$53.0 million.</li>   <li>• TD and HyD will commence the construction of covers connecting the five public hospitals progressively from 2022 for completion by phases in 2025 tentatively. The construction cost of each cover is estimated to be within \$50 million.</li> </ul>
<p>e) TD formulated the overall walkability strategy and tested out walkability enhancement measures such as decluttering of non-essential traffic signs and railings, level run-ins and low</p>	<p>e) TD will take forward the walkability enhancement measures for territory-wide application and select suitable areas for application of pedestrian planning framework concept.</p>

<p align="center"><b>Completed Initiatives Under “Walk in HK” and Expenditures Incurred since 2017</b></p>	<p align="center"><b>Work Plan and Estimated Costs in 2021-22</b></p>
<p>speed zone in Central and Sham Shui Po pilot areas under the “Consultancy Study on Enhancing Walkability in Hong Kong – Feasibility Study” at a cost of about \$1.7 million.</p>	
<p>f) TD substantially completed the “Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study” at a cost of about \$3.6 million.</p>	<p>f) TD and HyD will implement initiatives from the study in phases for enhancing pedestrian connectivity in Hong Kong Island North between Wan Chai and Sheung Wan. The estimated cost in 2021-22 is about \$0.3 million.</p>
<p>g) TD commenced the “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems (“HEL”) and Preliminary Feasibility Studies” (“the Studies”) to review and improve the assessment mechanism for HEL proposals. Based on the revised assessment mechanism, the consultant engaged by TD carried out initial screening, shortlisting and prioritisation of a total of 114 HEL proposals received over the past few years. The expenditure of the Studies since 2017 is about \$20.2 million.</p>	<p>g) TD is consulting the relevant District Councils on the assessment results so as to finalise the first batch of projects for implementation. The estimated cost of the Studies in 2021-22 is about \$3.4 million.</p>
<p>h) TD engaged consultant to develop and implement a new pedestrian wayfinding signage system in Hong Kong at a cost of about \$5.4 million.</p>	<p>h) A set of standards and guidance notes for implementing a clear, legible, coherent and consistent pedestrian wayfinding signage system suitable for use on public roads would be developed. The estimated cost in 2021-22 is about \$3.4 million.</p>

Apart from the above initiatives, the Government is also pressing ahead with the implementation of a total of 375 items under various phases of the “Universal Accessibility” (UA) Programme. As at 28 February 2021, 169 items were completed, 54 items were under construction and 152 items were under investigation and detailed design.

In the 2019 Policy Address, the Government announced to expand the scope of the UA Programme and launched a Special Scheme under the UA Programme for retrofitting lifts at the footbridges, subways and elevated walkways in or connecting to the common areas of



three types of housing estates under the Hong Kong Housing Authority, i.e. the Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental housing estates with properties divested. HyD has completed the preliminary technical feasibility studies of items included into the Special Scheme and will commence the investigation and design works in 2021-22.

The total expenditure of the UA Programme, which covers the costs for investigation, design and construction, is about \$5.2 billion for the period from 2011-12 to 2020-21. The estimated expenditure of the UA Programme in 2021-22 is \$572.5 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)097**

**(Question Serial No. 0435)**

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)  
(Ms Mable CHAN)

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, in 2020 (loading at four and six persons (standing) per square metre (ppsm));
- b) the patronage of each MTR line, including both heavy rail and the Light Rail, in 2020 (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 2020 (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 2020;
- 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.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 1)

Reply:

a) to d)

The requested figures for heavy rail are set out at **Annex**.

For Light Rail, the carrying capacity of various routes per hour per direction in 2020 is as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour in the morning in 2020</b>	<b>Passenger loading of the busiest section in the morning (Note 1)</b>
505	1 613	84%
507	2 031	81%
610	1 765	93%
614 (Note 2)	824	65%
614P (Note 2)	1 091	
615 (Note 2)	824	77%
615P (Note 2)	1 091	
705	4 000	81%
706	4 800	63%
751	2 125	76%
751P	706	80%
761P	4 364	79%

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One 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 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 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) MTRCL is replacing 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) in phases. Since the incident on Tsuen Wan Line on 18 March 2019 during a signaling system drill, MTRCL has been following up on the improvement measures proposed by the Investigation Panel. A new software development process and work instructions have been completed, to be followed by software verification and rectification works. Given the high complexity of relevant works, MTRCL is closely following up with its contractor with a view to catching up with the progress.

The Electrical and Mechanical Services Department (EMSD) will closely monitor MTRCL's full implementation of the improvement measures and assess their effectiveness. The Government will only allow MTRCL to resume dynamic train testing of the new signalling system on the Tsuen Wan Line after MTRCL has fully completed the rectification work and EMSD has confirmed the safety of the new signalling system upon inspection.

**2020 Statistics for the Heavy Rail System  
(the busiest one hour in the morning per direction for critical links)(Note 1)**

		East Rail Line	West Rail Line	Tuen Ma Line Phase 1	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 (Note 2)	Airport Express (Note 2 and 6)
1.	Design capacity (6 ppsm) (a)	101 000	64 000	45 900	85 000	85 000	27 000	85 000	85 000	10 800	66 000	10 000
2.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	56 200	45 900	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
3.	Existing carrying capacity (6 ppsm) (c)	71 200	56 200	45 900	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
4.	Difference between (a) and (b) (Note 3)	11 000	7 800	0	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 4)	18 800	0	0	0	0	10 200	0	0	5 300	2 500	1 600
6.	Current patronage (d)	36 900	33 500	17 100	42 200	46 000	8 300	44 000	49 500	1 800	22 300	900

		East Rail Line	West Rail Line	Tuen Ma Line Phase 1	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 (Note 2)	Airport Express (Note 2 and 6)
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	52% {Tai Wai to Kowloon Tong}	60% {Kam Sheung Road to Tsuen Wan West}	37% {Che Kung Temple to Tai Wai}	62% {Yau Tong to Quarry Bay}	58% {Tin Hau to Causeway Bay}	49% {Admiralty to Ocean Park}	62% {Shek Kip Mei to Prince Edward}	66% {Yau Ma Tei to Jordan}	42% {Sunny Bay to Disneyland}	52% {Kowloon to Hong Kong}	28%
8.	Current loading (2) (4 ppsm) [(d)/(c)÷71.2%] (Note 5) (For the critical links mentioned in item (7))	73%	84%	52%	88%	81%	69%	87%	93%	59%	74%	N/A

Note 1: In view of the impact of the pandemic on patronage, the figures tabulated above are based on data obtained in those months when the pandemic was relatively eased.

Note 2: 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.

Note 3: Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds; and (b) train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 4: This is because the service frequency has not been increased to the maximum level the signaling system permits.

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.

Note 6: The design of Airport Express 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)098**

**(Question Serial No. 0437)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the aims of the Transport Branch is to promote the usage of public transport services by improving their quality and co-ordination, and the Light Rail is an important transport mode for residents of the New Territories of Hong Kong. In this connection, please advise this Committee of the following:

- a) the carrying capacity of various Light Rail routes per hour per direction in 2020;
- 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 2020; 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-February 2021 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.: 2)

Reply:

a) to b) The carrying capacity and passenger loading of various Light Rail routes in the busiest hour in the morning in 2020 are as follows:



<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour in the morning in 2020</b>	<b>Passenger loading of the busiest section in the morning (Note 1)</b>
505	1 613	84%
507	2 031	81%
610	1 765	93%
614 (Note 2)	824	65%
614P (Note 2)	1 091	
615 (Note 2)	824	
615P (Note 2)	1 091	
705	4 000	81%
706	4 800	63%
751	2 125	76%
751P	706	80%
761P	4 364	79%

In view of the impact of the pandemic on patronage, the above figures are based on data obtained in those months when the pandemic was relatively eased.

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One 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 reflected the passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4 ppsm or 6 ppsm adopted in the calculation of heavy rail loading is not applicable to 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 is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peak hours. Therefore, 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 busiest hour in the morning in 2020 are as follows:

Light Rail Route No.	Number of single-sets	Number of coupled-sets
505	2	5
507	7	3
610	7	5
614	5	1
614P	5	-
615	4	2
615P	5	-
705	-	5
706	-	6
751	5	7
751P	2	-
761P	-	12
Total	42	46 (equivalent to 92 single-set LRVs)

In addition to these 134 LRVs, additional LRVs have been flexibly deployed to individual routes to cater for demand in the morning 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 2020 are detailed in the table below. In 2019 and 2020, there was no service disruption of 31 minutes or above on Light Rail caused by factors under the MTRCL's control.

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions (Note) (\$ million)
1 Aug 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 Sep 2011; 12:26 pm	507, 614, 614P	Light Rail service between the Goodview Stop and the	35	(There was no Service

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions (Note) (\$ million)
		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.		Performance Arrangement at that time.)
14 Jun 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 train captain was subject to established internal disciplinary procedures. Training for staff was also strengthened.	71	2
9 Jul 2012; 10:52 am	505	Light Rail service of Route 505 between the San Wai Stop and the Tuen Mun Stop was suspended because an overhead line insulator was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.	98	2
17 May 2013; 4:15pm	610 614	A LRV on Route 761P derailed between the Hang	727	15

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions (Note) (\$ million)
	615 751 761P	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.		
22 Jan 2014; 5:55 am	610 614 615 751 761P	Light Rail service of 8 stops between the Hang Mei Tsuen Stop and the Yuen Long Stop was suspended because a faulty overhead line insulator affected traction current supplies. Investigation revealed the incident was caused by the mechanical failure of an insulator. The MTRCL has replaced the faulty insulator and	157	3

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions (Note) (\$ million)
		<p>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.</p>		
14 Mar 2014; 9:13 pm	505 507 751	<p>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.</p>	83	2
21 Nov 2014; 2:05pm	507 614	<p>Light Rail services of Routes 507, 614 and 614P between</p>	168	3

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions (Note) (\$ million)
	614P	the Goodview Garden Stop and the Tuen Mun Ferry Pier Stop were suspended because a Tin King-bound Route 507 LRV collided with a K52 bus at the junction of Wu Chui Road near the Tuen Mun Ferry Pier Bus Terminus. Normal Light Rail service was resumed after the site was cleared.		
18 Dec 2015; 5:20am	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 Mar 2016; 2:15pm	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	41	1

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions (Note) (\$ million)
		MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.		
16 Sep 2016; 4:28pm	610 615 615P	Light Rail Routes 610, 615 and 615P had to be diverted because of the power failure near the Tuen Mun Ferry Pier Stop. All LRVs bound for Tuen Mun Ferry Pier bypassed the stops between the Tsing Wun Stop and the Melody Garden Stop. Investigation found a faulty component of overhead line equipment and the faulty component was replaced afterwards.	44	1
8 May 2017; 5:56pm	705 706	Light Rail service was affected because a Light Rail Vehicle collided with an MTR bus at the junction of Tin Sau Road near LR Tin Yuet Stop in Tin Shui Wai.	108	2
16 Aug 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 June 2013 to May 2017) / \$25 million (from June 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)099**

**(Question Serial No. 0468)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the work of the Transport Branch (TB) included continuing to take forward the detailed planning work for the railway projects recommended under the Railway Development Strategy 2014 (RDS-2014). At present, there are specific commencement dates of works and implementation schedules for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link. However, no specific implementation plans are available for the remaining railways. In this connection, will the Government inform this Committee of the concrete progress which has been made in respect of Hung Shui Kiu Station, the East Kowloon Line, the South Island Line (West) and the North Island Line?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 3)

Reply:

The Transport and Housing Bureau (THB) has received proposals submitted by the MTR Corporation Limited (MTRCL) for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014), viz. Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension, North Island Line, Hung Shui Kiu Station and South Island Line (West).

Having examined the proposals submitted by MTRCL and considered the urgency of these projects together with the land development potential that may be brought about, while allowing a continuous development of Hong Kong's railway network with phased implementation of the railway projects in an orderly manner, the Government invited

MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in 2020.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement of these two projects. We will continue to follow up with MTRCL and announce the way forward of the projects in due course.

Regarding the planning of Hung Shui Kiu Station, relevant bureaux/departments are evaluating the project proposal submitted by MTRCL in end May 2020. For South Island Line (West), THB received the project proposal submitted by MTRCL in end December 2020. Relevant departments are considering the proposal and will consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)100**

**(Question Serial No. 0471)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the main responsibilities of the Transport and Housing Bureau 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. For the commissioned Hong Kong Section (HKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) which has experienced cost overrun and delay in completion, the Government has stated that it will seek legal advice in a timely manner to decide how to pursue the liability of the MTR Corporation Limited for the cost overrun and delay in completion of the HKS of the XRL project.

- a) What is the progress in pursuing the matter?
- b) What is the legal advice?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 5)

Reply:

The Government has been actively following up on the liabilities of the MTR Corporation Limited (MTRCL) for the programme delay and cost overrun of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link project, with a view to pursuing MTRCL's liabilities and resolving the disputes. We are however not in a position to disclose the legal advice as this will prejudice the actions that the Government may take.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)101**

**(Question Serial No. 0474)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Overseeing the works for a number of road projects is among the duties of the Transport and Housing Bureau. In the past, construction safety has aroused public concern. In this connection, please advise this Committee of the following:

a) Please tabulate the works involving coupler quality and installation, etc., and the number of cases in the past five years, the problems concerning coupler works, the projects involved and the details, and the suppliers and contractors involved.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 6)

Reply:

Reinforcement connectors (devices that contain a part commonly known as “coupler”) are building materials commonly used in public works projects. In general, the resident site staff (RSS) will inspect each batch of reinforcement connectors delivered to the site and take samples for testing in accordance with the contract requirements. That particular batch of reinforcement connectors will only be permitted for use if the test is passed. If any samples fail the test, all reinforcement connectors in that batch cannot be used and will be removed from the site immediately. During the construction stage, RSS will check the installation of reinforcement connectors. If any non-compliance is found, they will instruct the contractor to rectify the problem immediately to ensure the quality of construction works.

Reinforcement connectors were used in 54 road works contracts overseen by the Transport and Housing Bureau in the past five years. Inspection and sample tests of reinforcement

connectors had been duly conducted and installation of reinforcement connectors had been checked during construction. All the installed reinforcement connectors complied with the contract requirements.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)102**

**(Question Serial No. 0493)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch is tasked with, amongst others, overseeing the preparation and development of a real-time arrival information system for green minibuses (GMBs). In this connection, please advise this Committee of the following:

- (1) the preliminary locations for installation of the real-time arrival information system;
- (2) the details of actual operation of the system given that some GMB stops are currently without electricity supply;
- (3) 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 lost trip problems in the provision of GMB services;
- (4) the estimated number of GMBs to be covered by the real-time arrival information system;
- (5) the implementation timetable and results to be achieved.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 8)

Reply:

To facilitate commuting and trip planning of the public, the Transport Department (TD) is developing a real-time arrival information system (the System) for GMBs. The Government will fund and install on-board location detection devices for all GMBs, as well as develop and establish a single centralised backend system for processing and disseminating real-time arrival information of all GMBs. The real-time arrival information will be disseminated through the Public Sector Information Portal (DATA.GOV.HK) in machine-readable format (JSON format) and TD's mobile application "HKeMobility" for public use. There is no plan to install display panels at GMB stops for disseminating the real-time arrival information at this stage.

The main objective of developing the System is to enable passengers to obtain real-time arrival information of GMBs. The 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.

As at March 2021, TD has disseminated the real-time arrival information of about 70 GMB routes. The real-time arrival information of the remaining 500 or so GMB routes will be disseminated by phases, with a view to achieving full implementation by 2022.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)103**

**(Question Serial No. 0541)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The new signalling system of the MTR East Rail Line (EAL) was original scheduled to commence operation on 12 September 2020, but the operation was called off one day before the commissioning. Subsequently, the MTR Corporation Limited (MTRCL) established an independent investigation panel. Upon investigation, it was found that the "automatic train monitoring" sub-system of the new system was overloaded due to the unexpected amount of data generated by the software, thereby making the system mistakenly arranging the train onto the track.

On 6 February 2021, the new system commenced operation. However, a number of problems were further revealed.

- a. Has the Government estimated the economic loss arising from the delay of the commissioning of the new system?
- b. What is the original amount specified in the contract to be received by the contractor of the new system?
- c. Will the Government or MTRCL recover any loss from the contractor?
- d. What is the schedule for the commissioning of the cross-harbour section of the Shatin to Central Link (SCL)?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 48)

Reply:



Since the incident of new signalling system of the MTR East Rail Line (EAL) was revealed on 10 September 2020, relevant government departments have been monitoring the technical investigation conducted by the MTR Corporation Limited (MTRCL), including reviewing the data logging of the new signalling system, examining the relevant technical documents and software codes, participating in the simulation of the incident and the related testing, and evaluating the remedial measures. The MTRCL commenced the operation of the EAL new signalling system and the new 9-car trains on 6 February 2021, and will progressively replace the existing 12-car trains. The Government will continue to monitor the new signalling system and the mixed-fleet operation to ensure railway safety and reliability.

The Government considers that the MTRCL, being the project manager of the Shatin to Central Link (SCL) project and with extensive experience in railway operation, should have been able to assess the possible consequences of the incident and take follow-up actions duly, including conducting more thorough investigations, escalating the incident internally, and reporting to the Government. The Government has expressed grave disappointment that the incident has led to the postponement of the commissioning of EAL new signalling system and the mixed-fleet operation, and the possible deferral of the commissioning of the cross harbour section of the EAL, and reserves the right to take further actions against the MTRCL.

The contract sum for the installation of the new signalling system for East Rail Line is about \$850 million. Since installation is under way, the actual payment to the contractor is handled by the MTRCL in accordance with the contract with regard to the progress of the relevant works. Pursuant to the Entrustment Agreement of the SCL signed between the Government and the MTRCL, should it be established that MTRCL has not fulfilled the obligation as stipulated in the Agreement thus causing a loss to the Government, the Government will seek compensation from the MTRCL according to relevant provisions of the Entrustment Agreement.

As regards the implication of the incident on the commissioning date of “Hung Hom to Admiralty Section”, whether or not the target commissioning date of the first quarter of 2022 could be maintained depends critically on the effectiveness of the progress recovery measures. The Highways Department and the MTRCL are assessing the implication and studying possible delay recovery measures. Since these measures are being developed and progressively implemented by the MTRCL, actual delay to the commissioning and the associated economic loss cannot be estimated for the time being.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)104**

**(Question Serial No. 1137)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is announced in the Policy Address that the Airport Authority Hong Kong (AA) will be allowed to inject equity in the Zhuhai Airport on the basis of market principles with a view to enhancing synergy between the Zhuhai Airport and the Hong Kong International Airport.

- a. Does AA has any schedule for equity injection?
- b. What is the amount to be involved in the equity injection? What will be the shareholding ratio?
- c. Will direct transportation services be introduced between Zhuhai Airport and Hong Kong? What are the details of the schedules and places?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 16)

Reply:

As one of the measures promulgated by the Chief Executive to the Central Government to consolidate and enhance Hong Kong's status as an international aviation hub, the Airport Authority Hong Kong (AA) has been allowed to inject equity into Zhuhai Airport on the basis of market principles for achieving greater synergy between the two airports. AA and Zhuhai Airport are discussing the details of the cooperation. The Government and AA will also continue to explore with the relevant Mainland authorities ways to enhance connections between the two airports.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)105**

**(Question Serial No. 1138)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On 3 December 2020, the Airport Authority Hong Kong (AA) promulgated a ten-year development blueprint for the airport, including the development of an autonomous transport system connecting the Airport Island and the SKYCITY as well as Tung Chung Town Centre and MTR Tung Chung Station. AA has advised earlier on that the fares of the autonomous transport system will be similar to other transport modes and it is expected to be completed between 2027 and 2028.

- a. What is the estimated cost of the project?
- b. How will the project be financed?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 58)

Reply:

As one of the major components of the Airport City strategy, the AA will take forward the Airport City Link project connecting the SKYCITY and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port by applying an autonomous transportation system (ATS) to strengthen the overall transportation network and capacity. As the next step, the AA plans to extend the ATS of the Airport City Link to Tung Chung Town Centre and optimise the roads along the eastern coast of the Airport Island so as to provide a comprehensive and environmentally-friendly transport link connecting Tung Chung Town Centre, the Airport Island and the Hong Kong Boundary Crossing Facilities Island.

Since the ATS is at the planning stage, its cost estimate is not available at this stage. The entire ATS will be funded by AA with no government funding required.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)106**

**(Question Serial No. 3149)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Kowloon-Canton Railway Corporation (KCRC) and the MTR Corporation Limited (MTRCL) signed the Supplemental Service Concession Agreement for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in 2018, which has provided for a "Patronage Cap-and-Collar Mechanism", under which MTRCL will bear the risk or share the return in full when the actual patronage deviates from the projected patronage by not more than 15%. When the deviation of patronage is more than 15%, MTRCL and KCRC will share the surplus return at a ratio of 3:7. When it is less than 15%, 70% of the loss will be borne by KCRC while 30% of it will be borne by MTRCL.

It has been more than a year since the Government requested the XRL to suspend its services from 30 January 2020. In this connection, please inform this Committee of the following:

1. What are the respective monthly patronage estimated by the Government and actual patronage of the XRL since the suspension of services?
2. What are the respective monthly operating costs of the XRL since the suspension of services?
3. What is the amount of loss incurred since the suspension of XRL services?
4. What is the amount of compensation that the Government has to make for the suspension of XRL services? What is the method for calculating the amount?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 12)

Reply:

The service of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) (Hong Kong Section) has been suspended since 30 January 2020 following the implementation of measures to contain the outbreak of COVID-19. The total patronage for XRL in January 2020 was 1 million. Due to the suspension of XRL service, the fare revenue was extensively affected. Despite the impact on fare revenue, the MTR Corporation Limited (MTRCL) continues to incur expenses, such as for daily management, maintenance, etc. to maintain the railway condition. The MTRCL did not have breakdown of the operating expenses of XRL.

According to the "Patronage Cap-and-Collar Mechanism" (the Mechanism) in the Supplemental Service Concession Agreement for the XRL signed between the Kowloon-Canton Railway Corporation (KCRC) and the MTRCL, when the actual annual patronage of the XRL deviates from the projected patronage beyond 15%, the KCRC and the MTRCL will share the return or bear the risk arising from such deviation.

As XRL service has been suspended since 30 January 2020, KCRC should bear part of the risk under the Mechanism. As both the KCRC and the MTRCL are operating on commercial principles, we are unable to release further details on the commercially-sensitive financial arrangements (including the Mechanism) in the Supplemental Service Concession Agreement.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)107**

**(Question Serial No. 0083)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Territorial Spatial Planning of Guangdong Province 2020-2035, recently released by the Department of Land and Resources of Guangdong Province, puts forward the construction of a magnetically levitated (Maglev) railway network connecting Guangzhou, Shenzhen, Hong Kong and Macao, and the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is proposed to be the terminal station of the Hong Kong section. In this connection, will the Government inform this Committee of the following:

1. Has the Government taken the initiative or been invited to provide inputs on the planning proposal concerned with a view to ensuring compatibility of the planning and development of Guangdong and Hong Kong, thereby leveraging the synergy effect and promoting integration of both places? If so, what are the details? If not, will the Government take immediate proactive action and put forward proposals to the relevant Mainland authorities?
2. There are views that the traffic in the vicinity of the West Kowloon Station of the XRL has been overloaded, and it is also difficult to construct an additional Maglev railway track at the station. As such, there are suggestions that the terminal station of the Hong Kong section of the railway network concerned should be located at the East Lantau or other sites instead. What is the Government's response to such views? Will such views and ideas be included in the relevant planning studies of Hong Kong, such as the planning studies relating to the artificial islands in the Central Waters?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 102)

Reply:

The Hong Kong Special Administrative Region (HKSAR) Government did not participate in the drafting of the Territorial Spatial Planning of Guangdong Province 2020-2035. With the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), which connects to the national high-speed rail network, in September 2018, the travelling time between Hong Kong and other cities in the Guangdong-Hong Kong-Macao Greater Bay Area has been greatly shortened. The HKSAR Government and MTR Corporation Limited will explore with the relevant Mainland authorities different measures to enhance the XRL service, with a view to strengthening the connectivity between Hong Kong and other cities in the Greater Bay Area. The HKSAR Government has no plans to build magnetically levitated (Maglev) railway at this stage. In the long run, we will closely monitor the cross-boundary transport needs in view of the development of the Greater Bay Area, and explore the needs for and benefits of new cross-boundary infrastructure projects.

The current studies related to artificial islands in the Central Waters will not cover such planning proposal.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)108**

**(Question Serial No. 0617)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the work progress of following up on the Study on the Strategic Development Plan for Hong Kong Port 2030 and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” by the Transport and Housing Bureau (THB) in 2020-21? What are the relevant work plan of THB and the manpower and estimated expenditures expected to be involved in 2021-22?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 24)

Reply:

The “Study on the Strategic Development Plan for Hong Kong Port 2030” and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” (the Study) have made a number of recommendations to optimise the utilisation of the existing port facilities and port back-up land in the vicinity of the Kwai Tsing Container Terminals (KTCTs) to meet the future development needs of the port and logistics industries. We are taking forward the recommended enhancement measures in phases and will continue to do so in 2021-22.

Preparatory works for integrating three port back-up sites of around 7.8 hectares into KTCTs to expand their terminal yard space have been completed. The land grant will be effected after reaching of agreements between the Government and relevant terminal operators. As the planning procedure, including land-use rezoning to facilitate provision of additional barge berths to KTCTs, has been completed, liaison with the terminal operators to make the additional barge berths available is also underway. In addition, we have concluded the two feasibility studies on developing a multi-storey complex for container storage and cargo handling at a site in Tsing Yi and a multi-storey heavy goods vehicle carpark-cum-modern logistics complex at another site in Kwai Chung with a view to



disposing of the relevant sites by phases starting 2021 by public tender. Subject to the market reaction to the above land disposal programmes, we will consider conducting a feasibility study on another logistics site in Tsing Yi.

In 2021-22, we will continue to work with relevant departments to dispose of the two concerned sites by phases starting 2021 by public tender to support port and logistics development. We will also continue to follow up on the findings and recommendations of the Study. The relevant work is undertaken by the existing staff of the Transport and Housing Bureau as part of their normal duties and there is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)109**

**(Question Serial No. 0618)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the latest progress of identifying suitable sites and examining their feasibility for modern logistics development? What is the work plan of the Transport and Housing Bureau (THB) for identifying suitable sites and examining their feasibility for modern logistics development in 2021-22? What are the staff resources and estimated expenditures to be involved in the relevant work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 25)

Reply:

The Government has been identifying suitable sites to support the development of high value-added third-party logistics services. Since 2010, the Government has disposed of a total of four sites in Tsing Yi and Tuen Mun for modern logistics development purposes, with the latest one being a site of 3.2 hectares in Tuen Mun Area 49 awarded in May 2018. In June 2018, the Airport Authority Hong Kong also awarded the right to develop and manage the 5.3-hectare Kwo Lo Wan site on the airport island to a joint venture led by Cainiao Network (the logistics arm of Alibaba Group) for the development of a premium logistics centre. In addition, we have concluded the two feasibility studies on developing a multi-storey complex for container storage and cargo handling at a site in Tsing Yi and a multi-storey heavy goods vehicle carpark-cum-modern logistics complex at another site in Kwai Chung with a view to disposing of the relevant sites by phases starting 2021 by public tender. Subject to the market reaction to the above land disposal programmes, we will consider conducting a feasibility study on another logistics site in Tsing Yi.

In 2021-22, we will continue to work with relevant departments to dispose of the two concerned sites by phases starting 2021 by public tender to support port and logistics development. We will continue to identify suitable sites and examine their feasibility for

modern logistics development in collaboration with relevant departments, including the Hung Shui Kiu/Ha Tsuen New Development Area and New Territories North Development (NTN). Under the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan, about 37 hectares of land have been designated for logistics development; whereas for NTN, the land use proposal is subject to further studies. The relevant work is undertaken by the existing staff of the Transport and Housing Bureau as part of their normal duties and there is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)110**

**(Question Serial No. 0619)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the launching of the Pilot Subsidy Scheme for Third-party Logistics Service Providers by the Transport and Housing Bureau (THB) in October 2020, please advise on the following:

1. What are the number of applications received since the launching of the Scheme, as well as programme details and subsidy amounts involved in the approved applications?
2. In 2021-22, THB will continue to administer the Pilot Subsidy Scheme for Third-party Logistics Service Providers to encourage the logistics industry to enhance productivity through the application of technology. What are the relevant work plan, as well as the manpower and estimated expenditures to be involved?
3. The subsidy for the Logistics and Supply Chain Analytics Applications under the Scheme only covers the purchase or hire purchase of X ray machines between 30 October 2018 and 30 June 2021 for the purpose of setting up the Regulated Air Cargo Screening Facilities (RACSFs). Will THB consider extending the relevant deadline and subsidising other equipment which can also meet the 100% air cargo security screening requirement in addition to X ray machines?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 26)

Reply:

As announced in the Chief Executive's 2019 Policy Address, the Government set up the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Subsidy Scheme) of \$300 million to provide financial support to qualified third-party logistics

service providers for the adoption of technology to enhance productivity and operation efficiency.

Meanwhile, the Government provides, via the Pilot Subsidy Scheme, a subsidy for applicant enterprises for procuring X-ray machines between 30 October 2018 and 30 June 2021 under the Regulated Air Cargo Screening Facilities (RACSFs) Scheme. The subsidy will alleviate the heavy financial burden of the logistics trade in the establishment of RACSFs to fulfil the new policy of International Civil Aviation Organisation (ICAO). Under the ICAO's new policy, consignors not subject to approval by the authority for aviation security should be phased out by 30 June 2021.

In view of the recent announcement by the Civil Aviation Department (CAD) that the use of Explosive Trace Detection (ETD) equipment would be accepted as an eligible screening equipment for setting up RACSFs, the ETD equipment will also be covered by the Pilot Subsidy Scheme as long as it fulfils the requirements specified by CAD.

A Management Committee, comprising government officials from the Transport and Housing Bureau and members drawn widely from the trade, industrial and professional sectors, has been set up to assess the applications. As at 1 March 2021, 87 applications were received under the Pilot Subsidy Scheme. They included application of technology solutions as well as purchase of air cargo screening equipment for setting up the RACSFs. As at 24 February 2021, 29 applications have been approved by the Management Committee with the total approved funding amounting to \$21 million.

The Government has engaged the Hong Kong Productivity Council (HKPC) as the Implementation Partner of the Pilot Subsidy Scheme to provide Secretariat support. In 2021-22, an amount of around \$113 million has been earmarked for implementing the Pilot Subsidy Scheme through HKPC, which covers potential funding to be disbursed to successful applicant enterprises.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)111**

**(Question Serial No. 0620)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the Task Force on Commercial Principals was set up under the Hong Kong Maritime and Port Board (HKMPB) to study and devise the details of introducing tax measures to attract more shipping principals to choose Hong Kong as their base of operation. What is the progress of the relevant study? In 2021-22, the Transport and Housing Bureau will continue to work closely with the Task Force as well as the maritime industry in formulating tax concessionary measures. What are the relevant work plan, as well as the manpower and estimated expenditures to be involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 27)

Reply:

To further promote the development of the high value-added maritime services sector, with reference to the introduction of the ship leasing tax concession exercise, a dedicated Task Force on Commercial Principals has been formed under Hong Kong Maritime and Port Board to study and advise on the economic impacts and details of the tax concession proposals, with a view to drawing up the legislative framework for introducing tax concessions for shipping commercial principals (such as ship managers, agents and brokers). The Task Force is composed of tax, financial and maritime experts as well as representatives from the Transport and Housing Bureau, Tax Policy Unit under the Financial Secretary's Office and Inland Revenue Department. It is anticipated that the study will be completed in the second half of 2021. Subject to the outcome of the study, the Government will conduct consultation with industry stakeholders and introduce relevant legislative amendments to the Legislative Council accordingly. As the supporting work for the Task Force is undertaken by existing staff of the Government as part of their normal duties, there is no separate breakdown on the expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)112**

**(Question Serial No. 0621)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, what is the work of the Transport and Housing Bureau in fostering the development of Hong Kong's high value-added maritime services and port business? For entrenching Hong Kong's position as an international maritime centre and upholding the competitiveness of Hong Kong Port, what are the work plan of the Government, as well as the manpower and estimated expenditures to be involved in 2021-22?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 28)

Reply:

The Government is committed to upholding Hong Kong's position as an international maritime centre and further consolidating our strengths in high value-added maritime services.

On maritime services front, in 2020-21, the Inland Revenue (Amendment) (Ship Leasing Tax Concessions) Ordinance 2020 was enacted in June 2020 to offer tax concessions to qualifying ship lessors and ship leasing managers at 0% and generally 8.25% tax rate respectively, with retrospective effect from 1 April 2020. Another bill, the Inland Revenue (Amendment) (Profits Tax Concessions for Insurance-related Businesses) Ordinance 2020, was also enacted in July 2020 to reduce profits tax rate by 50% (i.e. 8.25%) for specified insurance businesses, including eligible marine insurance businesses, in Hong Kong.

Besides, the Government amended in 2020 the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F) to relax the air draft restriction at Tsing Ma Bridge from 53 metres to 57 metres above sea level to provide a new, clear and lucid standard for the shipping trade, with a view to facilitating the shipping trade operation and maintaining the competitiveness of Hong Kong

Port while upholding the bridge integrity and ship navigation safety. The relaxation came into effect on 28 January 2021. So far, the new mechanism has been operating smoothly.

Despite the COVID-19 pandemic, the Government spared no effort in promoting Hong Kong's role as an international maritime centre and its quality high value-added maritime services. In 2020-21, the Hong Kong Maritime and Port Board ("HKMPB") proactively supported and participated in various local and international promotional activities such as the Lloyd's List Hong Kong Ship Finance & Law Forum, the Young Professionals in Shipping Network's global start-up competition "The Captain's Table", the 2nd Capital Link Hong Kong Maritime Forum, and The Economist's Asia Trade Week 2021. In addition, as a result of the joint efforts by the industry and the Government in promoting the advantages of Hong Kong as a maritime centre, the Baltic and International Maritime Council ("BIMCO") has published the BIMCO Law & Arbitration Clause 2020 which includes Hong Kong as the fourth named arbitration venue, alongside London, New York and Singapore.

Amid keen competition, the Government will continue to bolster the growth of high value-added maritime services, facilitate port operations and step up promotion and publicity of Hong Kong's maritime and port industry. In particular, the Government has commissioned a dedicated task force comprising industry members under the HKMPB to study tax measures to attract more shipping commercial principals to establish business presence in Hong Kong. Meanwhile, the two feasibility studies on the development of a multi-storey complex for a container storage and cargo handling in Tsing Yi and a multi-storey carpark-cum-logistics complex in Kwai Chung respectively have been concluded. We will continue to work with relevant departments to dispose of the two concerned sites by phases starting 2021 by public tender to support port and logistics development. Around \$19.5 million is earmarked to support the work of HKMPB in 2021-22, including around \$4.6 million to be allocated to InvestHK for investment promotion work. Other measures to promote maritime services and port development are undertaken by the existing staff of relevant Government bureau / departments as part of their normal duties. There is no separate breakdown of expenditure for undertaking such work.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)113**

**(Question Serial No. 0622)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport and Housing Bureau will continue to work with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services, and the airport's connectivity and competitiveness, as well as to strengthen the anti-epidemic control measures to ensure the public health and safety of users and staff of the Hong Kong International Airport (HKIA). What are the details of the relevant work, as well as the manpower and estimated expenditures to be involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 29)

Reply:

The Government has been working with AA to explore and take forward various initiatives with a view to enhancing airport services and its competitiveness. A series of projects at HKIA are being implemented progressively as part of the "Airport City" development for enhancing the airport's capacity and functionality, transforming it into a new landmark and propelling the economic development of Hong Kong and the region. AA has announced the details of its development plan on 3 December 2020.

On airport facilities enhancement, AA has been working on the refurbishment of boarding gates and other facilities in the terminal; construction of the "Sky Bridge" to connect Terminal 1 and North Satellite Concourse; and leveraging technology to enhance passenger services. Smart airport initiatives have been taken forward such as e-Security Gates and e-Boarding Gates, "My HKG" mobile application, and deploying robots in the terminal to enrich passenger experience. Meanwhile, the 5G infrastructure and digital apron management system will further improve operational efficiency.

Air cargo logistics is another major area of development for HKIA. AA is planning to set up an HKIA Logistics Park in Greater Bay Area (GBA) and an airside intermodal cargo handling facility at HKIA, with a view to facilitating sea-to-air and air-to-sea cargo transshipment through HKIA. Leveraging on its internationally-recognised capability for handling high-value and temperature-controlled goods, AA will also continue to develop high-end air cargo logistics and e-commerce. With the expansion of the existing express air cargo terminal, commissioning of a new premium logistics centre as well as the airside intermodal cargo handling facility, Hong Kong's competitiveness as the air cargo centre of the GBA will be further reinforced.

With regard to anti-epidemic measures at HKIA, in order to protect the health and safety of the airport community and other airport users, AA has been deploying internal resources to step up cleaning and sanitizing work, enhance ventilation in the terminal and deploy new technologies in combating COVID-19, such as autonomous cleaning robots and touchless technology for lift buttons and check-in services. AA will continue to work closely with the Government in implementing public health measures targeting all departure, arrival and transit passengers at HKIA, as well as voluntary testing schemes for airport staff. In addition, AA will complement the Government's effort in encouraging early vaccination among members of the airport community.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)114**

**(Question Serial No. 0623)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for 2021-22 is \$143.5 million (59.9%) higher than the revised estimate for 2020-21. It is mainly due to the increase of two posts. What are the ranks, salaries and duties of the relevant posts?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 30)

Reply:

One Senior Engineer and one Engineer/Assistant Engineer posts will be created under Programme (3) Air and Sea Communications and Logistics Development in 2021-22 to provide professional support to the Transport and Housing Bureau to oversee a number of airport development projects to be or being taken forward by the Airport Authority Hong Kong for enhancing Hong Kong's status as an international aviation hub. The Notional Annual Mid-point Salary for Senior Engineer and Engineer/Assistant Engineer is \$1,514,640 and \$819,000 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)115**

**(Question Serial No. 0625)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The number of river trade vessels arrived in Hong Kong in 2020 recorded a decrease of about eight percent compared to that in 2019, with only 59 600 vessels. In addition to a decline in economic activities because of the Coronavirus Disease 2019 epidemic, the drop in the number of river trade vessels arriving in Hong Kong was also attributed to the anti-epidemic measures in the Mainland. The 14-day quarantine policy led to a serious shortage of crew members of river trade vessels and some of the river trade vessels were forced to be left idle due to lack of crew members. As river trade vessels are mainly used to transport Hong Kong people's daily necessities and building materials from the Mainland, Hong Kong people's livelihood will definitely be affected if the frequency of river trade vessels continues to decrease due to the shortage of crew members. What measures does the Administration have in place to assist the river trade vessel sector in tackling the problem of crew shortage faced by them? What will be the manpower and estimated expenditures available for the Government to deal with the river trade vessels issue in 2021-22?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 32)

Reply:

The Government has been attaching huge importance to the port and shipping trade and closely monitoring the impact brought about by the quarantine requirement imposed by the Mainland authorities on the Mainland sea crew onboard river trade vessels, including those running Guangdong-Hong Kong routes. We have been actively liaising with the relevant authorities in the Mainland to relay the grave concerns on the suspension of the river trade services and its impact to Hong Kong, as well as exploring practical mitigating measures with a view to ensuring smooth river trade operation for the supply of daily necessities and other essential goods (including construction materials) to Hong Kong.

The above work is undertaken by the existing staff of relevant government departments/bureaux as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)116**

**(Question Serial No. 0644)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Coronavirus Disease 2019 pandemic has dealt a heavy blow to the aviation industry. Please inform this Committee of the amount and expenditures involved in relation to various support measures provided by the Government for the aviation industry and airport service operators in 2020. In 2021-22, what support measures does the Government have in place to assist the aviation industry and airport service operators in tiding over the difficulties with a view to ensuring that the Hong Kong International Airport will have adequate staff resources and services to meet the market needs when the economy recovers? What are the estimated expenditures to be involved for the relevant measures?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 51)

Reply:

Due to the outbreak of COVID-19, the number of passengers at the Hong Kong International Airport (HKIA) has decreased significantly, causing impact of different extents to businesses operating at the airport. To help the aviation sector mitigate the impact of the COVID-19, the Government has launched two subsidies for aviation industry under the second and third round of Anti-epidemic Fund (AEF)<sup>1</sup> targeting (i) local airlines; and (ii) aviation support services and cargo facilities operators operating with a franchise, licence or operating permit issued by the Airport Authority Hong Kong (AA) at the HKIA respectively. The one-off non-accountable subsidies amount to around \$400 million. The Government has also waived the fees payable in respect of the renewal of air operator's certificate (AOC), the issue or renewal of certificate of airworthiness (COA) and the renewal of approval of approved maintenance organization for one year, accounting to about \$76 million.

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<sup>1</sup> The financial impact of the measures will be absorbed by the Anti-epidemic Fund, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Meanwhile, AA has also launched four rounds of relief measures supporting the airport community, targeting different main groups including airlines, aviation support services operators, airport retail tenants and restaurants, and airport staff. AA has also extended the waiver or reduction of various fees and rental for the aviation industry to May 2021.

The total amount of various relief measures for the aviation sector and the airport community is about \$8.8 billion. The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)117**

**(Question Serial No. 1449)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport and Housing Bureau (THB) will continue to oversee the addition of public car parks in suitable "Government, Institution or Community" (GIC) facilities and public open space (POS) projects in line with the principle of "single site, multiple uses". What are the work plan, the numbers of additional parking spaces expected to be provided for various types of vehicles as well as the manpower and expenditures to be involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 53)

Reply:

Following the principle of "single site, multiple uses", the Transport Department (TD) is proactively exploring the incorporation of new public car parks in suitable GIC facilities and POS projects. Subject to technical feasibility, it is expected that there are about 20 suitable works projects, providing a total of around 5 100 parking spaces by batches. To this end, with the policy support of THB, TD is working closely with relevant bureaux and departments on these projects and will embark on technical assessment to ascertain the feasibility of provision of public car parking spaces.

Overseeing the provision of new public car parks is an on-going task of THB and is undertaken by THB's existing staff. There is no separate breakdown of the manpower and expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)118**

**(Question Serial No. 3116)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The relief measures provided by the Airport Authority Hong Kong (AA) to the airport community in the light of the novel coronavirus epidemic will be ended in end March. The Government and AA will continue to launch a number of measures. Will the Government inform this Committee of:

- (1) the breakdown of expenditures incurred by AA for provision of various relief measures;
- (2) the changes in the numbers of commercial tenants at the airport in 2019-20 and 2020-21; the support measures that will continue to be provided to the airport tenants and airlines, etc. with a view to enabling the stakeholders to maintain the airport services;
- (3) the specific measures to be taken by the Government to enhance the anti-epidemic capabilities of the airport in 2021-22, as well as the expenditures to be involved?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 1)

Reply:

(1) and (2)

Due to the outbreak of COVID-19, apart from the relief provided by the Government through the Anti-Epidemic Fund<sup>1</sup> and waiver of various fees, the AA has also launched four rounds of relief measures supporting the airport community, targeting different main

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<sup>1</sup> The financial impact of the measures will be absorbed by the Anti-epidemic Fund, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

groups including airlines, aviation support services operators, airport retail tenants and restaurants, and airport staff. The total amount of the aforesaid relief provided by the Government and AA for the aviation sector and the airport community is about HK\$8.8 billion. According to AA, the number of tenants at HKIA remained steady in the past two years.

The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures.

(3)

With regard to anti-epidemic measures at HKIA, in order to protect the health and safety of the airport community and other airport users, AA has been deploying internal resources to step up cleaning and sanitizing work, enhance ventilation in the terminal and deploy new technologies in combating COVID-19, such as autonomous cleaning robots and touchless technology for lift buttons and check-in services. AA will continue to work closely with the Government in implementing public health measures targeting all departure, arrival and transit passengers at HKIA, as well as voluntary testing schemes for airport staff. In addition, AA will complement the Government's effort in encouraging early vaccination among members of the airport community.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)119**

**(Question Serial No. 3117)**

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)  
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Given the shortfall in the projected traffic volume and traffic revenue of the Hong Kong-Zhuhai-Macao Bridge (hereinafter referred to as HZMB), the Government is proactively studying the expansion of cross-boundary transport arrangements. Will the Administration inform this Committee:

- (1) of the plan and timetable of the Administration to relax the travelling of Hong Kong private cars to Guangdong via HZMB;
- (2) whether the Administration has made any estimation on the revenue to be generated by relaxing the travelling of Hong Kong private cars to Guangdong via HZMB; if so, the details;
- (3) of the cost and loss incurred by the HZMB and borne by the Government as a result of the epidemic last year?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 4)

Reply:

(1) and (2)

At present, a Guangdong-Hong Kong cross-boundary private car regular quota (regular quota) is generally required before a Hong Kong private car can travel between Hong Kong and Guangdong. The eligibility criteria for a regular quota are laid down by the Guangdong government, such as accumulating a certain amount of tax payment or donations. Under the "Quota-free scheme for Hong Kong private cars travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge" (the Scheme), a Hong Kong resident

will be allowed to drive a private car owned by him/her between Hong Kong and Guangdong via HZMB without a quota.

Our initial thinking is that eligible participants of the Scheme can stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate. We believe that the arrangement should be able to fulfil the needs of Hong Kong residents travelling to Guangdong for business, visiting families or sight-seeing on a short-term basis. It is also our aim to streamline the application procedures and lower the application fee as far as possible to make the Scheme more convenient and attractive to the public.

We are finalising with the Guangdong government and relevant Mainland authorities the various specific arrangements and technical details of the Scheme for early implementation.

(3)

The HZMB Authority, established under the Mainland laws as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using the HZMB Main Bridge.

The HZMB Authority operates on a self-financing basis. The income of the Main Bridge (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of the HZMB. The toll income is not received by the Hong Kong Government. It is not appropriate for us to disclose information relating to the income and expenditure of the HZMB unilaterally. The governments of the three places will pay close attention to the operation of the HZMB and viable enhancement proposals, including launching measures to increase the vehicular flow of the HZMB with a view to better utilising the HZMB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)120**

**(Question Serial No. 1930)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government's current planning and design on traffic flow are based on the Third Comprehensive Transport Study (CTS) Model established in 1999. In a reply to the Legislative Council, the Government has stated that, to update relevant data, it commissioned the consultancy study "Restructuring and Enhancement of the Third Comprehensive Transport Study Model" in 2005 and completed the "Travel Characteristics Survey" and "Goods Vehicle Trip Characteristics Survey" in 2011. Nonetheless, the assumptions in the study were made in the last century. Over time, factors such as the growth in local population and urban development have inevitably led to fundamental changes in people's needs of public transport services. Updating data alone without any conceptual change will hardly address contemporary needs. In this connection, will the Government advise this Committee of the following:

1. How does the Government assess the accuracy of the traffic forecasts made by the Third CTS?
2. What criteria will the Government use for determining whether to commence the Fourth CTS? Does the Government have any plan to commence the study? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 29)

Reply:

In order to provide more accurate, robust and reliable traffic forecasts for planning purposes, the Transport Department (TD) has all along been upgrading and updating the CTS Model. The tasks include continual enhancement of the model such as developing new algorithms and sub-models for more accurate simulation of travel, and incorporation of latest population, employment, economic, land use and transport infrastructure planning, and traffic data.

As mentioned in the 2020 Policy Address, the Government will carry out a comprehensive traffic and transport strategy study (TTSS). TD is formulating the scope of the TTSS and

will conduct a travel characteristics survey in 2022 for enhancing the CTS Model based on the information collected from the survey, so as to formulate a blueprint on future traffic and transport policies.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)121**

**(Question Serial No. 1931)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of subsidy to franchised bus operator for installation of safety devices, will the Government advise this Committee of the following:

1. the number of existing buses installed with seat belts and the proportion with the total number of buses of respective franchised bus operators since the second quarter of 2020;
2. the number of existing buses to be installed with Electronic Stability Control (ESC) and speed limiting retarder with slow-down function of respective franchised bus operators in this year;
3. the number of buses installed with advanced driver assistance systems and driver monitoring system of respective franchised bus operators since the fourth quarter of 2019; and
4. Has the Government assessed the effectiveness of the above devices on enhancing road safety since the implementation of the above devices in 2019? If so, please provide details; if not, the reasons for that.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 30)

Reply:

With a view to further enhancing the safety of franchised bus services, all new double-deck buses procured from July 2018 will be equipped with seat belt on all passenger seats, 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). To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, the Transport Department (TD) has conducted cost-benefit analyses on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, franchised bus operators will install ESC and speed limiting retarder on around 4 000 buses, and install seat belts on all seats in the upper deck

on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators. Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder.

Moreover, franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane keeping warning systems, as well as driver monitoring system. As at end 2020, Citybus Limited (Airport and North Lantau Routes Franchise) and Long Win Bus Company Limited have installed the devices on all buses operating on the airport/North Lantau routes at their own costs. The franchised bus operators will continue to monitor the use of these driving assistance and monitoring systems so as to establish the effectiveness of these add-on devices in different operational environment before deciding whether such devices should be used on all routes.

The number of buses installed with various safety devices as at end 2020 are set out in the table below:

Safety devices	Number of buses installed with safety devices (% of total number of licensed buses of the respective franchised bus operator) (Position as at end 2020)					
	The Kowloon Motor Bus Company (1933) Limited	New World First Bus Services Limited	Citybus Limited (Franchise for Hong Kong Island and cross-harbour bus network)	Citybus Limited (Franchise for Airport and North Lantau bus network)	Long Win Bus Company Limited	New Lantau Bus Company (1973) Limited (NLB)
Seat belts, ESC and speed limiting retarder	505 (13%)	21 (3%)	70 (9%)	30 (13%)	-	5 (3%)
Seat belts only	191 (5%)	1 (<1%)	1 (<1%)	3 (1%)	-	62* (41%)
ESC and speed limiting retarder only	1 (<1%)	1 (<1%)	31 (4%)	1 (<1%)	-	-
Advance driver assistance system	-	-	-	244 (100%)	278 (100%)	-
Driver monitoring system	-	-	-	244 (100%)	278 (100%)	-

\* 59 out of 62 NLB's buses are single deck buses.

Before recommending franchised bus operators to install seat belts, ESC and speed limiting retarder on existing buses, TD has conducted cost-benefit analyses including the review of overseas studies on safety effectiveness of the above devices. Generally speaking, seat belt



is a primary immediate protection safety measure and passengers wearing seat belt could effectively reduce the fatality and severity of injury in traffic accidents. ESC can improve the stability of vehicles by detecting and reducing the loss of traction and reduce the risk of vehicles to rollover in extreme cornering or evasive manoeuvres. Speed limiting retarder can limit the vehicle speed which is effective to reduce the severity of crashes and the resulting fatalities and injuries. TD and franchised bus operators will continue to monitor the installation of the above devices and review the changes in accident statistics from time to time.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)122**

**(Question Serial No. 1932)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the real-time arrival information system for green minibuses (GMBs), will the Government inform this Committee of the following:

1. How is the test launch on three GMB routes?
2. How is the preparation for the plan to extend the system to cover about 70 GMB routes this year? When will the details be announced?
3. What are the details of the manpower and expenditure involved in implementing the above project?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 31)

Reply:

The Transport Department (TD) is developing an information system for dissemination of estimated time of arrival (ETA) data of GMBs by phases by 2022. The system initially covered three GMB routes, and their ETA data has been released through “HKeMobility” and “DATA.GOV.HK” since 31 December 2020. As at March 2021, the ETA data of about 70 GMB routes is disseminated through “HKeMobility” and “DATA.GOV.HK”.

The estimated expenditure for development of the system is about \$31 million, and the estimated recurrent expenditure for management, operation and maintenance of the system is about \$6 million per year. The work of TD is undertaken by its existing staff, with no separate breakdown of the manpower involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)123**

**(Question Serial No. 1967)**

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 (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

On matters relating to the local road transport system in the past three years, will the Government advise this Committee of the following:

1. the numbers of newly registered private cars and other vehicle classes with a breakdown by fuel type;
2. the number of illegal parking cases in each of the 18 districts;
3. the number of parking spaces provided in each of the 18 districts and the utilisation rates of government car parks;
4. the number of additional parking spaces planned to be provided in each of the 18 districts in the coming three years; and
5. the measures to be taken by the Transport Department (TD) to complement the work of the Environment Bureau (ENB) in formulating the roadmap on the popularisation of electric vehicles (EV).

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 86)

Reply:

1. The numbers of newly registered vehicles in 2018 to 2020 with breakdown by vehicle class and fuel type are at **Annex 1**.
2. The Hong Kong Police Force keeps information on fixed penalty tickets issued against illegal parking by Police Region. The relevant enforcement figures in each of the five Police Regions in 2018 to 2020 are at **Annex 2**.
3. The numbers of parking spaces in each of the 18 districts over the past three years are tabulated at **Annex 3**.

Public parking spaces provided by the Government include various types of parking spaces (including on-street and off-street parking spaces) operated by different departments. TD does not have all records on the utilisation of these parking spaces.

For the 11 public car parks under TD's purview, their average utilisation rates in 2018 to 2020 are tabulated at **Annex 4**.

4. Since the number and progress in the provision of new parking spaces hinge on a host of factors including consultation with the local community, TD is not in a position to make a precise projection on the number of parking spaces to be provided in the coming years.
5. TD will continue to co-operate with ENB and the Environmental Protection Department in implementing the new policy and initiatives for promoting EVs, including installing more EV chargers in government multi-storey car parks under TD's purview as far as practicable, and examining measures to discourage non-EVs from using those parking spaces equipped with EV chargers.

**Numbers of newly registered vehicles in 2018 to 2020****2018**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (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

**2019**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	6 468	0	0	0	6 468
Private car	35 858	28	2 423	0	38 309
Taxi	0	0	0	1 118	1 118
Franchised bus	0	314	1	0	315
Non-franchised public bus	0	445	2	0	447
Private bus	0	64	0	0	64
Public light bus	0	142	0	339	481
Private light bus	0	157	1	111	269
Goods vehicle	0	8 949	42	0	8 991
Special purpose vehicle	2	126	5	13	146

**2020**

<b>Vehicle class</b>	<b>Number of newly registered vehicles</b>				
	<b>Petrol</b>	<b>Diesel</b>	<b>Electric</b>	<b>LPG</b>	<b>Total</b>
Motorcycle	9 343	0	25	0	9 368
Private car	32 441	0	4 595	0	37 036
Taxi	0	0	0	805	805
Franchised bus	0	289	0	0	289
Non-franchised public bus	0	172	0	0	172
Private bus	0	35	0	0	35
Public light bus	0	12	0	147	159
Private light bus	0	68	0	76	144
Goods vehicle	2	5 390	35	0	5 427
Special purpose vehicle	0	98	9	12	119

Note: Hybrid vehicles are included under their respective fuel types.

**Numbers of fixed penalty tickets issued against illegal parking in 2018 to 2020**

<b>Police Region</b>	<b>Year</b>		
	<b>2018</b>	<b>2019</b>	<b>2020</b>
Hong Kong Island	385 196	287 149	599 218
Kowloon East	351 968	251 430	489 901
Kowloon West	517 842	339 549	631 593
New Territories South	396 975	296 732	512 831
New Territories North	374 532	249 884	474 326
<b>Total</b>	<b>2 026 513</b>	<b>1 424 744</b>	<b>2 707 869</b>

**Numbers of parking spaces by district in the past three years<sup>^\*</sup>**

<b>District</b>	<b>Feb-19</b>	<b>Feb-20</b>	<b>Feb-21</b>
Central and Western	41 103	41 343	41 145
Wan Chai	41 240	41 496	40 877
Eastern	50 548	51 289	51 402
Southern	42 655	42 793	42 784
Yau Tsim Mong	38 259	39 565	39 169
Sham Shui Po	34 818	34 942	35 245
Kowloon City	53 729	52 293	52 487
Wong Tai Sin	24 499	24 588	24 555
Kwun Tong	52 901	54 759	55 643
Tsuen Wan	40 690	40 923	41 733
Tuen Mun	45 350	45 815	46 579
Yuen Long	45 450	45 921	46 597
North	24 378	24 258	24 073
Tai Po	30 803	31 829	33 391
Sai Kung	45 766	46 812	47 396
Sha Tin	78 692	79 427	80 092
Kwai Tsing	49 748	50 128	50 256
Islands	17 700	18 398	17 740
<b>Total</b>	<b>758 329</b>	<b>766 579</b>	<b>771 164</b>

<sup>^</sup> The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

<sup>\*</sup> The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.



**Numbers of parking spaces and utilisation rates in public car parks under TD's purview in 2018 to 2020**

District	Car Park	No. of Parking Spaces <sup>^</sup>	Average Utilisation Rate <sup>^</sup>					
			Day-time (0800-2300)			Night-time (2300-0800)		
			2018	2019	2020	2018	2019	2020
Hong Kong Island	Star Ferry Car Park	377	70%	56%	56%	16%	10%	12%
	City Hall Car Park	170	58%	34%	41%	15%	8%	8%
	Rumsey Street Car Park	835	68%	61%	50%	45%	40%	26%
	Kennedy Town Car Park	195	83%	75%	80%	75%	72%	74%
	Tin Hau Car Park	428	81%	76%	71%	64%	62%	65%
	Shau Kei Wan Car Park	385	84%	71%	78%	81%	75%	79%
	Aberdeen Car Park	293	76%	72%	73%	89%	88%	89%
Kowloon	Sheung Fung Street Car Park, Wong Tai Sin	267	86%	74%	77%	87%	84%	85%
	Wong Tai Sin Public Transport Terminus Car Park <sup>#</sup>	37	--	--	23% <sup>α</sup>	--	--	8% <sup>α</sup>
New Territories	Kwai Fong Car Park <sup>*</sup>	531	74%	73%	71%	72%	76%	71%
	Tsuen Wan Car Park	545	91%	85%	82%	88%	85%	82%

<sup>^</sup> Excluding parking spaces for motorcycles.

<sup>#</sup> Wong Tai Sin Public Transport Terminus Car Park is a parking facility that originally offered 25 parking spaces for coaches only. Since 1 September 2020, the car park has been opened for parking of other designated types of vehicles on a temporary basis. At present, the car park offers 31 parking spaces for private cars/van-type light goods vehicles, two parking spaces for coaches and four parking spaces for coaches/goods vehicles.

<sup>α</sup> The average utilisation rate in September 2020 to December 2020.

<sup>\*</sup> Among the 75 parking spaces for private cars/van-type light goods vehicles at the rooftop of the Kwai Fong Car Park, 54 parking spaces have been released for public

use since 1 January 2020. The remaining 21 parking spaces are kept for the temporary vehicle detention centre.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)124****(Question Serial No. 1979)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Transport Department (TD) continue to examine and plan for introducing more new minibus services for rural areas in the New Territories? How many additional minibus routes are expected to be provided in the coming year (please list by District Council district)?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 103)Reply:

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.

TD plans to introduce two new GMB routes in 2021, with details as follows:

	<b>District</b>	<b>Origin - Destination</b>
(1)	North District	Queen's Hill Estate – North District Hospital
(2)		Wa Shan Tsuen – Sheung Shui

TD will continue to monitor the changes in public transport demand in rural areas in the New Territories, review related public transport services and explore the need and feasibility of introducing new GMB services when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)125**

**(Question Serial No. 1984)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters relating to bicycles 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 and the total number of bicycles confiscated;
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.: 108)

Reply:

1. In 2020, the Government received 1 852 complaints relating to bicycles via the 1823 Call Centre. Among these complaints, 18 were related to dockless automated bicycle rental service.
2. In 2020, the Government conducted 211 joint clearance operations against illegally parked bicycles. 11 475 bicycles were removed, of which 1 180 were dockless automated rental bicycles.
3. The numbers of traffic accidents involving bicycles in 2018, 2019 and 2020 were 1 804, 1 738 and 2 737 respectively.
4. The numbers of public bicycle parking spaces by district as at December 2020 are tabulated at Annex.
5. The Transport Department (TD) has been implementing improvement measures, such as providing more public bicycle parking spaces and additional safety facilities at

various locations, for the cycle tracks and cycling facilities in nine new towns in the New Territories in phases. The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involved about 450 sites, commenced in February 2020 for completion by end 2021. As for the third batch of improvement works of about 160 sites which involve more extensive and complex engineering works, TD will continue to liaise with the Highways Department on the design and construction for the works.

**Number of Existing Bicycle Parking Spaces by Districts (as at December 2020)**

<b>District</b>	<b>Bicycle parking spaces</b>
Central and Western	40
Wan Chai	8
Eastern	44
Southern	2
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 920
North	6 565
Sai Kung	6 041
Sha Tin	12 188
Tai Po	6 159
Tsuen Wan	113
Tuen Mun	7 124
Yuen Long	15 828
<b>Total</b>	<b>61 295</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)126**

**(Question Serial No. 3056)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local traffic conditions in the past three years, will the Government advise this Committee of the following:

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 (CWB);
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;
7. the details of the study on the hierarchy and level of tolls of government tolled tunnels and road conducted by the Transport Department (TD); and
8. the utilisation rates of the Autotoll system of various tunnels.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 84)

Reply:

1. As the traffic volume statistics in the Annual Traffic Census are currently available up to 2019, the design capacities and morning peak-hour utilisation rates (measured by v/c ratios in vehicles) of the ten strategic routes from 2017 to 2019 are tabulated at **Annex 1**.
2. After the full commissioning of CWB in February 2019, the traffic volumes of Connaught Road Central and Gloucester Road during morning and evening peak hours on weekdays have decreased by about 20% and 17% respectively. The average daily number of vehicles using CWB on weekdays was about 48 000 in 2020.

3. The design capacities and peak-hour utilisation rates of various tunnels in the past three years are at **Annex 2**.
4. The numbers of casualties involved in traffic accidents in the past three years are tabulated below:

<b>Year</b>	<b>Number of Casualties Involved in Traffic Accidents</b>
2018	19 637
2019	20 218
2020	18 360

5. The average daily public transport passenger journeys in the past three years are provided at **Annex 3**.
6. The current toll levels and operating costs of various tunnels in the past three years are at **Annex 4**.
7. TD commenced the Study on “Congestion Charging” (the Study) in July 2019. The Study would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and road, while imposing higher tolls on vehicles with low carrying capacity. In view of the possible impact of the COVID-19 pandemic on the travelling pattern of the general public, TD is reviewing its work plan for the Study including the collation of the latest information and data through a traffic survey. TD will consult relevant stakeholders on the recommendations arising from the Study in a timely manner.
8. The usage of Autotoll at various tunnels (i.e. the proportion of vehicles using Autotoll service out of all vehicles passing through the respective tunnels) in the past three years is tabulated below:

<b>Tolled Tunnels</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Aberdeen Tunnel	55%	52%	54%
Cross-Harbour Tunnel	43%	45%	46%
Eastern Harbour Crossing	49%	49%	50%
Tate’s Cairn Tunnel	55%	55%	55%
Lion Rock Tunnel	46%	46%	46%
Shing Mun Tunnels	43%	43%	44%
Tseung Kwan O Tunnel	47%	47%	48%
Route 8K (Eagle’s Nest Tunnel and Sha Tin Heights Tunnel)	51%	49%	51%
Western Harbour Crossing	55%	56%	61%
Tai Lam Tunnel	56%	58%	59%



**Design Capacity and Morning Peak-hour<sup>1</sup> Utilisation Rate of Strategic Routes**

Road Section	Strategic Route <sup>2</sup>	Direction	Design Capacity (vehicle/hour)	Peak-hour Utilisation Rate		
				2017	2018	2019
<b>Hong Kong Island</b>						
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	9 450	0.6	0.7	0.6
Central –Wan Chai Bypass <sup>3</sup>	4	Eastbound	4 700	-	-	0.7
<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	0.7	0.6	0.7
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	4 700	0.9	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	3 000	0.9	1.0	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	4 700	0.9	0.9	0.9

Road Section	Strategic Route <sup>2</sup>	Direction	Design Capacity (vehicle/hour)	Peak-hour Utilisation Rate		
				2017	2018	2019
<b>New Territories East</b>						
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	6 300	1.0	1.1	1.1
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	4 700	0.5	0.5	0.5
<b>New Territories West</b>						
Ting Kau Bridge	3	Southbound	4 700	1.0	1.2	1.2
Nam Wan Tunnel	8	Eastbound	4 700	0.4	0.4	0.5
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	6 300	0.9	0.9	1.0
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	10	Northbound	4 700	0.2	0.2	0.2

Note 1: “Morning peak hour” refers to the busiest one hour from 7 a.m. to 10 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).

Note 2: Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel. Since Route 6 is under construction, its utilisation rate is not available.

Note 3: CWB was fully commissioned in February 2019.

**Design Capacity and Peak-hour Utilisation Rate of Various Tunnels**

Tunnel <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
			2018	2019	2020
Aberdeen Tunnel	Northbound	2 600	0.6	0.6	0.6
	Southbound	2 600	0.7	0.7	0.7
Cross-Harbour Tunnel <sup>3</sup>	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	0.5
	Southbound	4 200	0.6	0.6	0.5
Lion Rock Tunnel	Northbound	2 600	1.0	1.0	0.9
	Southbound	2 600	1.0	1.0	1.0
Tate's Cairn Tunnel	Northbound	2 600	0.9	0.9	0.8
	Southbound	2 600	0.9	0.9	0.8
Tseung Kwan O Tunnel	Westbound	2 600	1.0	1.0	1.0
	Eastbound	2 600	1.1	1.1	1.1
Eagle's Nest Tunnel & Sha Tin Heights Tunnel	Northbound	4 700	0.5	0.5	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	0.3
	Southbound	4 700	0.5	0.5	0.4

Note 1: TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles. For toll-free tunnels without toll collection systems (through which records can be compiled), TD does not have breakdown of the traffic data for peak hours and non-peak hours and the corresponding utilisation rates.

Note 2: The utilisation rates in the table above refer to the ratios of average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) compiled by tunnel operators through toll collection systems, to tunnel design capacity. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

The utilisation rates are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. 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, geometry of the road section, etc. Therefore, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

Note 3: The utilisation rate of Cross-Harbour Tunnel above has discounted the period from 13 November 2019 to 19 January 2020 due to closure and repair of damaged facilities.

**Average Daily Public Transport Passenger Journeys from 2018 to 2020**

	<b>Franchised Buses ('000)</b>	<b>Mass Transit Railway ('000)</b>	<b>Hongkong Tramways ('000)</b>	<b>Public Light Buses ('000)</b>	<b>Ferries ('000)</b>	<b>Taxis ('000)</b>	<b>Residents' Services ('000)</b>	<b>MTR Buses (Northwest New Territories) ('000)</b>	<b>Total ('000)</b>
<b>2018</b>	4 054.3 (31.5%)	5 461.6 (42.4%)	164.7 (1.3%)	1 806.1 (14.0%)	127.3 (1.0%)	889.0 (6.9%)	225.4 (1.8%)	139.8 (1.1%)	12 868.2 (100.0%)
<b>2019</b>	4 093.9 (32.9%)	5 103.6 (41.0%)	149.4 (1.2%)	1761.1 (14.2%)	122.2 (1.0%)	854.6 (6.9%)	213.7 (1.7%)	141.1 (1.1%)	12 439.6 (100%)
<b>2020</b>	3 036.3 (34.0%)	3 466.6 (38.8%)	113.0 (1.3%)	1 299.5 <sup>#</sup> (14.5%)	85.9 (1.0%)	659.9 <sup>#</sup> (7.4%)	157.6 <sup>#</sup> (1.8%)	115.0 (1.3%)	8 933.8 <sup>#</sup> (100%)

**Notes:**

( ) Figures in brackets denote the percentage share of the respective public transport modes.

# Provisional Figures

**Current Toll Level 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>	Tate's Cairn Tunnel	Tai Lam Tunnel	Western Harbour Crossing
Motor cycles, motor tricycles	\$8	\$13	\$5 <sup>3</sup> (Flat toll)	\$8 <sup>3</sup> (Flat toll)	\$5 <sup>3</sup> (Flat toll)	\$3 <sup>3</sup> (Flat toll)	\$8 <sup>3</sup> (Flat toll)	\$15	\$22 <sup>4</sup>	\$25 <sup>4</sup>
Private cars	\$20	\$25						\$20	\$48 <sup>4</sup>	\$75 <sup>4</sup>
Taxis	\$10	\$25 / \$15 <sup>2</sup>						\$20	\$48 <sup>4</sup>	\$70 <sup>4</sup>
Public light buses	\$10	\$38						\$23	\$100 <sup>4</sup>	\$85 <sup>4</sup>
Private light buses	\$10	\$38						\$24	\$100 <sup>4</sup>	\$85 <sup>4</sup>
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38						\$24	\$49 <sup>4</sup>	\$85 <sup>4</sup>
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						\$28	\$55 <sup>4</sup>	\$110 <sup>4</sup>
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75						\$28	\$60 <sup>4</sup>	\$140 <sup>4</sup>
Public and private single-decked buses	\$10 <sup>3</sup>	\$50 <sup>3</sup>						\$32 <sup>3</sup>	\$143 <sup>4</sup>	\$140 <sup>4</sup>
Public and private double-decked buses	\$15 <sup>3</sup>	\$75 <sup>3</sup>						\$35 <sup>3</sup>	\$168 <sup>4</sup>	\$200 <sup>4</sup>
Each additional axle in excess of two	\$10 <sup>3</sup>	\$25 <sup>3</sup>	\$24	Free of charge <sup>4</sup>	\$30 <sup>4</sup>					

Note 1: Eagle's Nest Tunnel forms part of Route 8K.

Note 2: Toll level for taxis without passengers is \$15 and tolls are settled at manual toll booths.

Note 3: Except franchised buses which are exempted from paying tolls for using government tolled tunnels with effect from 17 February 2019.

Note 4: Concessionary tolls in effect until further notice.

### **Operating Costs of Government Tolled Tunnels from 2017-18 to 2019-20**

<b>Tunnel <sup>1</sup></b>	<b>2017-18 (\$ million)</b>	<b>2018-19 (\$ million)</b>	<b>2019-20 (\$ million)</b>
Cross-Harbour Tunnel <sup>2</sup>	79	79	80
Eastern Harbour Crossing <sup>2</sup>	103	103	99
Tate's Cairn Tunnel <sup>2,3</sup>	-	64	88
Aberdeen Tunnel <sup>4</sup>	80	80	81
Lion Rock Tunnel <sup>4</sup>	70	72	70
Shing Mun Tunnels <sup>4</sup>	67	94	97
Tseung Kwan O Tunnel <sup>4</sup>	56	60	64
Route 8K <sup>4,5</sup>	271	265	288

Note 1: Tai Lam Tunnel and Western Harbour Crossing are not included as they are "Build-Operate Transfer" (BOT) tunnels which are owned and operated by the respective franchisee during the period. They will be taken over by the Government in May 2025 and August 2023 respectively.

Note 2: Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate's Cairn Tunnel were BOT tunnels, of which the capital costs were not funded by the Government. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the years concerned.

Note 3: Tate's Cairn Tunnel was taken over by the Government on 11 July 2018 upon expiry of the BOT franchise.

Note 4: These tunnels were constructed by the Government. The operating costs have included the depreciation charges of the capital costs of the tunnels for the years concerned.

Note 5: The operating costs cover the section of Route 8 between Sha Tin 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)127**

**(Question Serial No. 0261)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please provide the following figures (from its launch up to the present):

1. the total amount of subsidy received by commuters altogether and the average amount of subsidy received by each commuter, with breakdown by the following categories: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400 or above;
2. the number of beneficiaries with expired subsidy with breakdown by month;
3. the monthly amount of government subsidy provided and the related administrative costs under the Scheme. Please list out separately; and
4. the percentage of commuters using personalised Octopus cards to claim the subsidy at present.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 1)

Reply:

1. The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters in 2019, the total subsidy amount is about \$1,873.6 million, involving an average of around 2.14 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$73.

The Scheme has been enhanced since 1 January 2020, where the fare subsidy rate was increased from one-fourth to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised from \$300 to \$400 per month per Octopus. The total subsidy amount from January to June 2020 is about \$764.8 million, involving an average of around 1.43 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$89.



To alleviate the public's burden of transport expenses during the epidemic, the Government has implemented a Special Measure to temporarily relax the monthly public transport expenses threshold from \$400 to \$200 from 1 July 2020. During the period from July 2020 to February 2021, the total subsidy amount is about \$1,797.6 million, involving an average of around 2.51 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$90.

The distribution of beneficiaries by subsidy amount before and after the Scheme enhancements and the implementation of the Special Measure is listed below:

<b>Subsidy amount</b>	<b>Number of beneficiaries (rounded off to the nearest thousand)</b>		
	Monthly average from January to December 2019 (before Scheme enhancement)	Monthly average from January to June 2020 (after Scheme enhancement)	Monthly average from July 2020 to February 2021 (after implementation of Special Measure)
\$0.1-\$100.0	1 583 000	949 000	1 639 000
\$100.1-\$200.0	438 000	343 000	624 000
\$200.1-\$300.0	117 000	100 000	186 000
\$300.1-\$400.0	Not Applicable	37 000	57 000

2. Under the Scheme, the subsidy for each month is valid for collection within three months. As at end February 2021, the number of beneficiaries with expired subsidy from January 2019 to October 2020 is listed below (the subsidy for November 2020 onwards remains valid for collection as at end February 2021 and hence is not included in the table below):

<b>Month</b>	<b>Number of beneficiaries with expired subsidy (rounded to the nearest thousand)</b>
January 2019	326 000
February 2019	259 000
March 2019	403 000
April 2019	363 000
May 2019	395 000
June 2019	387 000
July 2019	396 000
August 2019	390 000
September 2019	375 000
October 2019	314 000
November 2019	257 000
December 2019	421 000
January 2020	383 000
February 2020	105 000
March 2020	133 000
April 2020	106 000
May 2020	187 000

<b>Month</b>	<b>Number of beneficiaries with expired subsidy (rounded to the nearest thousand)</b>
June 2020	241 000
July 2020	530 000
August 2020	402 000
September 2020	527 000
October 2020	721 000

3. The average monthly subsidy amount before and after the Scheme enhancements and the implementation of the Special Measure is listed below:

<b>Period</b>	<b>Average monthly subsidy amount (\$ million)</b>
January to December 2019 (before Scheme enhancement)	156.1
January to June 2020 (after Scheme enhancement)	127.5
July 2020 to February 2021 (after implementation of Special Measure)	224.7

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2020-21 is \$43.3 million.

4. In 2020, around 32% of commuters entitled to the subsidy are using personalised Octopus.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)128**

**(Question Serial No. 0263)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

1. 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.
2. The "Franchised Bus Toll Exemption Fund" (the Fund) was implemented in 2019. (1) Please advise the operation details of each franchised bus operator's account since the implementation of the Fund; (2) It is understood that the Fund aims at relieving the fare increase pressure, please advise if the Fund in effect helps relieving the fare increase pressure; and (3) Please advise if there is any scheduled review of the Fund.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 3)

Reply:

1. The number of routes and scheduled daily departures of franchised buses, green minibuses and residents' service vehicles plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin in the past three years are set out below:

Tunnels	Year	Franchised buses		Green minibuses		Residents' service vehicles	
		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	2018	32	4 543	1	63	9	156
	2019	32	4 273	1	65	7	149
	2020	32	3 978	1	26	6	150
Eastern Harbour Crossing	2018	22	2 142	2	35	9	32
	2019	22	2 022	2	35	8	30
	2020	23	1 915	2	35	6	24
Western Harbour Crossing	2018	32	3 559	0	0	32	327
	2019	34	3 349	0	0	32	327
	2020	34	2 781	0	0	31	309
Lion Rock Tunnel	2018	29	3 184	8	473	10	77
	2019	30	3 235	8	470	7	57
	2020	30	2 970	8	448	7	63
Tate's Cairn Tunnel	2018	32	3 892	0	0	21	229
	2019	34	3 760	0	0	17	218
	2020	35	3 380	0	0	15	212
Eagle's Nest Tunnel	2018	16	758	0	0	5	28
	2019	16	732	0	0	5	20
	2020	16	542	0	0	5	28

Notes:

- (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 records of the toll collected based on 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 light buses) only. The toll revenue collected from buses and light buses by respective tunnels in the past three years is tabulated as follows:

Tunnels	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)		
	2018	2019 (Note 4)	2020 (Note 4)	2018	2019	2020
Cross-Harbour Tunnel	40.9	13.3	4.2	6	5.1	3.4
Eastern Harbour Crossing	74.5	23.4	9.6	8.3	8.6	5.9
Western Harbour Crossing (Note 5)	287.0	318.6	251.8	25.7	24.7	15.2
Lion Rock Tunnel	Not available (Note 6)					
Tate's Cairn Tunnel	61.7	18.7	6.7	1.2	1.4	0.9
Eagle's Nest Tunnel	5.9	3.2	1.7	0.4	0.4	0.3

Notes:

- (4) Franchised buses have been exempted from paying tolls for government tunnels, including Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tate's Cairn Tunnel and Eagle's Nest Tunnel, since the implementation of the Fund on 17 February 2019.
  - (5) Western Harbour Crossing is a "Build-Operate-Transfer" tunnel currently operated by Western Harbour Tunnel Company Limited. The toll revenue of Western Harbour Crossing is not government revenue.
  - (6) Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep records of the toll collected based on individual vehicle classes, the Transport Department does not have records of the toll revenue collected from buses and light buses using the Lion Rock Tunnel.
2. Under the Franchised Bus Toll Exemption Fund (the Fund), all franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. Each franchised bus operator has set up its own dedicated fund account for keeping the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding franchised bus operator. When the franchised bus operator applies for fare increase and the Chief Executive in Council considers that there is prima facie a justifiable case for fare adjustment, the franchised bus operator will be required to offset the increase by using the balance of the Fund such that the magnitude of the fare increase shouldered by the passengers will be lowered.

The mitigating effect from the Fund has been applied in the following fare increases:

- (a) the overall weighted average rate of fare increase shouldered by the passengers of Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited, implemented on 20 January 2019, was reduced from 9.9% to 7.0% and 5.6% respectively; and
- (b) the overall weighted average rate of fare increase shouldered by the passengers of the solely-operated routes of the The Kowloon Motor Bus Company (1933) Limited, implemented on 4 April 2021, was reduced from 8.5% to 5.8%.

Since the implementation of the Fund and up to 31 January 2021, the amounts being deposited and withdrawn as well as the balance of the Fund by franchised bus company are tabulated below:

<b>Franchised bus company</b>	<b>Amount deposited (\$'000)</b>	<b>Amount withdrawn (\$'000)</b>	<b>Balance of the Fund (\$'000) (Note 7)</b>
The Kowloon Motor Bus Company (1933) Limited (KMB)	354,567 (Note 8)	0	357,486
New World First Bus Services Limited (NWFB)	87,112	87,127	0
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) [CTB(F1)]	71,467	68,210	3,282
Citybus Limited (Franchise for Airport and North Lantau bus network)	33,738	0	33,951
Long Win Bus Company Limited	48,812	0	49,243
New Lantao Bus Company (1973) Limited	17	0	17

Notes:

- (7) The balance includes the interest (if any) received for the period between 17 February 2019 and 31 January 2021 by the dedicated fund account.
- (8) The amount deposited includes toll revenue saved and additional revenue generated from the routes jointly operated by KMB and CTB(F1)/NWFB which has been accrued to its dedicated fund account after the fare increases of CTB(F1)/NWFB on 20 January 2019.

The Government will closely monitor the Fund's operation and review the prevailing arrangement as and when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)129**

**(Question Serial No. 0264)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please list in table form the allowance/exemption items granted by the Government in respect of franchised bus, non-franchised bus (NFB), tram, taxi, ferry and public light bus (PLB) respectively and the respective expenditure incurred in the past three years and this year up to the present.
2. Please provide in table form details of the allowances the Government provided for the above transport modes under the Anti-epidemic Fund (AEF) in the past year, including: (1) subsidy items; (2) amounts involved; (3) beneficiaries; and (4) the latest application and granting situation.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 4)

Reply:

1. From 2017-18 to 2020-21, 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	2019-20	2020-21 (as at 28 February 2021)
Franchised bus	Exemption of vehicle licence fees (Note 1)	25,292	25,495	25,845	24,093
	Reimbursement of government rent and government land rental (Note 1 and 2)	340,673	386,484	412,850	66,919
	Exemption of tolls of government tunnels and roads (Note 3)	Not Applicable	33,602	279,666	212,546
	Exemption of first registration tax	59,694	56,529	29,413	30,665
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	1,308	5,469
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	988	4,298	3,410	6,112
	Subsidy for installation of safety devices on existing buses (Note 5)	Not Applicable	Not Applicable	Not Applicable	19,078
NFB	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	3,665	14,385
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	664	5,806



Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2017-18	2018-19	2019-20	2020-21 (as at 28 February 2021)
NFB	Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles (Note 4)	Not Applicable	Not Applicable	56	489
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles (Note 4)	Not Applicable	Not Applicable	307	1,194
	Waiver of fees payable for the new issue or renewal of Closed Road Permit (CRP) for eligible types of vehicles (Note 4)	Not Applicable	Not Applicable	106	540
Tram	Subsidy for tram track replacement at critical locations (Note 6)	Not Applicable	4,291	7,609	7,713
	Reimbursement of government rent and government land rental (Note 2 and 7)	5,311	6,070	5,698	948
Taxi	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	12,412	50,624
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	1,276	9,105
Ferry	Exemption of vessel licence fees (Note 8)	212	216	214	188

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2017-18	2018-19	2019-20	2020-21 (as at 28 February 2021)
Ferry	Reimbursement of pier rental (Note 8)	7,699	7,967	8,804	1,910
	Reimbursement under Special Helping Measures (SHM) for outlying island ferry routes (Note 9)	38,481	138,429	120,241	108,864
PLB	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	8,431	31,921
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	Not Applicable	Not Applicable	370	2,503
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles (Note 4)	Not Applicable	Not Applicable	43	285
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles (Note 4)	Not Applicable	Not Applicable	215	671

Notes:

1. The Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations under the Elderly Concessionary Fare Scheme.
2. For 2020-21, the Government has provided 75% rental concession of Short Term Tenancy sites from 1 April 2020 to 31 March 2021.
3. Under the “Franchised Bus Toll Exemption Fund” arrangement, franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019, with a view to relieving fare increase pressure. The figures for 2020-21 are provisional as at January 2021.

4. The Government has waived vehicle licence fees and vehicle examination fees for registered commercial vehicles, as well as fees payable for the new issue or renewal of PSL, PSLC and CRP for eligible types of vehicles for two years from December 2019 to December 2021 under the relief measures announced by the Financial Secretary on 15 August 2019 and 15 September 2020.
5. The Government subsidises franchised bus operators 80% of the cost to install electronic stability control, speed limiting retarder and seat belt on all seats in the upper deck on appropriate existing franchised buses. The figures for 2020-21 are provisional based on the status of safety devices installation by end 2020.
6. The Government has subsidised Hong Kong Tramways Limited (HKT) for replacement of tram track at sharp bends and key junctions with the use of the rail jacket technology on a matching basis. For every metre of the track which HKT has replaced, the Government would provide funding for installation of another metre of the track on a reimbursement basis. The replacement project involves 2.35 km of tram tracks and a government subsidy \$19.6 million.
7. The Government has reimbursed HKT the rentals of government land used for tram operations under the Elderly Concessionary Fare Scheme.
8. 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 Fare Scheme.
9. Under SHM, subsidies are made through reimbursement of certain expenses associated with the operation of the ferry services, such as vessel-related and pier-related expenses. In 2017-18 to 2020-21, SHM were provided to the six major outlying island ferry routes which include “Central – Cheung Chau”, “Central – Mui Wo”, “Inter-Islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Peng Chau”, “Central – Yung Shue Wan”, and “Central – Sok Kwu Wan” routes. From 2020-21 onward, SHM have been gradually extended to cover other outlying island ferry routes starting from their new licence periods. As at 28 February 2021, SHM were also provided to five more outlying island ferry routes including the “Discovery Bay – Central”, “Ma Wan – Central”, “Ma Wan – Tsuen Wan”, “Aberdeen – Sok Kwu Wan via Mo Tat” and “Discovery Bay – Mui Wo” routes.
2. The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Under the AEF, about \$4.95 billion have been reserved for the subsidy items provided to the following public transport modes with details set out in the table below:

<b>Public Transport Modes</b>	<b>Subsidy Items</b>	<b>Beneficiaries</b>	<b>Implementation Progress (as at 24 March 2021)</b>
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity cost for 12 months from 1 July 2019 to 30 June 2020	Five franchised bus companies and HKT	Disbursement of subsidy was completed. Around \$344.3 million of subsidy was disbursed.
	Reimbursement of regular repair and maintenance cost and insurance premium for six months from 1 April to 30 September 2020		Disbursement of around \$152.6 million of subsidy, concerning 94% of the approved applications was completed. The remaining applications submitted are being processed.
NFB	One-off non-accountable subsidy of \$20,000, \$30,000 and \$15,000 for each non-franchised public bus under the first three rounds of AEF respectively	Registered owners of 7 072 and 6 978 non-franchised public buses for the first two rounds of AEF respectively.	Disbursement of subsidy under the first and second rounds of AEF was completed. Around \$350.8 million of subsidy was disbursed.
		Registered owners of 6 839 NFBs in the third round of AEF. The final number of beneficiaries has yet to be determined as applications from eligible owners are still being accepted.	Disbursement of around \$102.6 million of subsidy, concerning over 99% of the approved applications was completed and the remaining will be disbursed within April 2021.  For applications yet to be submitted, the subsidy will be disbursed within one month after the Transport Department (TD) has verified the submission.

<b>Public Transport Modes</b>	<b>Subsidy Items</b>	<b>Beneficiaries</b>	<b>Implementation Progress (as at 24 March 2021)</b>
Taxi and PLB	Fuel subsidy of \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG taxis and PLBs and reimburse one-third of the actual fuel cost for petrol taxis and diesel PLBs for 12 months from 1 July 2020 to 30 June 2021	It is estimated to benefit 61 500 taxi and red minibus (RMB) drivers, and 164 green minibus (GMB) PSL holders	Disbursement of around \$245.4 million of subsidy, concerning 75% of the approved applications was completed.  The deadline of application is 31 August 2021. Upon the receipt of the applications with all necessary information provided, TD will take about two months to complete the reimbursement procedure.
	One-off non-accountable subsidy of \$30,000 for each taxi, RMB and GMB	Registered owners of 18 135 taxis, 995 RMBs and 164 GMB PSL holders	Disbursement of subsidy was completed except for one case pending information from the applicant. Around \$672.9 million of subsidy has been disbursed.
	Monthly subsidy of \$6,000 for six months for each eligible active taxi and RMB driver or a lump sum of \$7,500	46 212 taxi drivers and 2 290 RMB drivers	Disbursement of around \$1.7 billion of subsidy, concerning over 99% of the approved applications was completed. The processing of the remaining small number of outstanding cases is expected to be completed by April 2021.
	Wage subsidy of \$6,000 for six months to GMB operators in respect of hiring each eligible employee aged 65 or above	155 GMB operators covering 3 024 employees for the first tranche of application and 154 GMB operators covering 2 528 employees for the second tranche of application	Disbursement of subsidy was completed. A total of around \$99.2 million of subsidy was disbursed.

<b>Public Transport Modes</b>	<b>Subsidy Items</b>	<b>Beneficiaries</b>	<b>Implementation Progress (as at 24 March 2021)</b>
Local ferry	Fuel subsidy to reimburse one-third of actual fuel cost for 12 months from 1 July 2019 to 30 June 2020	14 local ferry operators	Disbursement of subsidy was completed. Around \$47.9 million of subsidy was disbursed.
	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020	Nine local ferry operators	Disbursement of around \$16.0 million of subsidy, concerning 30% of the approved applications was completed. Processing of application and disbursement of subsidy is in progress.
	Wage subsidy of \$6,000 for six months to local ferry operators in respect of hiring each eligible employee aged 65 or above	Nine local ferry operators covering 133 and 49 employees for the first and second tranche of application respectively	All applications have been processed and disbursement of around \$3.2 million of subsidy, concerning 88% of the approved applications was completed. The disbursement of the remaining subsidy will be completed by mid-April 2021.
	One-off non-accountable subsidy of \$20,000 for each vessel deployed in kaito services	55 kaito operators	Disbursement of subsidy was completed. A total of \$1.7 million was disbursed.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)130**

**(Question Serial No. 0265)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government re-commissioned the “Central - Hung Hom” ferry service last year and will launch the pilot “water taxi” ferry service. Please advise of the following:

1. What is the monthly patronage since the resumption of the “Central - Hung Hom” ferry service?
2. Does the above patronage meet the expectation of the Government/operator? If not, will the Government provide subsidy to the ferry operator?
3. As of now, what is the progress of the pilot “water taxi” ferry service and what is the anticipated commencement date of the service?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 5)

Reply:

The “Central - Hung Hom” ferry service commenced operation in June 2020. The COVID-19 pandemic and social distancing measures in place affected travel patterns, business environment and the tourism sector, which led to reduction in patronage across all public transport services, including the “Central – Hung Hom” ferry service.

The average monthly patronage of the “Central - Hung Hom” ferry service from July 2020 to February 2021 was around 23 320.

To help reduce the operating costs of ferry services, the Government has implemented various measures in recent years, including reimbursing pier rental and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme and allowing ferry operators to sub-let premises at piers for commercial purposes. Furthermore, in view of the difficult business environment facing public transport operators during the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund, such as the Employment Support Scheme, fuel subsidies and reimbursement of actual regular repair and maintenance costs and insurance premium. The

operator of the “Central - Hung Hom” route is eligible for the above measures.

The Transport Department selected Fortune Ferry Company Limited as the operator of the “water taxi” service in March 2020 after conducting an open tender exercise. The operator is gearing up for the service. Subject to the development of the pandemic and rebound of the tourism sector, it is expected that the “water taxi” service will launch trial services in the second half of 2021.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)131**

**(Question Serial No. 0266)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will implement the Smart Traffic Fund to provide funding support for research in and application of vehicle-related innovation and technology. Please list in table form the latest information regarding (1) the detailed progress of the relevant projects and (2) the amounts of grant involved.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 6)

Reply:

The \$1 billion Smart Traffic Fund (the Fund) was launched at the end of March 2021 for applications. We have yet to approve projects to be funded under the Fund thus far.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)132**

**(Question Serial No. 0267)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

1. It is mentioned that the Government is taking forward the recommendations of the study on parking for commercial vehicles (CVs). Please provide the following information in table form: (1) the recommendations arising from the consultancy study on parking for CVs; (2) the latest progress of implementation; and (3) the amount of expenditure involved.
2. Is the Government examining in parallel developing underground smart car parks? If yes, what is the progress? If no, will it consider doing so?
3. Please list the numbers of parking spaces for CVs provided by the Government and the private sector respectively in each district.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 7)

Reply:

1. The recommendations arising from the consultancy study on parking for CVs are being taken forward by the Transport Department (TD) as on-going measures to increase the provision of parking spaces for CVs. The recommendations and latest progress of implementation are tabulated at **Annex 1**. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.
2. TD has identified four sites for launching automated parking system (APS) pilot projects so far, including a short-term tenancy (STT) site at Hoi Shing Road in Tsuen Wan, a public open space site at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, and two proposed government building sites at Chung Kong Road in Sheung Wan and Sheung Mau Street in Chai Wan. Of the four locations identified, the one in Sham Shui Po is tentatively planned to involve underground APS. It is expected that the Government will apply to the Town Planning Board to seek its planning permission within this year. TD is also exploring other potential sites, including an STT site at Pak Shek Kok, Tai Po, for APS installation.

3. The numbers of parking spaces for CVs (including those provided by the Government and those provided by the private sector) as at February 2021 in each of the 18 districts are provided at **Annex 2**.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	In 2020, 66 new on-street night-time CV parking spaces and on-street parking spaces for coaches were provided. During the same period, six new picking-up/setting-down facilities were provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2020/21 school year, a cumulative total of 28 schools provided about 80 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable STT car parks a minimum number of parking spaces for CVs	As at December 2020, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 36 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight suitable sites for public CV parks have been identified.</p> <p>As at early March 2021, among these eight sites, pre-construction activities are being conducted for the Amenity Complex in Area 103, Ma On Shan. For the Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai and the proposed Open Space cum Underground Car Park at To Wah Road, West Kowloon, consultations with the relevant District Councils are on-going.</p> <p>TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for the other five sites.</p>
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view	TD has consulted relevant stakeholders and plans to promulgate the revised parking standards with due consideration to the views collected.

<b>Recommendations</b>	<b>Latest Progress</b>
to increasing the parking provision	
(6) Stipulate the opening up of part of ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs	New lease conditions to require the owners of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been formulated and will be incorporated in the Conditions of Sale for suitable new Government land sale sites.

**Numbers of Parking Spaces for CVs by District as at February 2021**

<b>District</b>	<b>Number of Parking Spaces for CVs<sup>^</sup></b>	
	Parking Spaces Provided by the Government	Parking Spaces Provided by the Private Sector
Central & Western	693	537
Wan Chai	261	185
Eastern	510	1 682
Southern	387	1 124
Yau Tsim Mong	787	1 022
Sham Shui Po	1 418	2 279
Kowloon City	382	1 152
Wong Tai Sin	457	943
Kwun Tong	672	2 861
Tsuen Wan	201	2 163
Tuen Mun	575	2 102
Yuen Long	659	1 749
North	817	901
Tai Po	640	666
Sai Kung	625	1 248
Sha Tin	561	2 376
Kwai Tsing	955	10 518
Islands	192	1 027
<b>Total</b>	<b>10 792</b>	<b>34 535</b>

<sup>^</sup> The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)133**

**(Question Serial No. 0268)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that the Government will provide subsidy to franchised bus companies and monitor their installation of appropriate safety devices on existing buses. Please provide details on the implementation progress and subsidy amount involved in the past year and to date.

It is mentioned that the Government will monitor the installation situation. What are the details of the monitoring? During the course of monitoring, were there any violations of rules or non-compliance with Government's expectation? If yes, what are the relevant follow-up actions?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 8)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belt 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).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, the Transport Department (TD) has conducted cost-benefit analyses on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, franchised bus operators will install ESC and speed limiting retarder on around 4 000 buses, and install seat belt on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. As at end 2020, the number of buses installed with seat belt,

ESC and speed limiting retarder are 102, 125 and 125 respectively, involving a total government subsidy of around \$19.1 million.

TD ensures the quality of the retrofit works of the above safety devices through a two-stage examination and approval procedure as follows -

- (i) Type approval examination – TD will conduct examination on each bus model based on statutory requirements, international standards and factory acceptance criteria to ensure road worthiness and compliance for different bus make and model; and
- (ii) Site acceptance test – TD will conduct acceptance tests for each bus after their retrofit works to ensure compliance with technical specifications and safety requirements.

If there are any violations or non-compliance observed under the above procedures, the buses will not be licensed until they are rectified. So far, no violations or non-compliance have been found.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)134**

**(Question Serial No. 0271)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

1. What were the details of the actions taken by the Government to combat illegal carriage of passengers for hire or reward in the past three years? Please provide the numbers of enforcement actions taken and prosecutions conducted.
2. What measures will the Government put in place to step up efforts in illegal carriage of passengers for hire or reward in future? What is the expenditure involved?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 11)

Reply:

The Police takes enforcement actions against illegal carriage of passengers for hire or reward through targeted operations, including collecting intelligence, conducting covert operations, investigating and following up on referral cases and complaint cases, etc. The numbers of enforcement actions taken by the Police against such offences were 69, 184 and 49 in 2018, 2019 and 2020 respectively. The Police does not maintain information on the prosecution figures of illegal carriage of passengers for hire or reward.

During the same period, the Transport Department (TD) detained a total of 161 vehicles, with their vehicle licences suspended after conviction by the court.

TD has put in place a number of measures to prevent members of the public from inadvertently riding on private cars that carry passengers for hire or reward without valid Hire Car Permits (HCPs). Such measures include publicity through various channels such as online promotional video, broadcasting announcements on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts serve to further enhance the public's awareness of legal hire car service and promote the identification of a valid hire car by checking if it has a valid HCP. The public are encouraged to enquire with the service operator or make use of TD's Online Checking System to ascertain whether an HCP has been issued in respect of the private car concerned before the journey starts. TD will continue with the publicity efforts and work with the Police on information exchange to combat illegal carriage of passengers for hire or reward.

The relevant tasks have been undertaken by the existing staff of TD and the Police as part of their normal duties. There is no separate breakdown of resources involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)135**

**(Question Serial No. 0272)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the development of automated driving system, the Government has indicated that it is working with the industry and research and development institutions involved in autonomous systems to examine the feasibility of conducting joint trials of new autonomous vehicles (AVs) and related technology on public roads. What is the progress so far? Will the Government announce the progress of research and development regularly? What is the amount involved in this research and development project?

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

Reply:

To facilitate the development of AV technology, the Transport Department (TD) has since mid-2017 issued "Movement Permits" to 11 different models of AVs, enabling 38 trials to take place at designated routes under safe environment.

In December 2019, TD published a new set of "Guidance Notes on the Trials of Autonomous Vehicles" (the Guidance Notes) to stipulate safety guidelines on the trials of AVs, and the Guidance Notes were subsequently updated in December 2020. The Guidance Notes give the testing organisations and the AV trade a firmer grasp of the requirements for conducting AV trials on roads under the existing legislation.

On promoting AV technology, TD set up the Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee comprises stakeholders and experts from the AV trade, testing organisations and relevant research and development institutes, including the Applied Science and Technology Research Institute, Hong Kong Productivity Council, Hong Kong Science and Technology Parks Corporation, Cyberport, etc. The Committee has been exploring how best to draw up an appropriate regulatory framework for AVs.

Separately, TD has commenced studying the necessary legislative amendments with a view to facilitating trials of innovative technologies and is working in close collaboration with concerned parties including the trade to jointly stipulate the regulatory model for AVs as

well as the conditions and supporting measures required for trials of AVs. TD targets to report the progress to the relevant Panel of the Legislative Council in the second quarter of 2021.

The above work is undertaken by TD's existing staff as part of their normal duties and there is no breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)136**

**(Question Serial No. 0273)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that system will be developed in facilitating the implementation of the “Quota-free scheme for Hong Kong private cars travelling to Guangdong via the Hong Kong-Zhuhai-Macao-Bridge (HZMB)” (the Scheme). Please provide the details of the Scheme. How the Scheme would impact the utilisation rate of other boundary control points upon its implementation? Please set out the projected utilisation rate of each boundary control point.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

At present, a Guangdong-Hong Kong cross-boundary private car regular quota (regular quota) is generally required before a Hong Kong private car can travel between Hong Kong and Guangdong. The eligibility criteria for a regular quota are laid down by the Guangdong government, such as accumulating a certain amount of tax payment or donations. Under the Scheme, a Hong Kong resident will be allowed to drive a private car owned by him/her between Hong Kong and Guangdong via HZMB without a quota.

Our initial thinking is that eligible participants of the Scheme can stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate. We believe that the arrangement should be able to fulfil the needs of Hong Kong residents travelling to Guangdong for business, visiting families or sight-seeing on a short-term basis. It is also our aim to streamline the application procedures and lower the application fee as far as possible to make the Scheme more convenient and attractive to the public. We are finalising with the Guangdong government and relevant Mainland authorities the various specific arrangements and technical details of the Scheme for early implementation.

The impact of the Scheme on the utilisation rates of the other boundary control points (BCPs) will be subject to other factors such as the plan of the governments of Guangdong and Hong Kong to rationalise the functions of Hong Kong-Shenzhen BCPs so as to progressively implement the “East in East out, West in West out” planning strategy for

cross-boundary goods traffic as well as other new planning initiatives. In addition, after the Scheme has been put into operation for a period of time, the governments of the two places will draw on the implementation experience of the Scheme at the HZMB and proactively study the extension of the Scheme to a Hong Kong-Shenzhen BCP, such that Hong Kong private cars can travel to both the eastern and western parts of Guangdong without a quota.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)137****(Question Serial No. 0274)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list the fare increase applications for various public transport services received by the Transport Department (TD) in the past year, including the routes involved, proposed rates of fare increase and results of assessment, with a breakdown by mode of public transport.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 14)Reply:

The latest situation on fare adjustment applications of public transport services received by TD in 2020-21 is as follows:

(1) Green Minibus (GMB)

GMB Route		Fare Adjustment Applied for	Result
1.	Hong Kong Island (HKI) 24A	To increase by 16.0%	Being processed
2.	HKI 24M	To increase by 11.4%	Being processed
3.	HKI 25	To increase by 16.0%	Being processed
4.	HKI 32	To increase by 13.5%	Rejected
5.	HKI 32A	To increase by 11.3%	Rejected
6.	HKI 33	To increase by 11.4%	Rejected
7.	HKI 33M	To increase by 11.3%	Rejected
8.	HKI 56	To increase by 7.9%	Being processed
9.	HKI 56A	To increase by 7.9%	Being processed
10.	HKI 56B	To increase by 7.9%	Being processed
11.	HKI 69	To increase by 15.0%	Being processed
12.	HKI 69A	To increase by 14.5%	Being processed
13.	HKI 69X	To increase by 15.1%	Being processed
14.	HKI N69X	To increase by 15.5%	Being processed
15.	New Territories (NT) 26	To increase by 9.4%	Being processed

<b>GMB Route</b>		<b>Fare Adjustment Applied for</b>	<b>Result</b>
16.	NT 26A	To increase by 9.4%	Being processed
17.	NT 28K	To increase by 11.6%	Being processed
18.	NT 28S	To increase by 11.6%	Being processed
19.	NT 40	To increase by 9.5%	Being processed
20.	NT 41	To increase by 8.6%	Being processed
21.	NT 46M	To increase by 13.6%	Being processed
22.	NT 47M	To increase by 12.2%	Being processed
23.	NT 63A	To increase by 14.3%	Being processed
24.	NT 63B	To increase by 14.3%	Being processed
25.	NT 63K	To increase by 14.3%	Being processed
26.	NT 63S	To increase by 14.3%	Being processed
27.	NT 64A	To increase by 13.5%	Being processed
28.	NT 64K	To increase by 13.5%	Being processed
29.	NT 65A	To increase by 9.1%	Being processed
30.	NT 65K	To increase by 7.2%	Being processed
31.	NT 65S	To increase by 3.6%	Being processed
32.	NT 66K	To increase by 14.5%	Being processed
33.	NT 67A	To increase by 23.8%	Being processed
34.	NT 67K	To increase by 16.4%	Being processed
35.	NT 77	To increase by 10.8%	Being processed
36.	NT 77A	To increase by 16.5%	Being processed
37.	NT 77B	To increase by 16.5%	Being processed
38.	NT 77P	To increase by 10.8%	Being processed
39.	NT 79S	To increase by 20.9%	Being processed
40.	NT 81	To increase by 8.9%	Being processed
41.	NT 81M	To increase by 21.2%	Being processed
42.	NT 82	To increase by 17.3%	Being processed
43.	NT 82M	To increase by 17.9%	Being processed
44.	NT 84	To increase by 26.3%	Being processed
45.	NT 87	To increase by 13.6%	Being processed
46.	NT 87A	To increase by 15.4%	Being processed
47.	NT 87K	To increase by 13.6%	Being processed
48.	NT 87M	To increase by 10.0%	Being processed
49.	NT 90M	To increase by 10.7%	Being processed
50.	NT 92M	To increase by 10.7%	Being processed
51.	NT 93	To increase by 10.7%	Being processed
52.	NT 93A	To increase by 11.9%	Being processed
53.	NT 409	To increase by 13.6%	Being processed
54.	NT 409K	To increase by 13.6%	Being processed
55.	NT 409S	To increase by 13.6%	Being processed
56.	NT 621	To increase by 19.0%	Being processed
57.	NT 622	To increase by 19.4%	Being processed
58.	NT 623	To increase by 17.9%	Being processed
59.	NT 814	To increase by 11.8%	Being processed



(2) Regular Licensed Ferry Services

<b>Ferry Route</b>		<b>Fare Adjustment Applied for</b>	<b>Result</b>
1.	“North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service	To increase by 16.7% to 20%	Being processed

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)138****(Question Serial No. 0275)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list the details of new green minibus (GMB) services to be planned and introduced by the Government in the coming year, including the routes, fares, population to be served and the tentative service introduction date.

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

In 2021, the Transport Department plans to introduce two new GMB routes and is now conducting the GMB Operators Selection Exercise (GMBOSE) to select the operator for the proposed new routes. The details of the new routes are as follows -

	<b>Origin - Destination</b>	<b>Maximum Full Fares Chargeable (Note)</b>	<b>Planned Introduction Date</b>	<b>Population to be Served</b>
(1)	Queen's Hill Estate – North District Hospital	\$9.4	Third quarter of 2021	Queen's Hill Estate (total population of about 35 000)
(2)	Wa Shan Tsuen – Sheung Shui	\$5.7	Third quarter of 2021	Wa Shan Tsuen and nearby villages in Sheung Shui (total population of about 500)

Note: This refers to the maximum full fares specified in the Government Gazette Notice that may be charged according to the journey distance of the GMB routes concerned. The actual fares are subject to the full fare proposed by the successful applicants in the GMBOSE.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)139****(Question Serial No. 0276)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Regarding the Government's initiative to promote "Smart Mobility", what is the popularity of the "HKeMobility" mobile application among the general public?
2. What amounts of resources did the Government allocate to the maintenance of service of the "HKeMobility" mobile application in each of the past three years?
3. Quite a number of members of the public wish to see the real-time parking vacancy information of government and private premises across the territory incorporated in "HKeMobility". Has the Government given consideration to it? If yes, what is the progress? If no, what are the reasons?

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

1. As at end February 2021, the cumulative number of downloads of "HKeMobility" mobile application was about 2.26 million and the average daily hit rate was about 40 000.
2. "HKeMobility" was launched in July 2018. The operating expenditure incurred after its launch (including maintenance, system hosting services and system enhancement) is set out below:

<b>Financial Year</b>	<b>Operating Expenditure</b>
2018-19	\$1,400,000
2019-20	\$3,320,000
2020-21	\$3,250,000

3. The Transport Department (TD) has been encouraging car park owners and operators to disseminate real-time parking vacancy information to the public via “HKeMobility” and the Government’s Public Sector Information Portal “DATA.GOV.HK”.

The number of car parks releasing parking vacancy information via “HKeMobility” has nearly doubled from about 220 in July 2018 to 422 as at end February 2021, of which 352 are non-government car parks.

For government car parks, with the progressive renewal of car park management contracts, we expect that the parking vacancy information of all government car parks could be fully disseminated within the coming two years.

Further, in response to TD's suggestion, the Lands Department (LandsD) has incorporated since mid-2018 provisions in all new short-term tenancy agreements of public car parks, requiring operators to provide parking vacancy information to TD. LandsD has also incorporated similar provisions in appropriate new land leases since February 2021, requiring developers to provide TD with real-time parking vacancy information after completion of the developments.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)140**

**(Question Serial No. 0277)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

What is the application situation of the first phase of the “Driving on Lantau Island Scheme” (the Scheme)? Please provide the number of applications per month and the approval situation since the implementation of the Scheme.

The Government has indicated that the second phase of the Scheme is under preparation. What are the details of the plan and the proposed implementation timetable?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 17)

Reply:

The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. The Scheme has all along been very popular since its introduction, with an overall utilisation rate of about 95%. The average number of successful applications per month was about 480.

In view of the improved traffic condition and supply of parking spaces on South Lantau as well as the increasing demand from members of the public for leisure trips to South Lantau, TD reviewed the current arrangements of the Scheme and recommended to implement the second phase of the Scheme by extending the scope, on a trial basis, to cover motorcycles. TD will also increase the total number of daily quota from 25 to no more than 50 covering both private cars and motorcycles on weekdays (except public holidays). TD has been consulting relevant stakeholders on the proposals over the past few months, and will work out the implementation details for the second phase, taking into account the views received.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)141**

**(Question Serial No. 0281)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

In respect of rationalising and improving franchised bus services, please provide details of bus safety enhancement items of each of the franchised bus operators in the previous year, in term of service improvement items, costs involved and progress.

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

Reply:

The Government strives to ensure that safe and reliable franchised bus service is provided to the public. To strengthen the Transport Department (TD)'s efforts in enhancing franchised bus safety, the Committee on Enhancement of Franchised Bus Safety (the Committee) (chaired by TD) was formed in early 2019 to serve as a standing platform for the Government, all franchised bus operators and relevant experts to discuss, study, implement and promote measures to further enhance franchised bus safety in Hong Kong.

Under the steer of the Committee, all franchised bus operators have taken forward enhancement measures in several major areas, which include –

- (a) installing and enhancing in-vehicle devices/technologies to assist safe driving;
- (b) enhancing the work environment of bus captains; and
- (c) strengthening safety performance management.

A brief account of the progress on the related improvement measures is appended below.

Installation of in-vehicle safety devices

All new double-deck buses procured from July 2018 will be equipped with seat belt 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). To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC), TD has conducted cost-benefit analyses on retrofitting ESC, speed limiting retarder and seat belts on existing franchised

buses. Having regard to the results of the cost-benefit analyses, franchised bus operators will install ESC and speed limiting retarder on around 4 000 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. As at end 2020, the numbers of buses installed with seat belt, ESC and speed limiting retarder were 102, 125 and 125 respectively, involving a total government subsidy of around \$19.1 million. The numbers of retrofitted buses by respective franchised bus operators are set out in the table below:

Franchised bus operators	Number of buses installed with safety devices (Position as at end 2020)		
	Seat belts	ESC	Speed limiting retarder
The Kowloon Motor Bus Company (1933) Limited (KMB)	72	70	70
New World First Bus Services Limited (NWFB)	15	15	15
Citybus Limited (CTB)	12	40	40
Long Win Bus Company Limited (LWB)	0	0	0
The New Lantao Bus Company (1973) Limited (NLB)	3	0	0

Moreover, franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane keeping warning systems, as well as driver monitoring system. As at end 2020, CTB and LWB have installed the devices on all buses operating on the airport/North Lantau routes (about 240 and 280 buses respectively) at their own costs. The franchised bus operators will continue to monitor the use of these driving assistance and monitoring systems so as to establish the effectiveness of these add-on devices in different operational environment before deciding whether such devices should be used on all routes.

#### Enhancing working environment of bus captains

Franchised bus operators have fully implemented the enhanced driving hours and rest break arrangements stipulated in the latest Guidelines on Bus Captain Working Hours, Rest times and Meal Breaks promulgated by TD in February 2018. Furthermore, with a view to providing a better working environment for bus captains, the Government granted approval to 17 applications made by franchised bus operators for providing working spaces/rest rooms/resting facilities in 2020. The numbers for respective franchised bus operators are set out in the table below:

<b>Franchised bus operators</b>	<b>Number of applications approved in 2020</b>
KMB	10
NWFB	3
CTB	3
NLB	1

Safety performance management

TD has drawn up a new set of 19 safety performance indicators (SPIs) to monitor the safety performance of franchised bus operators, including general safety issues, bus passenger safety, bus operation and network safety, bus engineering safety, safety of bus captains at work as well as safety management and assurance systems. Franchised bus operators have started compiling these SPIs from 2020 onwards.

Furthermore, to better use the data of electronic data recording device (commonly known as the “black box”) and in the light of the IRC’s recommendation, TD and the franchised bus operators have instituted a set of tightened common thresholds for generating real-time alerts and exception reports on speeding and harsh deceleration, which was fully implemented by end 2020.

Last but not the least, franchised bus operators have completed route risk assessment on each bus route, which consists of assessment on actual operational environment and situation of each bus route as well as driving instructions to bus captains having regard to the unique operating situation of each bus route.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)142**

**(Question Serial No. 0282)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the management companies and details of service contract (including service period, amount of service contract, and number of contractors' employees) of all government piers in the inner harbour and on the outlying islands.

It is mentioned that the Government is co-ordinating the maintenance and renovation works of the ferry piers. Except for the Yung Shue Wan Ferry Pier which is currently undergoing renovation, what are the details of the relevant maintenance and renovation works for the other ferry piers? What is the progress of the relevant works so far? What are the anticipated completion dates and expenditures involved? Please list them separately in a table.

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

Reply:

There are currently 26 ferry piers in the inner harbour and on the outlying islands being used for the operations of franchised and licensed ferry services. The operators of the relevant ferry services are responsible for the management of these piers.

Regarding the maintenance and renovation works of ferry piers, the Transport Department takes up the co-ordinating role while the relevant works departments such as the Architectural Services Department, the Civil Engineering and Development Department and the Electrical and Mechanical Services Department are responsible for the repair and maintenance of those ferry piers. These routine works include repair and maintenance of pier facilities such as lift and ramp, lighting, fender system, fire service installations and toilet facilities. These works are covered by the recurrent expenditure of the respective works departments.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)143**

**(Question Serial No. 0918)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of the Study on “Congestion Charging” up to the present? Does the Government have a timetable for implementing “Congestion Charging”? If yes, what are the details?

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

Reply:

The Transport Department (TD) commenced the Study on “Congestion Charging” (the Study) in July 2019. The Study would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and road, while imposing higher tolls on vehicles with low carrying capacity. In view of the possible impact of the COVID-19 pandemic on the travelling pattern of the general public, TD is reviewing its work plan for the Study including the collation of the latest information and data through a traffic survey. TD will consult relevant stakeholders on the recommendations arising from the Study in a timely manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)144**

**(Question Serial No. 1249)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Under this programme, the estimated provision for 2021-22 is 115.8% higher than the original estimate for 2020-21. It is stated that the Transport Department (TD) will develop a data acquisition and sharing system for real-time arrival information of green minibuses (GMBs) and implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology. In this connection, please advise this Committee of the following:

- a) the reasons for the substantial increase in the estimated provision for the coming year;
- b) the progress of developing the data acquisition and sharing system and the timetable for implementing the real-time arrival information system for GMBs; and
- c) the project details, progress and outcomes of the relevant research projects in innovation and technology and new measures to be introduced.

Asked by: Hon CHAN Kin-por (LegCo internal reference no.: 11)

Reply:

- a) The increase in provision for 2021-22 over the original estimate for 2020-21 under Programme (1) is mainly due to additional provisions for the following items:

<b>Items</b>	<b>\$ million</b>
Additional provision for (i) Vessel Subsidy Scheme for outlying island ferry routes; (ii) the subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses; and (iii) the setting up of a Smart Traffic Fund	740.0
Additional provision for (i) subsidising cross-boundary goods vehicle drivers to undergo nucleic acid tests and providing COVID-19 testing services for taxi drivers <sup>^</sup> ; and (ii) the Special Helping Measures for outlying island ferry routes	436.8
Additional provision for the full-year effect of vacancies filled in 2020-21*	20.7
Additional provision for the real-time arrival information for GMB	5.6
<b>Total</b>	<b>1,203.1</b>

<sup>^</sup> The provision of COVID-19 testing services will be subject to the actual epidemic situation and the Government's anti-epidemic strategies.

\* 24 vacancies were filled and expenses incurred for only part of 2020-21. "Additional provision for the full-year effect of vacancies filled" refers to the increased provision in 2021-22 arising from the full-year effect of filling the vacancies.

- b) TD is developing an information system for dissemination of estimated time of arrival (ETA) data of GMBs by phases by 2022. As at March 2021, the ETA data of about 70 GMB routes is disseminated through "HKeMobility" and "DATA.GOV.HK".
- c) The \$1 billion Smart Traffic Fund (the Fund) was launched at the end of March 2021 for applications. We have yet to approve projects to be funded under the Fund thus far.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)145****(Question Serial No. 0791)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the lost trip rates of each franchised bus company in the past three years.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 102)Reply:

The lost trip rates of each franchised bus company in the past three years are set out below:

<b>Franchised Bus Company</b> (Note 1)	<b>2018</b>	<b>2019</b> (Note 2)	<b>2020</b>
KMB	3.3%	2.8%	6.9%
CTB(F1)	2.0%	2.5%	4.4%
CTB(F2)	1.0%	1.2%	2.0%
NWFB	2.9%	2.9%	6.7%
LW	1.0%	1.1%	4.7%
NLB	0.5%	0.5%	3.0%
<b>Overall</b>	<b>2.9%</b>	<b>2.6%</b>	<b>6.3%</b>

The lost trip rates of all franchised bus companies were higher in 2020 as compared with those in previous years, as there was a general increase in lost trip rates in the first half of 2020 in the face of a significant drop in the patronage of franchised bus services, particularly during the early stage of the COVID-19 outbreak in February and March 2020. With the sharp and abrupt decreases in patronage, the franchised bus companies had adjusted their services accordingly, and the lost trip rates were generally higher during non-peak hours and late nights. The Transport Department (TD) had then taken immediate actions to ask the franchised bus companies to rectify and operate their services according to the approved schedules through reminding letters and advisory letters. To cope with the development of the COVID-19 situation and the corresponding adjustments in social distancing measures, as well as the need to make better use of resources, TD had also developed a mechanism for the franchised bus companies to make applications for

temporary service adjustments. When considering the franchised bus companies' applications, TD takes into account factors such as the magnitude of the changes in passenger demand, occupancy rates of the bus routes especially during peak hours, and public acceptability of the proposed service reduction. With the mechanism in place, the overall franchised bus lost trip rates have gradually improved, falling to an average of 2.3% in the second half of 2020, lower than the level in 2018 and first half of 2019.

#### Notes

- (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
  
- (2) The lost trip rates in 2019 have discounted the impact of public order events on the regularity of franchised bus services between June and December 2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)146****(Question Serial No. 0792)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the number of public light buses (PLBs) inspected by the Transport Department (TD)'s Vehicle Examination Centres (VECs) in the past three years and also list out the number of failed inspections with different non-compliance items.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 103)Reply:

The number of PLBs inspected by TD's VECs and the number of PLBs failing such inspections between 2018 and 2020 are tabulated as follows:

<b>Year</b>	<b>Number of PLB inspected</b>	<b>Number of PLB failing the inspections</b>	<b>Failure rate<sup>#</sup></b>
2018	4 579	175	4%
2019	4 399	164	4%
2020	4 399	120	3%

# Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking or suspension system and damage to bodywork or interior body. The breakdown of figures by non-compliance items is set out as follows:

<b>Year</b>	<b>Failure of braking system</b>	<b>Failure of suspension system</b>	<b>Damage to bodywork or interior body</b>	<b>Others (e.g. non-compliance of exhaust emission standard, failure of speed display device or chassis items, etc.)</b>
2018	59	9	40	67
2019	69	27	31	37
2020	47	15	22	36

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)147**

**(Question Serial No. 0793)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the volume/capacity (v/c) ratios during peak hours of the major sections of strategic routes in Hong Kong in the past three years.

Please provide the v/c ratios during non-peak hours of the major sections of strategic routes in Hong Kong in the past three years.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 104)

Reply:

As the traffic volume statistics in the Annual Traffic Census are currently available up to 2019, the morning peak-hour utilisation rates (measured by v/c ratios in vehicles) of the major sections of strategic routes in Hong Kong from 2017 to 2019 are tabulated at **Annex**. Since the Transport Department does not compile traffic volume data during non-peak hours, the related v/c ratios cannot be provided.



**Morning Peak-hour<sup>1</sup> Utilisation Rates of Strategic Routes in Hong Kong  
from 2017 to 2019**

Road Section	Strategic Route <sup>2</sup>	Direction	Peak-hour Utilisation Rate		
			2017	2018	2019
<b>Hong Kong Island</b>					
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	0.6	0.7	0.6
Central-Wan Chai Bypass <sup>3</sup>	4	Eastbound	-	-	0.7
<b>Kowloon</b>					
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.7	0.6	0.7
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.9	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	1.0	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.9	0.9	0.9

Road Section	Strategic Route <sup>2</sup>	Direction	Peak-hour Utilisation Rate		
			2017	2018	2019
<b>New Territories East</b>					
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	1.0	1.1	1.1
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.5	0.5
<b>New Territories West</b>					
Ting Kau Bridge	3	Southbound	1.0	1.2	1.2
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.5
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
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	10	Northbound	0.2	0.2	0.2

#### Notes

- 1 “Morning peak hour” refers to the busiest one hour from 7 a.m. to 10 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).
- 2 Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel. Since Route 6 is under construction, its utilisation rate is not available.
- 3 Central-Wan Chai Bypass was fully commissioned in February 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)148**

**(Question Serial No. 0794)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the volume/capacity (v/c) ratios during peak hours of various tunnels in Hong Kong in the past three years.

Please provide the v/c ratios during non-peak hours of various tunnels in Hong Kong in the past three years.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 105)

Reply:

The utilisation rates (measured by v/c ratios in vehicles) of tolled tunnels and toll-free tunnels in Hong Kong in the past three years are provided in Table (I) and Table (II) respectively.

Table (I) - Tolled tunnels <sup>Note 1, 2, 3</sup>

Name of tunnel	Direction	Year	Utilisation rate (peak hour)	Utilisation rate (non-peak hour)
Aberdeen Tunnel	Northbound	2020	0.6	0.4
		2019	0.6	0.4
		2018	0.6	0.4
	Southbound	2020	0.7	0.4
		2019	0.7	0.5
		2018	0.7	0.5
Cross-Harbour Tunnel <sup>Note 4</sup>	Northbound	2020	1.0	0.8
		2019	1.0	0.8
		2018	1.0	0.8
	Southbound	2020	1.1	0.8
		2019	1.1	0.8
		2018	1.1	0.8
Eastern Harbour Crossing	Northbound	2020	1.0	0.5
		2019	1.0	0.6
		2018	1.0	0.6
	Southbound	2020	1.0	0.5
		2019	1.0	0.5
		2018	1.0	0.5
Western Harbour Crossing	Northbound	2020	0.5	0.2
		2019	0.6	0.3
		2018	0.6	0.3
	Southbound	2020	0.5	0.2
		2019	0.6	0.3
		2018	0.6	0.3
Lion Rock Tunnel	Northbound	2020	0.9	0.6
		2019	1.0	0.7
		2018	1.0	0.7
	Southbound	2020	1.0	0.6
		2019	1.0	0.6
		2018	1.0	0.6
Tate's Cairn Tunnel	Northbound	2020	0.8	0.4
		2019	0.9	0.4
		2018	0.9	0.4
	Southbound	2020	0.8	0.3
		2019	0.9	0.3
		2018	0.9	0.3

Table (I) - Tolled tunnels <sup>Note 1, 2, 3</sup>

Name of tunnel	Direction	Year	Utilisation rate (peak hour)	Utilisation rate (non-peak hour)
Tseung Kwan O Tunnel	Westbound	2020	1.0	0.6
		2019	1.0	0.7
		2018	1.0	0.6
	Eastbound	2020	1.1	0.7
		2019	1.1	0.7
		2018	1.1	0.7
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Northbound	2020	0.5	0.2
		2019	0.5	0.2
		2018	0.5	0.2
	Southbound	2020	0.5	0.2
		2019	0.5	0.2
		2018	0.5	0.2
Shing Mun Tunnels	Westbound	2020	0.7	0.3
		2019	0.7	0.3
		2018	0.7	0.4
	Eastbound	2020	0.7	0.3
		2019	0.7	0.3
		2018	0.7	0.3
Tai Lam Tunnel	Northbound	2020	0.3	0.2
		2019	0.4	0.2
		2018	0.4	0.2
	Southbound	2020	0.4	0.2
		2019	0.5	0.2
		2018	0.5	0.2

Table (II) - Toll-free tunnels <sup>Note 3, 5</sup>

Name of tunnel	Direction	Year	Utilisation rate
Kai Tak Tunnel	Westbound	2020	0.4
		2019	0.5
		2018	0.5
	Eastbound	2020	0.4
		2019	0.4
		2018	0.4
Cheung Tsing Tunnel	Westbound	2020	0.3
		2019	0.4
		2018	0.4
	Eastbound	2020	0.3
		2019	0.3
		2018	0.3
Nam Wan Tunnel	Westbound	2020	0.1
		2019	0.2
		2018	0.2
	Eastbound	2020	0.2
		2019	0.2
		2018	0.3
Tai Wai Tunnel	Westbound	2020	0.3
		2019	0.3
		2018	0.3
	Eastbound	2020	0.3
		2019	0.3
		2018	0.3
Central – Wan Chai Bypass Tunnel <sup>Note 6</sup>	Westbound	2020	0.2
		2019	0.2
		2018	N/A
	Eastbound	2020	0.2
		2019	0.2
		2018	N/A
Lung Shan Tunnel <sup>Note 7</sup>	Northbound	2020	0.1
		2019	0.1
		2018	N/A
	Southbound	2020	0.1
		2019	0.1
		2018	N/A

Name of tunnel	Direction	Year	Utilisation rate
Cheung Shan Tunnel <sup>Note 7</sup>	Northbound	2020	0.02
		2019	0.02
		2018	N/A
	Southbound	2020	0.02
		2019	0.02
		2018	N/A

Note 1: The utilisation rates in Table (I) above refer to the ratios of average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) compiled by tunnel operators through toll collection systems, to tunnel design capacity. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

Note 2: The Transport Department (TD) does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 3: The utilisation rates in Table (I) and Table (II) above are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. 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, geometry of the road section, etc. Therefore, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

Note 4: The utilisation rate of Cross-Harbour Tunnel above has discounted the period from 13 November 2019 to 19 January 2020 due to closure and repair of damaged facilities.

Note 5: For toll-free tunnels without toll collection systems (through which records can be compiled), TD does not have breakdown of the traffic data for peak hours and non-peak hours. The utilisation rates in Table (II) above refer to the ratios of average hourly traffic volume provided by tunnel operators to tunnel design capacity.

Note 6: Central – Wan Chai Bypass Tunnel was fully commissioned in February 2019. Traffic data in 2018 are not available.

Note 7: Lung Shan Tunnel and Cheung Shan Tunnel were commissioned in May 2019. Traffic data in 2018 are not available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)149**

**(Question Serial No. 0795)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please list by vehicle type the numbers of short-term tenancy (STT) and on-street parking spaces in the 18 districts in Hong Kong in the past three years. Please set out the numbers of public parking spaces provided by the Government and privately operated parking spaces for rental to the public in the 18 districts in Hong Kong in the past three years, and the additional numbers of these two types of parking spaces in the coming year.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 106)

Reply:

The numbers of parking spaces at STT public fee-paying car parks (which are all privately-operated) and on-street parking spaces (which are all provided by the Government) in each of the 18 districts over the past three years by vehicle type are tabulated at **Annex 1** and **Annex 2** respectively.

The numbers of public parking spaces provided by the Government (including parking spaces in carparks operated by the Transport Department (TD) and other Government bodies at their venues, as well as on-street parking spaces listed out at **Annex 2**) and privately-operated car parks (including parking spaces in car parks operated by private bodies and open to the public, as well as those at STT public fee-paying car parks listed out at **Annex 1**) in each of the 18 districts over the past three years are tabulated at **Annex 3**. Overall speaking, the total number of public parking spaces provided by the Government and privately operated car parks has slightly dropped in the past three years, while that of ancillary parking spaces provided by the Government and the private sector was on a steady increase in recent years, resulting in a net increase of the total number of parking spaces from about 758 000 (as at February 2019) to 771 000 (as at February 2021).

Since the number and progress in the provision of new parking spaces hinge on a host of factors including consultation with the local community, TD is not in a position to make a precise projection on the number of parking spaces to be provided in the coming years.



**Numbers of parking spaces at the STT public fee-paying car parks  
by vehicle type in the past three years**

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2021	44	192	0	11	247
	Feb 2020	81	184	0	11	276
	Feb 2019	34	232	4	11	281
Wan Chai	Feb 2021	0	0	0	0	0
	Feb 2020	0	0	0	0	0
	Feb 2019	0	0	0	0	0
Eastern	Feb 2021	1 283	132	89	18	1 522
	Feb 2020	1 271	140	100	10	1 521
	Feb 2019	1 319	192	110	35	1 656
Southern	Feb 2021	240	29	36	22	327
	Feb 2020	197	28	37	0	262
	Feb 2019	196	71	27	0	294
Yau Tsim Mong	Feb 2021	554	19	17	2	592
	Feb 2020	451	54	17	2	524
	Feb 2019	454	78	0	2	534
Sham Shui Po	Feb 2021	616	432	62	25	1 135
	Feb 2020	619	440	65	22	1 146
	Feb 2019	649	408	66	17	1 140
Kowloon City	Feb 2021	506	46	111	12	675
	Feb 2020	485	77	74	4	640
	Feb 2019	1 267	299	497	4	2 067
Wong Tai Sin	Feb 2021	370	43	21	15	449
	Feb 2020	351	18	74	18	461
	Feb 2019	330	18	78	28	454
Kwun Tong	Feb 2021	963	107	6	2	1 078
	Feb 2020	1 016	75	6	2	1 099
	Feb 2019	1 067	120	40	3	1 230
Tsuen Wan	Feb 2021	2 249	101	18	35	2 403
	Feb 2020	2 047	102	18	23	2 190
	Feb 2019	2 006	142	28	24	2 200
Tuen Mun	Feb 2021	1 724	434	0	10	2 168
	Feb 2020	1 758	505	0	6	2 269
	Feb 2019	1 801	470	0	6	2 277
Yuen Long	Feb 2021	992	52	0	20	1 064
	Feb 2020	1 093	74	0	22	1 189
	Feb 2019	1 056	87	0	22	1 165
North	Feb 2021	1 761	273	0	10	2 044
	Feb 2020	1 860	304	0	9	2 173
	Feb 2019	2 325	410	0	22	2 757

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	Feb 2021	1 016	111	0	36	1 163
	Feb 2020	984	89	0	27	1 100
	Feb 2019	1 129	148	0	16	1 293
Sai Kung	Feb 2021	2 936	86	8	8	3 038
	Feb 2020	2 807	112	17	11	2 947
	Feb 2019	2 669	139	17	7	2 832
Sha Tin	Feb 2021	2 418	226	47	9	2 700
	Feb 2020	2 275	215	45	20	2 555
	Feb 2019	2 572	254	36	14	2 876
Kwai Tsing	Feb 2021	2 335	5 211	342	14	7 902
	Feb 2020	2 312	5 331	326	14	7 983
	Feb 2019	2 364	5 299	221	14	7 898
Islands	Feb 2021	149	0	0	0	149
	Feb 2020	67	0	0	0	67
	Feb 2019	67	0	0	0	67
Total*	Feb 2021	20 156	7 494	757	249	28 656
	Feb 2020	19 674	7 748	779	201	28 402
	Feb 2019	21 305	8 367	1 124	225	31 021

\* The figures form part of the numbers of public parking spaces provided at privately-operated car parks in the past three years tabulated at **Annex 3**.

**Numbers of on-street parking spaces by vehicle type in the past three years**

District	Situation as at	Private Car *	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2021	472	199	11	601	1 283
	Feb 2020	470	200	11	587	1 268
	Feb 2019	466	191	11	587	1 255
Wan Chai	Feb 2021	1 000	24	20	686	1 730
	Feb 2020	1 003	22	20	687	1 732
	Feb 2019	997	6	18	687	1 708
Eastern	Feb 2021	443	78	59	753	1 333
	Feb 2020	441	66	64	685	1 256
	Feb 2019	412	60	90	633	1 195
Southern	Feb 2021	655	55	137	421	1 268
	Feb 2020	662	53	137	415	1 267
	Feb 2019	625	53	137	406	1 221
Yau Tsim Mong	Feb 2021	1 531	370	155	1 300	3 356
	Feb 2020	1 522	369	155	1 275	3 321
	Feb 2019	1 532	369	175	1 295	3 371
Sham Shui Po	Feb 2021	1 238	215	7	778	2 238
	Feb 2020	1 236	212	7	764	2 219
	Feb 2019	1 208	208	4	765	2 185
Kowloon City	Feb 2021	2 241	136	106	912	3 395
	Feb 2020	2 242	136	106	889	3 373
	Feb 2019	2 241	136	96	889	3 362
Wong Tai Sin	Feb 2021	300	141	0	440	881
	Feb 2020	298	142	0	440	880
	Feb 2019	300	142	0	425	867
Kwun Tong	Feb 2021	437	106	34	761	1 338
	Feb 2020	437	106	40	741	1 324
	Feb 2019	400	106	36	697	1 239
Tsuen Wan	Feb 2021	786	42	33	592	1 453
	Feb 2020	793	40	34	592	1 459
	Feb 2019	763	40	34	529	1 366
Tuen Mun	Feb 2021	1 278	328	55	834	2 495
	Feb 2020	1 278	328	47	816	2 469
	Feb 2019	1 267	348	37	801	2 453
Yuen Long	Feb 2021	1 192	433	87	632	2 344
	Feb 2020	1 197	440	89	560	2 286
	Feb 2019	1 195	442	90	547	2 274
North	Feb 2021	1 242	382	21	419	2 064
	Feb 2020	1 310	427	21	398	2 156
	Feb 2019	1 312	427	21	398	2 158

District	Situation as at	Private Car *	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	Feb 2021	1 478	337	80	203	2 098
	Feb 2020	1 487	331	75	202	2 095
	Feb 2019	1 470	333	75	202	2 080
Sai Kung	Feb 2021	1 940	331	157	429	2 857
	Feb 2020	1 939	331	150	417	2 837
	Feb 2019	1 951	331	156	398	2 836
Sha Tin	Feb 2021	1 541	305	56	496	2 398
	Feb 2020	1 540	287	49	470	2 346
	Feb 2019	1 541	280	49	459	2 329
Kwai Tsing	Feb 2021	411	361	21	694	1 487
	Feb 2020	411	361	22	585	1 379
	Feb 2019	412	360	22	591	1 385
Islands	Feb 2021	466	58	74	148	746
	Feb 2020	460	58	74	148	740
	Feb 2019	460	58	74	148	740
Total#	Feb 2021	18 651	3 901	1 113	11 099	34 764
	Feb 2020	18 726	3 909	1 101	10 671	34 407
	Feb 2019	18 552	3 890	1 125	10 457	34 024

\* The figures refer to on-street parking spaces for vehicles other than medium and heavy goods vehicles, buses, motor cycles and pedal cycles, which have designated signs according to Figure No. 1 of the Road Traffic (Parking) Regulations (Cap. 374C).

# The figures form part of the numbers of public parking spaces provided by the Government in the past three years tabulated at **Annex 3**.

**I. Numbers of public parking spaces provided by the Government in the past three years<sup>11</sup>**

<b>District</b>	<b>Feb 2019</b>	<b>Feb 2020</b>	<b>Feb 2021</b>
Central and Western	3 748	3 441	3 456
Wan Chai	2 563	2 582	2 577
Eastern	2 106	2 168	2 246
Southern	2 077	2 134	2 123
Yau Tsim Mong	4 255	4 205	3 444
Sham Shui Po	4 230	3 513	3 539
Kowloon City	3 592	3 567	3 669
Wong Tai Sin	1 736	1 821	1 806
Kwun Tong	2 675	2 791	2 824
Tsuen Wan	2 118	2 220	2 214
Tuen Mun	2 729	2 770	2 788
Yuen Long	2 716	2 892	2 818
North	2 627	2 570	2 505
Tai Po	2 490	2 495	2 498
Sai Kung	3 087	3 099	3 119
Sha Tin	3 041	3 210	3 186
Kwai Tsing	2 538	2 455	2 617
Islands	1 620	1 700	1 585
<b>Total</b>	<b>49 948</b>	<b>49 633</b>	<b>49 014</b>

**II. Numbers of public parking spaces provided at privately-operated car parks in the past three years<sup>^</sup>**

<b>District</b>	<b>Feb 2019</b>	<b>Feb 2020</b>	<b>Feb 2021</b>
Central and Western	8 433	8 428	8 651
Wan Chai	9 738	9 781	9 291
Eastern	12 589	12 475	12 378
Southern	7 670	7 639	7 701
Yau Tsim Mong	15 421	16 439	16 627
Sham Shui Po	9 774	9 746	9 776
Kowloon City	9 123	7 721	7 897
Wong Tai Sin	5 633	5 669	5 654
Kwun Tong	14 426	15 100	15 421
Tsuen Wan	11 081	11 112	11 652
Tuen Mun	10 038	10 072	10 029
Yuen Long	9 365	9 402	9 281
North	5 924	5 404	5 274
Tai Po	5 867	5 799	5 981
Sai Kung	11 229	11 650	11 953
Sha Tin	17 726	17 438	17 573
Kwai Tsing	17 638	17 749	17 567
Islands	6 828	6 857	5 728
<b>Total</b>	<b>188 503</b>	<b>188 481</b>	<b>188 434</b>

<sup>^</sup> The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

<sup>u</sup> 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)150****(Question Serial No. 0796)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of newly registered private cars and licensed private cars in Hong Kong in the past three years. 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 CHENG Chung-tai (LegCo internal reference no.: 107)Reply:

The numbers of newly registered private cars and licensed private cars in Hong Kong in the past three years are tabulated below:

<b>Year (as at year end)</b>	<b>Number of newly registered private cars</b>
2018	42 287
2019	38 309
2020	37 036

<b>Year (as at year end)</b>	<b>Number of licensed private cars</b>
2018	565 213
2019	573 932
2020	573 003

The numbers of registered vehicles in respect of which the Transport Department (TD) 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 years with breakdown by vehicle class and reason are tabulated below:

<b>Reason / Vehicle class</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>(a) Non-compliance with vehicle examination notice, examination order or vehicle repair order</b>			
Motorcycle/motor tricycle	10	15	24
Private car	181	207	210
Taxi	19	31	30
Franchised public bus	0	1	0
Non-franchised public bus	32	12	21
Private bus	0	3	0
Public light bus	1	1	4
Light goods vehicle	31	36	29
Medium goods vehicle	15	16	13
Heavy goods vehicle	4	4	3
<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	160	85
Taxi	10	11	10
Non-franchised public bus	2	3	1
Public light bus	0	0	4
Light goods vehicle	14	19	3
Medium goods vehicle	4	5	1
Special purpose vehicle	2	0	0

Note: A vehicle may fall under both (a) and (b) above and, in that case, it will be recorded under both categories.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)151****(Question Serial No. 0797)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of accidents and casualties involving professional drivers (including drivers of buses, minibuses, taxis, etc.) with age above or below 55 according to the causes of the accidents in the past three years.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 109)Reply:

The numbers of traffic accidents involving franchised bus, public light bus and taxi, and the related casualty figures by specified age group of drivers in the past three years are tabulated below:

	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Number of accidents involving franchised bus (Number of casualties)</b>			
with driver aged below 55	1 521 (1 944)	1 379 (1 943)	981 (1 123)
with driver aged 55 or above	819 (1 024)	780 (1 172)	490 (623)
<b>Number of accidents involving public light bus (Number of casualties)</b>			
with driver aged below 55	217 (316)	182 (259)	118 (178)
with driver aged 55 or above	718 (1 075)	711 (1 053)	540 (738)
<b>Number of accidents involving taxi (Number of casualties)</b>			
with driver aged below 55	1 542 (2 133)	1 628 (2 174)	1 293 (1 727)
with driver aged 55 or above	2 611 (3 519)	2 856 (3 893)	2 320 (2 966)

Note: Figures in brackets denote the number of casualties.

The major driver contributory factors of the above traffic 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)152****(Question Serial No. 2912)**

**Head:** (186) Transport Department

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

**Programme:** (4) Management of Transport Services

**Controlling Officer:** Commissioner for Transport (Miss Rosanna LAW)

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

**Question:**

Please list out the number and nature of complaints received by the Transport Department (TD) in the past three years 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), taxi and public light bus in the past three years.

**Asked by:** Hon CHENG Chung-tai (LegCo internal reference no.: 108)

**Reply:**

The number and nature of complaints received by 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, taxi and public light bus in the past three years are set out in the tables below:

2018

Public Transport Modes	Number of Complaints Received by TD (Note 1)			
	Adequacy of Services	Standard of Services	General (Note 2)	Total
Franchised Bus				
KMB	1 368	4 929	680	6 977
LWB	125	341	46	512
CTB(F1)	111	757	97	965
CTB(F2)	114	397	48	559
NWFB	101	1 085	204	1 390
NLB	72	181	30	283
Other (Note 3)	463	1 264	916	2 643
Taxi	0	1 058	153	1 211
Public Light Bus	1 392	9 129	618	11 139
<b>Total</b>	<b>3 746</b>	<b>19 141</b>	<b>2 792</b>	<b>25 679</b>

2019

Public Transport Modes	Number of Complaints Received by TD (Note 1)			
	Adequacy of Services	Standard of Services	General (Note 2)	Total
Franchised Bus				
KMB	1 978	8 423	1 038	11 439
LWB	125	416	36	577
CTB(F1)	240	794	533	1 567
CTB(F2)	124	508	97	729
NWFB	118	962	169	1 249
NLB	53	137	19	209
Other (Note 3)	493	2 654	805	3 952
Taxi	0	1 167	138	1 305
Public Light Bus	922	8 140	731	9 793
Total	4 053	23 201	3 566	30 820

2020

Public Transport Modes	Number of Complaints Received by TD (Note 1)			
	Adequacy of Services	Standard of Services	General (Note 2)	Total
Franchised Bus				
KMB	968	7 109	504	8 581
LWB	145	224	24	393
CTB(F1)	202	632	56	890
CTB(F2)	102	288	47	437
NWFB	140	942	84	1 166
NLB	30	113	17	160
Other (Note 3)	233	1 451	344	2 028
Taxi	0	620	115	735
Public Light Bus	520	5 867	461	6 848
Total	2 340	17 246	1 652	21 238

Notes:

1. The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.
2. General complaints include those relating to concessionary fares, payment method, advertisement on vehicle body, etc.
3. Complaints involved more than one franchisee, jointly operated routes or franchisee that could not be identified.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)153****(Question Serial No. 2917)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the design capacity of Tuen Mun-Chek Lap Kok Link (TM-CLKL) and its actual daily traffic flow in January and February 2021.

Please list the franchised and non-franchised bus routes via TM-CLKL operating this year and the performance indicator for assessing how TM-CLKL alleviate the traffic congestion in Tung Chung and Tuen Mun.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 82)

Reply:

Tuen Mun-Chek Lap Kok Tunnel (TM-CLKT) was commissioned on 27 December 2020. In accordance with the Transport Planning and Design Manual, the design capacity of TM-CLKT with dual 2 lane carriageway is 3 000 vehicles per hour per bound. The average daily vehicular flows of TM-CLKT in January and February 2021 were about 15 800 and 15 000 vehicles (both bounds) respectively, which were within the design capacity of TM-CLKT. As it is now still at an early stage since the commissioning of TM-CLKT, the traffic conditions have not yet stabilised. The Transport Department (TD) will continue to monitor the traffic situation and collect traffic data for further assessment of the relieving effects on the existing road network brought by TM-CLKT.

Franchised bus routes

Diversion of six franchised bus routes plying between Tuen Mun and North Lantau via TM-CLKT has been implemented since 28 December 2020:

i.	LW Route A33 (Tuen Mun Road Bus-bus Interchange – Airport (Ground Transportation Centre))
ii.	LW Route A33X (Tuen Mun (Fu Tai) – Airport (Ground Transportation Centre))
iii.	LW Route A34 (Hung Shui Kiu (Hung Yuen Road) – Airport (Ground Transportation Centre)) (new route)

iv.	LW Route E33 (Tuen Mun Central Bus Terminus – Airport (Ground Transportation Centre))
v.	LW Route E33P (Siu Hong Station (South) – Airport (Ground Transportation Centre))
vi.	LW Route NA33 (Tuen Mun (Fu Tai) – Airport (Cathay Pacific City))

TD is devising the plan to divert franchised bus routes plying between Yuen Long and North Lantau via TM-CLKT and is consolidating views from the relevant district councils:

i.	LW Route A36 (Yuen Long (Kam Sheung Road Station) - Airport (Ground Transportation Centre));
ii.	LW Route A37 (Yuen Long (Long Ping (North) Public Transport Interchange) - Airport (Ground Transportation Centre))
iii.	LW Route E36 (Yuen Long (Pat Heung Road) - Airport (Ground Transportation Centre))
iv.	LW Route E36A (Yuen Long (Tak Yip Street) - Tung Chung (Yat Tung Estate Public Transport Terminus)) (new route)
v.	LW Route E37 (Tin Shui Wai Town Centre - Airport (Ground Transportation Centre))
vi.	LW Route NA36 (Yuen Long (Kam Sheung Road Station) - Airport (Cathay Pacific City))
vii.	LW Route NA37 (Tin Shui Wai Town Centre - Airport (Cathay Pacific City))
viii.	LW Route N30 (Yuen Long Station – Airport (Cheong Tat Road))

#### Non-franchised bus route

There is one residents' service operating on TM-CLKT:

i.	NR 766 (Gold Coast - Hong Kong International Airport)
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- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)154**

**(Question Serial No. 1671)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The "Driving on Lantau Island Scheme" (the Scheme) enables the public to drive private cars via closed roads on Lantau Island for recreational and leisure purposes on weekdays through online application with 25 quotas daily. In view of the increasing traffic flow on Lantau Island during weekends, there have been views from residents that the shortage of parking spaces is acute. Will the Government inform this Committee of the following:

1. What is the average number of applications of the Scheme daily?
2. It is learnt that the Civil Engineering and Development Department (CEDD) plans to increase about 150 private car parking spaces in Yim Tin under Phase 2 Stage 2 of the Improvement Works at Tai O. What is the progress of the study?
3. What is the estimated budget set aside for the provision of above mentioned private car parking spaces?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 45)

Reply:

1. The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. The average number of successful applications per month was about 480 (i.e. about 24 successful applications daily).
2. CEDD is conducting the detailed design of the Improvement Works at Tai O, Phase 2 Stage 2, and will conduct local consultation for the proposal later this year and arrange for gazettal pursuant to the Roads (Works, Use and Compensation) Ordinance (Cap. 370) afterwards. Subject to the authorisation of the proposed road works, CEDD will seek funding approval from the Legislative Council for early commencement of the works.
3. Phase 2 Stage 2 of the Improvement Works at Tai O is still at the detailed design stage and the cost estimate related to parking spaces for private cars is not yet available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)155**

**(Question Serial No. 1674)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Budget advocates the innovative application of technologies in improving people's daily life and addressing social issues. Given that members of the public need to commute every day, taking various modes of public transport, and that mobile applications in this regard are multifarious, will the Government deploy resources in:

1. developing mobile applications to provide consolidated real-time arrival information of various modes of transport in the territory?
2. What measures did the Government take in the past to promote among the public transport sector the active provision of relevant open data on real-time traffic?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 53)

Reply:

1. In July 2018, the Transport Department (TD) launched the all-in-one "HKeMobility" mobile application to provide real-time traffic and public transport information (including real-time arrival information) to the public to facilitate planning of their journeys.
2. TD has been actively liaising with the public transport operators and encouraging them to open up their data. All franchised bus operators and the MTR Corporation Limited (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up their data on estimated time of arrival (ETA) via "HKeMobility" and the Public Sector Information Portal "DATA.GOV.HK".

Furthermore, TD is developing an information system for dissemination of ETA data of green minibuses (GMBs) by phases by 2022. As at March 2021, the ETA data of about 70 GMB routes is disseminated through "HKeMobility" and "DATA.GOV.HK".

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)156**

**(Question Serial No. 3194)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (6) Public Transport Fare Subsidy Scheme  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

People's livelihood has been hard hit by the COVID-19 pandemic. To alleviate the public's burden of transport expenses during the epidemic, the Government has earlier introduced a special temporary measure to temporarily relax the monthly public transport expenses threshold under the Public Transport Fare Subsidy Scheme (the Scheme) from \$400 to \$200 and has extended the measure for six months to 30 June 2021. In this connection, will the Government advise this Committee of the following:

1. Please set out in table form the total number of beneficiaries under the Scheme and the amount of subsidies involved, with a breakdown by subsidy amount (e.g. under \$100, \$101 to 200, \$201 to \$300 and \$301 to \$400);
2. Many public transport services now accepts payment by Alipay, and MTR passengers can also earn MTR points under its Bonus Points Scheme by using a QR Code Ticket. Will the Government consider including Alipay under the Scheme so that its users can receive the government subsidies?
3. People's livelihood has been hard hit by the COVID-19 pandemic. Will the Government consider extending the special temporary measure of the Scheme (lasts until 30 June 2021) for another six months to relieve the public's burden of transport expenses during the epidemic?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 20)

Reply:

1. The Government launched the Scheme on 1 January 2019 to relieve the fare burden of commuters whose public transport expenses are relatively high. To further alleviate commuters' fare burden, the Scheme has been enhanced since 1 January 2020 whereby the fare subsidy rate was increased from one-fourth to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised from \$300 to \$400 per month per Octopus. To allow more commuters to benefit from the Scheme during the epidemic, the Government has implemented a Special Measure to

temporarily relax the monthly public transport expenses threshold from \$400 to \$200 from 1 July 2020.

The distribution of beneficiaries by subsidy amount and the corresponding subsidy amount before and after the Scheme enhancements and the implementation of the Special Measure are listed below:

Subsidy amount	Monthly average from January to December 2019 (before Scheme enhancement)		Monthly average from January to June 2020 (after Scheme enhancement)		Monthly average from July 2020 to February 2021 (after implementation of Special Measure)	
	Number of beneficiaries*	Subsidy amount (\$ million)	Number of beneficiaries*	Subsidy amount (\$ million)	Number of beneficiaries*	Subsidy amount (\$ million)
\$0.1-\$100.0	1 583 000	66.6	949 000	42.1	1 639 000	72.8
\$100.1-\$200.0	438 000	60.5	343 000	48.3	624 000	87.6
\$200.1-\$300.0	117 000	29.1	100 000	24.0	186 000	44.4
\$300.1-\$400.0	Not Applicable		37 000	13.1	57 000	19.9

\* rounded off to the nearest thousand

2. Taking into consideration that most commuters are using Octopus instead of other electronic payment means for paying daily public transport expense, we are of the view that the existing subsidy distribution and collection arrangement under the Scheme remains appropriate at this stage. Nevertheless, considering the emergence of various electronic payment platforms, we are exploring ways to incorporate suitable electronic payment systems into the Scheme in a progressive manner.
3. In order to further relieve the fare burden of commuters, the Government will extend the aforementioned Special Measure for another six months till 31 December 2021. The subsidy cap will also be temporarily increased from \$400 to \$500 from 1 April to 31 December 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)157**

**(Question Serial No. 2625)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

As regards traffic accident black spots on Hong Kong Island, will the Government inform this Committee:

1. of the numbers of traffic accidents which occurred at the traffic accident black spots of different districts on Hong Kong Island in each of the past three years, with breakdown by area and location, degree of injury, vehicle class involved and cause of accident;
2. what measures the Government has taken in the past three years to minimise the number of traffic accidents as mentioned above and the expenditure and staff resources involved;
3. of the vehicular flow, capacity, volume-to-capacity (v/c) ratio, average vehicular speed during the morning and evening peak hours of major roads on Hong Kong Island in the past five years; and
4. as the “Invigorating Island South” will result in more people visiting the Southern District, will the Government expect any changes in traffic flow within the district? If so, please provide the relevant figures.

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 81)

Reply:

1. The number of traffic accidents occurred at each traffic accident black spot in different districts on Hong Kong Island in the past three years with breakdown by degree of injury of the casualties involved, vehicle class and contributory factor are at **Annex 1**, **Annex 2** and **Annex 3** respectively.
2. To minimise the number of traffic accidents, the Transport Department (TD) would analyse the traffic accident statistics and conduct detailed investigations to examine if there are any distinct accident patterns as well as common factors contributing to these accidents. Road safety enhancement measures, including modifying junctions and

crossing layouts, adjusting sequence and timing of traffic signals, banning of traffic movements, imposing restrictions on certain types of vehicle and putting up roadside railings, will be proposed where necessary. In the past three years, the improvement measures for the traffic accident black spots on Hong Kong Island include imposing no stopping restriction and enhancing railing arrangement. The formulation of the improvement measures was absorbed by TD with existing resources and no separate breakdown can be provided.

3. The vehicular flow, capacity and utilisation rates (measured by v/c ratios in vehicles) of the major roads on Hong Kong Island from 2016 to 2020 are at Annex 4. Their corresponding average vehicular speeds are at Annex 5.
4. Relevant government bureaux/departments will assess the traffic impacts that may be generated from the projects and measures under the Invigorating Island South initiative, and implement any necessary traffic improvement measures to mitigate adverse impact on the road network.

**Numbers of traffic accidents and casualties involved at each traffic accident black spot\* on Hong Kong Island in the past three years**

Location	2018				2019				2020			
	No. of accident	No. of casualty			No. of accident	No. of casualty			No. of accident	No. of casualty		
		Killed	Seriously injured	Slightly injured		Killed	Seriously injured	Slightly injured		Killed	Seriously injured	Slightly injured
<b>Central and Western</b>												
Des Voeux Road West, Wilmer Street <sup>#</sup>	3	0	1	2	1	0	0	1	0	0	0	0
<b>Eastern</b>												
Aldrich Bay Road, Oi Shun Road <sup>#</sup>	2	0	1	2	0	0	0	0	0	0	0	0
Electric Road, Tsing Fung Street	5	0	1	4	5	0	2	3	4	0	1	3
<b>Wan Chai</b>												
Sports Road, Morrison Hill Road	7	0	0	14	4	0	0	4	10	0	1	12

\* A location will be classified as a traffic accident black spot if there are:

- (i) six or more pedestrian injury accidents in any 12-month period;
- (ii) nine or more injury accidents in any 12-month period; or
- (iii) two or more fatal traffic accidents in any five-year period.

<sup>#</sup> Two fatal accidents occurred at each of the junction of (i) Des Voeux Road West / Wilmer Street and (ii) Aldrich Bay Road / Oi Shun Road between 2015 and 2016. Hence, these two junctions were classified as traffic accident black spots even though there were no traffic accidents thereat in 2019 or 2020.

**Numbers of traffic accidents at each traffic accident black spot on Hong Kong Island by vehicle class\* in 2018**

Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Tram	Others/Unknown
<b>Central and Western</b>														
Des Voeux Road West, Wilmer Street	0	0	0	0	0	1	0	0	0	0	1	0	1	0
<b>Eastern</b>														
Aldrich Bay Road, Oi Shun Road	0	1	1	0	0	1	0	0	0	0	0	0	0	0
Electric Road, Tsing Fung Street	0	4	0	0	0	0	1	0	0	0	0	0	0	0
<b>Wan Chai</b>														
Sports Road, Morrison Hill Road	1	5	5	0	0	0	2	0	0	0	0	0	0	1

\* A traffic accident may involve more than one vehicle class.

**Numbers of traffic accidents at each traffic accident black spot on Hong Kong Island by vehicle class\* in 2019**

<b>Location</b>	<b>Motor cycle</b>	<b>Private car</b>	<b>Taxi</b>	<b>Public light bus</b>	<b>Private light bus</b>	<b>Public bus</b>	<b>Light goods vehicle</b>	<b>Medium goods vehicle</b>	<b>Heavy goods vehicle</b>	<b>Special purpose vehicle</b>	<b>Bicycle</b>	<b>Private Bus</b>	<b>Tram</b>	<b>Others/Unknown</b>
<b>Central and Western</b>														
Des Voeux Road West, Wilmer Street	0	0	0	0	0	0	0	0	0	0	0	0	1	0
<b>Eastern</b>														
Aldrich Bay Road, Oi Shun Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric Road, Tsing Fung Street	0	2	2	0	0	0	1	0	0	0	0	0	0	0
<b>Wan Chai</b>														
Sports Road, Morrison Hill Road	2	3	1	0	0	1	1	0	0	0	0	0	0	0

\* A traffic accident may involve more than one vehicle class.

## Numbers of traffic accidents at each traffic accident black spot on Hong Kong Island by vehicle class\* in 2020

Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Tram	Others/Unknown
<b>Central and Western</b>														
Des Voeux Road West, Wilmer Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Eastern</b>														
Aldrich Bay Road, Oi Shun Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric Road, Tsing Fung Street	0	3	0	0	0	0	2	0	0	0	0	0	0	0
<b>Wan Chai</b>														
Sports Road, Morrison Hill Road	1	9	6	0	0	0	1	1	0	0	0	0	0	0

\* A traffic accident may involve more than one vehicle class.



**Numbers of traffic accidents at each traffic accident black spot on Hong Kong Island by contributory factor\* in the past three years**

Location	2018				2019				2020			
	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>Central and Western</b>												
Des Voeux Road West, Wilmer Street	2	1	0	0	1	1	0	0	0	0	0	0
<b>Eastern</b>												
Aldrich Bay Road, Oi Shun Road	1	1	0	0	0	0	0	0	0	0	0	0
Electric Road, Tsing Fung Street	0	5	0	0	0	5	0	0	0	4	0	0
<b>Wan Chai</b>												
Sports Road, Morrison Hill Road	1	7	0	0	0	4	0	0	4	10	0	0

\* A traffic accident may involve no or more than one contributory factor.

Road / Street <sup>\$</sup>	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours <sup>@</sup> [veh/hr] and utilisation rate in (%)							
		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>									
Gloucester Road (eastbound)	7 850	3 700 (0.5)	3 230 (0.4)	4 390 (0.6)	4 070 (0.5)	4 320 (0.6)	3 730 (0.5)	4 490 (0.6)	3 870 (0.5)
Gloucester Road (westbound)	7 850	4 710 (0.6)	3 670 (0.5)	5 610 (0.7)	4 400 (0.6)	5 430 (0.7)	4 260 (0.5)	5 380 (0.7)	4 500 (0.6)
Island Eastern Corridor (section near Victoria Park) (eastbound)	7 850	3 480 (0.4)	3 380 (0.4)	4 710 (0.6)	4 520 (0.6)	4 650 (0.6)	4 640 (0.6)	4 770 (0.6)	4 540 (0.6)
Island Eastern Corridor (section near Victoria Park) (westbound)	11 000	4 520 (0.4)	3 810 (0.3)	5 370 (0.5)	4 490 (0.4)	5 410 (0.5)	4 580 (0.4)	5 700 (0.5)	4 610 (0.4)
Connaught Road West (eastbound)	5 600	2 180 (0.4)	1 310 (0.2)	2 240 (0.4)	1 400 (0.3)	2 170 (0.4)	1 310 (0.2)	2 170 (0.4)	1 390 (0.3)
Connaught Road West (westbound)	5 600	1 560 (0.3)	1 350 (0.2)	1 630 (0.3)	1 330 (0.2)	1 570 (0.3)	1 350 (0.2)	1 860 (0.3)	1 420 (0.3)
Connaught Road Central (eastbound)	5 600	1 450 (0.3)	1 270 (0.2)	1 690 (0.3)	1 440 (0.3)	1 640 (0.3)	1 450 (0.3)	1 720 (0.3)	1 540 (0.3)
Connaught Road Central (westbound)	5 600	1 080 (0.2)	1 020 (0.2)	1 290 (0.2)	1 090 (0.2)	1 070 (0.2)	1 010 (0.2)	1 090 (0.2)	1 090 (0.2)
Harcourt Road (eastbound)	6 300	2 350 (0.4)	2 100 (0.3)	3 250 (0.5)	2 620 (0.4)	3 280 (0.5)	2 600 (0.4)	3 340 (0.5)	2 670 (0.4)
Harcourt Road (westbound)	9 450	5 470 (0.6)	4 970 (0.5)	6 770 (0.7)	6 200 (0.7)	6 050 (0.6)	5 600 (0.6)	6 390 (0.7)	6 470 (0.7)
Central-Wan Chai Bypass # (eastbound)	4 700	3 400 (0.7)	2 700 (0.6)	-	-	-	-	-	-
Central-Wan Chai Bypass # (westbound)	4 700	2 660 (0.6)	2 490 (0.5)	-	-	-	-	-	-

<sup>\$</sup> Traffic volume statistics in Annual Traffic Census are available up to 2019.

<sup>@</sup> Morning peak hours: from 7:00 a.m. to 10:00 a.m. on weekdays.  
Evening peak hours: from 4:00 p.m. to 7:00 p.m. on weekdays.

<sup>#</sup> Central-Wan Chai Bypass was commissioned in February 2019.

Tunnel <sup>Note 1 &amp; 2</sup>	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours [veh/hr] and utilisation rate in ( )									
		2020		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>											
Cross-Harbour Tunnel <sup>Note 3</sup> (northbound)	2 600	2 600 (1.0)	2 900 (1.1)	2 600 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)
Cross-Harbour Tunnel <sup>Note 3</sup> (southbound)	2 600	2 900 (1.1)	2 800 (1.1)	2 900 (1.1)	2 700 (1.0)	2 900 (1.1)	2 700 (1.0)	2 900 (1.1)	2 700 (1.0)	2 900 (1.1)	2 800 (1.1)
Eastern Harbour Crossing (northbound)	2 600	2 300 (0.9)	2 900 (1.1)	2 500 (1.0)	2 800 (1.1)	2 500 (1.0)	2 900 (1.1)	2 500 (1.0)	2 900 (1.1)	2 400 (0.9)	2 900 (1.1)
Eastern Harbour Crossing (southbound)	2 600	2 800 (1.1)	2 400 (0.9)	2 900 (1.1)	2 500 (1.0)	2 900 (1.1)	2 600 (1.0)	2 900 (1.1)	2 600 (1.0)	2 900 (1.1)	2 500 (1.0)
Western Harbour Crossing (northbound)	4 200	1 300 (0.3)	2 900 (0.7)	1 900 (0.5)	3 300 (0.8)	1 900 (0.5)	3 300 (0.8)	1 800 (0.4)	3 200 (0.8)	1 800 (0.4)	3 200 (0.8)
Western Harbour Crossing (southbound)	4 200	3 000 (0.7)	1 500 (0.4)	3 400 (0.8)	2 100 (0.5)	3 200 (0.8)	2 100 (0.5)	3 200 (0.8)	2 000 (0.5)	3 100 (0.7)	2 000 (0.5)

Note 1: The vehicular flows in the table 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 toll collection systems and rounded to the nearest hundred. Morning peak hours refer to 7:00am to 10:00am and evening peak hours refer to 5:00 p.m. to 8:00 p.m. on weekdays. The utilisation rates in the table above refer to the ratio of vehicular flow at peak hours to tunnel design capacity.

Note 2: The utilisation rates in the table above are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. 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, geometry of the road section, etc. Therefore, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

Note 3: The average traffic flow and utilisation rate for Cross-Harbour Tunnel above have discounted the period from 13 November 2019 to 19 January 2020 due to closure and repair of damaged facilities.

Road / Street / Tunnel	Average vehicular speed at morning and evening peak hours <sup>Note</sup> [km/hr]									
	2020		2019		2018		2017		2016	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>										
Gloucester Road (eastbound)	48	35	53	41	22	18	15	26	19	25
Gloucester Road (westbound)	52	55	58	61	39	27	40	25	33	35
Island Eastern Corridor (section near Victoria Park) (eastbound)	46	-	56	-	65	-	55	-	46	-
Island Eastern Corridor (section near Victoria Park) (westbound)	31	-	30	-	20	-	25	-	22	-
Connaught Road West (eastbound)	41	38	32	45	38	40	28	42	37	47
Connaught Road West (westbound)	63	50	61	58	61	58	56	56	61	52
Connaught Road Central (eastbound)	21	23	23	23	17	12	21	16	19	23
Connaught Road Central (westbound)	22	20	24	24	20	18	22	15	26	25
Harcourt Road (eastbound)	46	51	54	61	24	23	23	17	34	29
Harcourt Road (westbound)	54	53	55	56	50	21	43	22	46	33
Central - Wan Chai Bypass Tunnel	67	69	69	68	-	-	-	-	-	-
Cross-Harbour Tunnel	30	29	30	27	27	27	32	29	34	32
Eastern Harbour Crossing	32	41	25	43	30	43	31	43	32	48
Western Harbour Crossing	44	60	50	55	52	57	49	59	56	60

Note: The average vehicular speeds during the morning peak hours and evening peak hours were taken during 8:00 a.m.- 9:30 a.m. and 5:00 p.m.-7:00 p.m. respectively. For road sections with less traffic in the evening, the survey covered only morning peak periods.

The average vehicular 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)158**

**(Question Serial No. 1338)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that the Government will continue to draw up the legislative amendment proposals to regulate the use of electric mobility devices (EMDs) with a view to providing a proper regulatory framework for EMDs. In this connection, please advise this Committee of the following:

1. the spending breakdown and details on the provision of \$2,242.4 million for 2021-22, including the estimated expenditure and manpower involved;
2. the details of enforcement actions against the use of EMDs on roads (including the figures of prosecution, operations and manpower) and unauthorised EMDs seized (including their numbers, types, voltages used and detailed specifications) in the past three years; and
3. The Transport Department (TD) consulted the relevant stakeholders on the proposed regulatory framework and site trials in the second half of 2020. What are the work details in respect of consulting the relevant District Councils, cyclists and EMD users, and the manpower required?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 26)

Reply:

1. The breakdown and details on the provision for 2021-22 under Programme (1) are provided as follows:

<b>Items</b>	<b>\$ million</b>
Provision for personal emoluments, including (i) salaries; and (ii) allowances	322.5

<b>Items</b>	<b>\$ million</b>
Provision for other recurrent expenses, including (i) personnel related expenses; (ii) departmental expenses; and (iii) Special Helping Measures for outlying island ferry routes	736.0
Provision for general non-recurrent expenditure, including (i) Vessel Subsidy Scheme for outlying island ferry routes; (ii) subsidy to franchised bus companies on the installation of appropriate safety devices on existing buses; and (iii) the setting up of a Smart Traffic Fund	1,171.3
Provision for capital expenditure including the real-time arrival information for green minibus	12.6
<b>Total</b>	<b>2,242.4</b>

2. According to the Police, the number of EMD-related arrest cases from 5 July 2019 to 31 December 2020 is 297, with 299 EMDs seized (including electric scooters, electric bicycles, unicycles, electric skateboards, segways and electric tricycles). The Police did not keep such figures prior to 5 July 2019. The enforcement work is undertaken by the existing staff of the Police and there is no separate breakdown of manpower involved.
  
3. TD consulted cycling associations, EMDs user groups as well as Sha Tin, Tai Po and Sai Kung District Councils about the proposed regulatory framework and site trial arrangements in the second half of 2020. The relevant work was undertaken by the existing staff of TD and there is no separate breakdown of manpower involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)159**

**(Question Serial No. 2047)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Private Driving Instructors' (PDI) licence, please advise:

- (a) How many PDI licences were issued in the past three years?
- (b) What are the measures to maintain the quality of PDIs?
- (c) What are the expenditure and manpower involved for the matters of the comprehensive review of PDI licences in 2021-22 and what is the latest progress?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 29)

Reply:

(a)

In 2014, the Transport Department (TD) invited applications for 287 PDI licences. Eligible applicants were invited to attend relevant written and road tests in accordance with their priorities as determined by lot; and applicants who passed both tests would be issued with a PDI licence of the PDI group they applied for. On completion of the whole exercise (including completion of review cases lodged by applicants) in May 2018, all 287 PDI licences were issued. Among these issued PDI licences, four PDI licences were issued in 2018. No PDI licence was issued during the period from 2019 to 2020.

(b) & (c)

On completion of a comprehensive review of PDI licences in 2020, the following measures were recommended, among others, to enhance the quality of PDIs:

- (i) extending PDI licence applicants' minimum licence-holding period in respect of private car and light goods vehicle from three years to six years;
- (ii) requiring PDI licence applicants, in addition to the existing requirement of no conviction records on certain traffic offences, to meet the new requirement of having no conviction of dangerous driving and careless driving offences under section 37 and

section 38 of the Road Traffic Ordinance (Cap. 374) within five and two years respectively preceding the application date;

- (iii) requiring all new PDI licence holders to attend a mandatory pre-service course to instill proper knowledge, skills and attitude into the prospective PDIs, covering the role and conduct of PDIs, the driving test system, areas where candidates are prone to make mistakes, etc.;
- (iv) making the attendance and completion of a mandatory refresher course provided by TD a condition for renewal of PDI licence so as to keep the existing PDI licence holders abreast of the latest development in the profession; and
- (v) requiring PDIs to display an identity plate inside the vehicles which should be clearly visible to the public to deter illegal driving training services.

The comprehensive review of PDI licences was undertaken by TD's existing staff as part of their normal duties, and there was no breakdown on the expenditure and manpower involved. To take forward the above enhancement measures, the Government has embarked on a legislative amendment exercise to give effect to the new licence issuing mechanism and quality enhancement measures of PDIs in 2021-22.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)160**

**(Question Serial No. 2048)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of Special Helping Measures (SHM) for the six major outlying island ferry routes, please advise this Committee of the following:

- (a) What are the details of the SHM?
- (b) What were the expenditures involved in the SHM for each of the routes in each of the past three years?
- (c) Are there any other measures to help the ferry route operators maintain their financial viability so that the SHM expenditures can be reduced? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 30)

Reply:

- (a) To enhance the financial viability of outlying island ferry services and alleviate the burden of fare increases on passengers, the Government has been providing SHM to the six major outlying island ferry routes (six major routes) <sup>Note 1</sup> since 2011. The SHM have been expanded to cover other outlying island ferry routes in phases after April 2020 upon expiry of their existing licences <sup>Note 2</sup>. Under SHM, subsidies are made through reimbursement of certain expenses associated with the operation of the ferry service, such as pier-related expenses (e.g. pier electricity, water and cleansing charges), vessel-related expenses (e.g. vessel repairs and maintenance cost, insurance cost and vessel survey fee) and fare concession-related expenses (e.g. revenue forgone due to provision of child fare concessions and elderly fare concessions). Reimbursements are made on an accountable basis subject to the caps of subsidy amount.
- (b) The actual amounts of SHM reimbursement approved in respect of each of the six major routes in the past three years are set out in the following table:

No.	Ferry Routes	Amounts of SHM Reimbursement (\$'000)		
		2018-19	2019-20	2020-21 (as at 28 February 2021)
1.	“Central – Cheung Chau”	86,918	58,205	45,884
2.	“Inter-islands”	345	100	212
3.	“Central – Mui Wo”	27,164	23,332	16,712
4.	“Central – Peng Chau”	10,091	17,012	9,686
5.	“Central – Yung Shue Wan”	10,099	16,788	12,539
6.	“Central – Sok Kwu Wan”	3,812	4,804	4,522

(c) Apart from the SHM, the Government has been implementing other measures to reduce ferry operators’ operating costs and alleviate pressure for fare increase. These measures include:

- (i) taking over pier maintenance responsibilities;
- (ii) waiving fuel duty;
- (iii) reimbursing pier rentals and exempting vessel fees for ferry services under the Elderly Concessionary Fare Scheme; and
- (iv) allowing operators to sub-let premises at piers for commercial purposes to generate non-farebox revenue for cross-subsidising the ferry operations.

Note 1: The six major routes are the “Central – Cheung Chau”, “Inter-islands” between 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” routes.

Note 2: The other routes include the “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 – Mui Wo”, “Ma Wan – Central”, “Ma Wan – Tsuen Wan” and “Discovery Bay – Central” routes. The “Aberdeen – Cheung Chau” ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to the Transport Department (TD). TD will consider the applications in accordance with established procedures and provide SHM to the new operator.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)161****(Question Serial No. 2049)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the 145 bus route rationalisation proposals planned for implementation in 2021, will the Government inform this Committee of the following:

- (a) What is the staff establishment involved in 2021-22?
- (b) Under the planned bus route rationalisation programme, what is the number of routes involved in each district?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 31)Reply:

- (a) The work in relation to bus route rationalisation is undertaken by the existing staff of the Transport Department as part of their normal duties. There is no separate breakdown of manpower involved.
- (b) The bus route rationalisation programme planned in 2021 is set out below:

<b>District</b>	<b>Number of Bus Routes</b> <sup>Note</sup>
Central and Western	6
Eastern	7
Southern	12
Wan Chai	5
Kowloon City	5
Kwun Tong	13
Sham Shui Po	4
Wong Tai Sin	7
Yau Tsim Mong	2
Islands	10
Kwai Tsing	9
North	7
Sai Kung	7

<b>District</b>	<b>Number of Bus Routes</b> <sup>Note</sup>
Sha Tin	18
Tai Po	7
Tsuen Wan	8
Tuen Mun	9
Yuen Long	9
<b>Total</b>	<b>145</b>

Note: As many routes travel across more than one district, the counting is based on the origins of the routes to avoid duplicate counting.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)162**

**(Question Serial No. 2050)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the traffic conditions and supply of parking spaces on South Lantau, please advise on the following:

- (a) What are the anticipated number of new parking spaces to be provided by the Government and private developers on South Lantau in 2021-22? What are the annual expenditure and manpower establishment involved?
- (b) Whether the Government has conducted survey about the utilisation rates of public parking spaces? If yes, what are the utilisation rates? If no, what are the reasons?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 32)

Reply:

- (a) The Government has been striving to provide more parking spaces to meet the parking demand on South Lantau. The number of on-street private car parking spaces on South Lantau has increased by 148 since 2016. The Transport Department (TD) is also actively exploring with the Lands Department in turning vacant government land at suitable locations into short-term tenancy car parks for private cars including a vacant site at Yim Tin Pok in Tai O to provide around 60 private car parking spaces. Since the number and progress in the provision of new parking spaces hinge on a host of factors including consultation with the local community, TD is not in a position to make a precise projection on the number of parking spaces to be provided in the coming years.

Overseeing the supply of parking spaces is undertaken by TD's existing staff as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- (b) According to an on-site survey conducted by TD, the parking spaces at major tourist spots such as Tai O, Mui Wo and Ngong Ping were not fully utilised, and the

utilisation rate of on-street private car parking spaces on South Lantau was around 80%.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)163**

**(Question Serial No. 2295)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding monitoring of the existing railway services, please inform this Committee of the following:

- (a) the staff establishment in 2021-22;
- (b) the number of complaints related to the railway services for each year over the past three years; and
- (c) the number of service delay incidents reported by the MTR Corporation Limited (MTRCL), with breakdown of each railway line, for each year over the past three years.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 28)

Reply:

- (a) The monitoring of existing railway services is undertaken by the existing staff of Bus and Railway Branch, Transport Incident Management Section and Regional Offices in the Transport Department (TD) as part of their normal duties. There is no separate breakdown of the manpower involved.
- (b) The number of complaints related to railway services received by TD was 562, 1 576 <sup>(Note 1)</sup> and 475 in 2018, 2019 and 2020 respectively.

Note 1: The increase in railway service complaints in 2019 was mainly attributable to the public order events which affected railway services in the second half of 2019.

- (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 for each year over the past three years, with breakdown by railway lines, are set out in the table below:

	<b>Number of Service Delay of Eight Minutes or above Reported by MTRCL</b>		
	2018	2019	2020
<b>(I) Heavy Rail</b>			
Tsuen Wan Line	12	12	11
Kwun Tong Line	19	18	6
Island Line	3	10	5
South Island Line	1	7	1
Tseung Kwan O Line	18	6	15
East Rail Line	18	23	11
Ma On Shan Line / Tuen Ma Line Phase 1 <sup>(Note 2)</sup>	5	3	8
West Rail Line	7	9	8
Tung Chung Line	10	5	4
Disneyland Resort Line	2	0	1
Airport Express	8	6	1
<b>(II) Light Rail</b>			
	22	22	29
<b>Total</b>	125	121	100

Note 2: Tuen Ma Line Phase 1 commenced operations on 14 February 2020.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)164**

**(Question Serial No. 1569)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Programme that the Transport Department (TD) will “continue to take forward the launch of a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central”. In this regard, will the Government inform this Committee of the following:

1. The above project was originally planned to commence service in the fourth quarter of 2020 but it has not yet commenced by end 2020. What are the reasons for the delay?
2. What is the Government’s expected earliest time to announce the launch date?

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

Reply:

TD selected Fortune Ferry Company Limited as the operator of the “water taxi” service in March 2020 after conducting an open tender exercise. The operator is gearing up for the service. As the “water taxi” service is primarily of sightseeing and tourism nature, its financial viability depends on the number of tourists coming to Hong Kong, which has been severely affected by the COVID-19 pandemic. Subject to the development of the pandemic and rebound of the tourism sector, it is expected that the “water taxi” service will launch trial services in the second half of 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)165**

**(Question Serial No. 2294)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

As mentioned in the Programme, the Transport Department (TD) has completed the development of the new generation of on-street parking meters for installation. Would the Government inform this Committee of the following:

1. The timetable for installation of new parking meters by phases; and
2. As at 26 February 2021, a total of 596 new parking meters are in operation. The Government has indicated that the new generation of parking meters are equipped with vehicle sensors and capable of identifying the parking spaces which are occupied without payment of parking fees to facilitate the enforcement action against illegal parking. What is the number of successful cases so far? If any, what are the details?

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

Reply:

The installation of about 12 000 new parking meters for public use commenced in January 2021 and will be completed by phases by mid-2022. As at 8 March 2021, about 670 new parking meters were installed, covering all 18 districts.

The new parking meters are equipped with space sensors to detect whether the relevant on-street parking spaces are occupied. The occupancy and payment status of the on-street metered parking spaces could be processed by the backend computer system to identify parking spaces which are occupied without payment. TD is liaising with the Hong Kong Police Force (the Police) on the sharing of real-time information to facilitate enforcement. The Police does not keep any records on the enforcement figures at the parking spaces installed with the new parking meters.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)166**

**(Question Serial No. 3270)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

According to the papers submitted by the Government, to ensure no disruption to the operation of cross-boundary goods vehicles, Transport and Housing Bureau/Transport Department (TD) will discuss with the Shenzhen authorities to cease the cargo clearance service of Huanggang Port only after the commencement of 24-hour operation at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) and availability of sufficient supporting facilities at both the Shenzhen Bay (SZB) Port and LT/HYW BCP. In this connection, will the Government inform this Committee of the assessment criteria of availability of sufficient supporting facilities at both the SZB Port and LT/HYW BCP?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 40)

Reply:

As announced in the Chief Executive's Policy Address in November 2020, the Hong Kong Special Administrative Region (HKSAR) Government would continue to enhance the infrastructure of land BCPs between Hong Kong and Shenzhen and progressively implement the "East in East out, West in West out" planning strategy for cross-boundary goods traffic. Under this strategy, cross-boundary goods vehicles currently using the Huanggang/Lok Ma Chau, Man Kam To <sup>Note</sup> and Sha Tau Kok BCPs will have to use the LT/HYW BCP in the east and the SZB Port in the west.

To tie in with the strategy, the HKSAR Government and the Shenzhen Municipal Government have implemented 24-hour cargo clearance service at SZB Port since 10 December 2020. Both Governments have been working closely on extension of the cargo clearance service at LT/HYW BCP to 24-hour daily, subject to the development of the COVID-19 pandemic.

On the other hand, taking into account the view of the cross-boundary goods vehicle trade, TD has been liaising with the Shenzhen authorities for enhancing supporting facilities at BCPs. To cater for 24-hour cargo clearance service at SZB Port, the Shenzhen authorities have provided backend and ancillary facilities as well as a sizable holding area for cross-boundary goods vehicles in the close vicinity of the SZB Port. For LT/HYW BCP,

the Shenzhen authorities have also started works to enhance the supporting facilities. TD will continue to follow up the above supporting facilities with the Shenzhen authorities in order to ensure smooth operation of the cross-boundary goods vehicles at the BCPs.

Note: Fresh food trucks will continue to use Man Kam To BCP for food safety and hygiene inspections.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)167**

**(Question Serial No. 1608)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the promotion of smart mobility:

- (1) What is the latest progress in the planning and construction of the Automated Parking Systems (APS) car parks?
- (2) What is the target for the construction of APS car parks?
- (3) Besides the projects for Hoi Shing Road in Tsuen Wan and Yen Chow Street in Sham Shui Po, will there be any new projects this year? If yes, what are the details?

Asked by: Hon LEUNG Che-cheung (LegCo internal reference no.: 68)

Reply:

The Transport Department (TD) has identified four sites for launching APS pilot projects so far, including a short-term tenancy (STT) site at Hoi Shing Road in Tsuen Wan, a public open space site at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, and two proposed government building sites at Chung Kong Road in Sheung Wan and Sheung Mau Street in Chai Wan. For the pilot project in Tsuen Wan, it is expected that APS thereat will be put into service in the fourth quarter this year. For the one in Sham Shui Po, it is expected that the Government will apply to the Town Planning Board to seek its planning permission within this year. For the proposed pilot project sites in Sheung Wan and Chai Wan, TD is conducting feasibility assessments and will consult relevant District Councils upon completion of the assessments. TD is also exploring other potential sites, including an STT site at Pak Shek Kok, Tai Po, for APS installation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)168**

**(Question Serial No. 2549)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under this Programme that the Government will conduct studies for transport planning for Hong Kong to deal with traffic congestion. Will the Government inform this Committee of the following:

1. What was the situation of enforcement against illegal parking in Kai Tak New Development Area in the past year? Has the Government identified illegal parking black spots in the district and focused on combating illegal parking? If yes, please provide in tabulated form the details of the illegal parking black spots and enforcement actions taken.
2. Does the Government have any plan to study the use of short-term tenancies (STTs) in Kai Tak New Development Area to provide parking spaces for various types of vehicle and to reduce illegal parking? If yes, what are the detailed locations, estimated numbers of various types of parking spaces, expenditures of works and anticipated completion dates?
3. In the long run, does the Government have any plan to conduct an inter-departmental study on providing multi-storey car parks in Kai Tak New Development Area, with a view to solving the traffic congestion problem arising from serious illegal parking in the district? If yes, what are the details of the plan?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 62)

Reply:

1. Neither the Hong Kong Police Force (the Police) nor the Transport Department (TD) has defined what constitutes a "black spot" of illegal parking. Hence, no information on illegal parking "black spots" in Kai Tak New Development Area could be provided. Nonetheless, the two departments will continue to work closely with a view to deterring any reported / observed illegal parking in areas including those surrounding Muk On Street, Muk Chui Street and Concorde Road near Kai Tak MTR Station. In 2020, the Police issued 489 901 fixed penalty notices (FPNs) against illegal parking in

Kowloon East, showing an increase of 39% and 95% as compared with the number of FPNs issued in 2018 and 2019 respectively.

2. At present, there is one STT car park at Sung Wong Toi Road, which provides 330 parking spaces, including 32 spaces for coaches, five spaces for heavy / medium goods vehicles, 20 spaces for private light buses, 17 spaces for light goods vehicles and 256 spaces for private cars. TD will continue to liaise with relevant government departments so as to identify more suitable sites for public parking.
3. Following the principle of “single site, multiple uses”, TD is currently liaising with relevant government departments to explore the feasibility of providing an underground public car park at a “Government, Institution or Community” site at Shing Kai Road, Kai Tak. The project is at its preliminary stage and we will work with relevant departments to finalise its planning parameters.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)169**

**(Question Serial No. 2551)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of enhancing taxi service quality, will the Government advise this Committee:

1. of the efforts made by the Government to enhance taxi service quality over the past three years/in the coming year and the expenditures and staff establishment involved;
2. of the numbers of complaints received by the Transport Complaints Unit of Transport Advisory Committee concerning public transport services over the past three years, and, among them, the numbers of those concerning taxi services and the numbers of those concerning taxi drivers who refused hire or selected passengers;
3. of the numbers of taxi drivers who were arrested, prosecuted or convicted for refusing hire or selecting passengers over the past three years;
4. whether the Government has evaluated the effectiveness of its work in enhancing taxi service quality based on the above figures on complaints and prosecutions; if yes, what are the details; if no, what are the reasons; and
5. of the expenditures and staff establishment incurred by the Committee on Taxi Service Quality (CTSQ) in each financial year since its establishment in January 2018; how many meetings were held in each of the past two years; what were the attendance rates of its members?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 66)

Reply:

(1), (4) and (5)

The Government has been maintaining close communication with the taxi trade to assist the trade in enhancing taxi service quality. In particular, the Transport Department (TD) established the CTSQ in January 2018, which is chaired by the Commissioner for Transport, and consists of non-official members from the taxi trade, Legislative Council, District Council, academia, Transport Advisory Committee, Consumer Council, Hong Kong Tourism Board, and groups representing persons with disabilities. It serves as a multi-party platform for discussing various strategies and measures to drive changes to enhance the service quality of the some 18 000 existing taxis.



In the past three years, TD, in collaboration with the CTSQ, took forward a series of measures to help enhance taxi service quality, including publishing updated taxi service standards and guidelines, launching online training courses for in-service taxi drivers, organising an enhanced “Taxi Service Commendation Scheme” to recognise taxi drivers and taxi service management teams with outstanding service, enhancing the complaint handling mechanisms relating to taxi services, enhancing the taxi written test for applying a taxi driving licence, and introducing the pre-service course for taxi drivers, etc.

The CTSQ held three meetings in 2018 and 2019 respectively. Due to the outbreak of the COVID-19 and the social distancing measures implemented to minimise the spread of virus in the community, the meetings originally planned for 2020 were cancelled. The overall attendance rates of its members were 86% and 83% in 2018 and 2019 respectively.

In 2021-22, TD will continue to collaborate with the CTSQ to encourage the taxi trade to further leverage on technology to enhance the operational efficiency and service quality of taxi services, such as setting up or integrating the taxi hailing application platforms, promoting fleet management and exploring the feasibility of installing electronic taxi meters for e-payment systems and electronic driver identification plate, etc.

The Government will continue to maintain close communication with the trade and other stakeholders, and listen to their views in an open manner, in order to formulate appropriate and feasible measures to further enhance taxi service quality.

The tasks of enhancing taxi service quality and providing secretarial support to the CTSQ are undertaken by existing staff of TD. There is no separate breakdown of manpower and expenditure involved.

(2)

In 2018, 2019 and 2020, the Transport Complaints Unit under the Transport Advisory Committee received 24 081, 27 721 and 17 622 complaints or suggestions respectively on public transport services, out of which 11 000, 10 318 and 5 355 concerned taxi services. Among the complaints or suggestions on taxi services, 2 730, 2 346 and 762 concerned refusing hire or selection of passengers.

(3)

The number of enforcement actions taken by the Police against taxi drivers for refusing hire (including selecting passengers) were 65, 59 and 16 in 2018, 2019 and 2020 respectively. The Police does not have readily available information on the number of taxi drivers being prosecuted and convicted for refusing hire (including selection of passengers).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)170**

**(Question Serial No. 0127)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2021-22, the Government has indicated that it will continue to examine the hierarchy and level of tolls of government tolled tunnels and Control Areas. In this connection, please advise of the following:

1. Will the Government examine lowering or waiving the tolls of five tunnels in the New Territories, namely the Tate's Cairn Tunnel, Tai Lam Tunnel, Eagle's Nest and Sha Tin Heights Tunnels, Shing Mun Tunnels and Lion Rock Tunnel, so as to alleviate the financial burden of residents in the New Territories travelling to and from urban areas? If yes, when will it commence? If no, what are the reasons?
2. The Transport Department (TD) is conducting the Study on "Congestion Charging" to comprehensively review the toll levels of all government tolled tunnels. What is the progress of the Study? Will it examine the feasibility of making all government tolled tunnels toll-free?

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

Reply:

1.and 2.

TD commenced the Study on "Congestion Charging" (the Study) in July 2019 to comprehensively review the hierarchy and level of tolls of all government tolled tunnels and road. "Congestion Charging" is to regulate traffic flows through adjustments of the toll levels of different types of vehicles so as to alleviate traffic congestion and facilitate commuting. The five tunnels in the New Territories, namely the Tate's Cairn Tunnel, Tai Lam Tunnel, Eagle's Nest and Sha Tin Heights Tunnels, Shing Mun Tunnels and Lion Rock Tunnel are covered in the Study.

In view of the possible impact of the COVID-19 pandemic on the travelling pattern of the general public, TD is reviewing its work plan for the Study including the collation of the latest information and data through a traffic survey. TD will consult relevant stakeholders on the recommendations arising from the Study in a timely manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)171**

**(Question Serial No. 2034)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

On the development of cycling, will the Government advise this Committee of the following:

1. What are the numbers of accidents involving bicycles in the past five years by age, gender, severity of injury and district? What are the percentages of bicycle accidents in the total number of traffic accidents? Please list the major cause(s) of these accidents. How many of these accidents occurred on cycle tracks and what are their percentages in the total number of bicycle accidents?
2. What are the expenditure and manpower allocated to cycling safety publicity? Has the Government assessed the effectiveness of its publicity efforts?
3. Please set out in table form the numbers and details of completed improvement works for cycle tracks in the nine new towns in the New Territories. What are the numbers and details of improvement works to be commenced in the coming two years?
4. Has the Government received any complaints from members of the public about cycle track facilities? If yes, what are the number and details of such complaints?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 76)

Reply:

1. The numbers of casualties involving bicycle accidents in the past five years by age group, gender and degree of injury are at **Annex 1** and the numbers of accidents involving bicycles by district and severity are at **Annex 2**.

The total number of bicycle accidents in the past five years accounted for about 13% of all traffic accidents in the same period. The major driver contributory factors were “lost of control of bicycle”, “careless cycling” and “cycling inattentively”. Amongst these bicycle accidents, 4 276 accidents happened on the cycle tracks, accounting for about 42% of the total number of bicycle accidents (10 283).

2. The work involved in the publicity of cycling safety is undertaken by the existing staff of the Transport Department (TD). There is no separate breakdown of manpower and

expenditure involved. TD will continue to collaborate closely with the Road Safety Council and Hong Kong Police Force in launching cycling safety publicity and educational activities through various means and channels such as social media platform, publicity video clips and leaflets so as to enhance the safety awareness of cyclists and other road users.

3. TD has been implementing improvement measures for the cycle tracks and cycling facilities in nine new towns in the New Territories in phases. The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involved about 450 sites, commenced in February 2020 for completion by end 2021. As for the third batch of improvement works of about 160 sites which involve more extensive and complicated engineering works, TD will continue to liaise with the Highways Department on the design and construction.

The locations of improvement works under the first and second batches are set out at **Annex 3**.

4. In 2020, the number of complaints about the cycle track facilities in the New Territories received by TD is 113. Details are set out at **Annex 4**.

**Number of casualties involving bicycle accidents by age group, gender and degree of injury  
in the past five years**

Year	Age	Degree of injury											
		Killed				Seriously injured				Slightly injured			
		Male	Female	Unknown	Sub-total	Male	Female	Unknown	Sub-total	Male	Female	Unknown	Sub-total
2016	0-19	0	1	0	1	42	4	0	46	319	122	1	442
	20-39	2	0	0	2	81	40	0	121	366	169	0	535
	40-59	4	2	0	6	125	53	0	178	334	206	0	540
	60 and over	5	0	0	5	68	26	0	94	140	45	0	185
	Unknown	0	0	0	0	0	0	0	0	1	3	0	4
2017	0-19	0	0	0	0	33	10	0	43	286	90	0	376
	20-39	1	0	0	1	57	26	0	83	357	145	0	502
	40-59	2	1	0	3	84	38	0	122	323	192	0	515
	60 and over	6	0	0	6	55	18	0	73	182	65	1	248
	Unknown	0	0	0	0	0	1	0	1	5	8	0	13
2018	0-19	0	0	0	0	22	1	0	23	331	88	0	419
	20-39	2	0	0	2	34	11	0	45	325	134	0	459
	40-59	2	1	0	3	49	21	0	70	333	173	0	506
	60 and over	5	1	0	6	38	11	0	49	214	67	0	281
	Unknown	0	0	0	0	1	0	0	1	3	1	1	5
2019	0-19	0	0	0	0	13	1	0	14	318	87	0	405
	20-39	3	0	0	3	32	12	0	44	267	115	0	382
	40-59	0	1	0	1	55	23	0	78	338	184	0	522
	60 and over	4	0	0	4	33	17	0	50	217	66	0	283
	Unknown	0	0	0	0	0	0	0	0	10	3	0	13

Year	Age	Degree of injury											
		Killed				Seriously injured				Slightly injured			
		Male	Female	Unknown	Sub-total	Male	Female	Unknown	Sub-total	Male	Female	Unknown	Sub-total
2020	0-19	1	0	0	1	52	10	0	62	434	94	0	528
	20-39	1	1	0	2	81	23	0	104	466	213	0	679
	40-59	4	1	0	5	126	56	0	182	485	254	0	739
	60 and over	9	0	0	9	78	34	0	112	286	90	0	376
	Unknown	0	0	0	0	0	0	0	0	15	8	0	23

## Number of accidents involving bicycles by district and severity in the past five years

District	2016				2017				2018				2019				2020			
	Severity				Severity				Severity				Severity				Severity			
	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total
<u>Hong Kong Island</u>																				
Central and Western	0	3	15	18	0	6	15	21	0	2	10	12	0	2	10	12	1	5	21	27
Wan Chai	0	3	6	9	0	1	13	14	0	2	11	13	0	1	12	13	0	5	19	24
Eastern	0	6	11	17	0	5	17	22	0	8	20	28	0	6	8	14	0	6	19	25
Southern	0	6	26	32	1	6	11	18	0	4	24	28	0	2	8	10	0	12	21	33
<u>Kowloon</u>																				
Yau Tsim Mong	0	2	18	20	2	2	24	28	1	2	20	23	0	1	23	24	0	0	40	40
Sham Shui Po	0	8	19	27	1	4	24	29	0	1	10	11	0	2	21	23	0	2	30	32
Kowloon City	1	2	15	18	0	3	17	20	0	2	13	15	1	4	9	14	0	3	33	36
Wong Tai Sin	0	4	13	17	0	0	15	15	0	6	14	20	0	4	13	17	0	0	23	23
Kwun Tong	1	3	33	37	1	3	17	21	0	3	24	27	0	3	21	24	1	7	29	37
<u>New Territories</u>																				
Kwai Tsing	0	6	16	22	0	3	19	22	1	3	16	20	0	5	15	20	0	2	22	24
Tsuen Wan	0	11	74	85	0	12	74	86	0	3	58	61	0	5	58	63	2	12	68	82
Tuen Mun	3	40	88	131	1	29	85	115	1	18	122	141	0	13	108	121	2	24	147	173

District	2016				2017				2018				2019				2020			
	Severity				Severity				Severity				Severity				Severity			
	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total
Yuen Long	2	100	252	354	2	87	256	345	2	37	277	316	1	47	251	299	2	136	394	532
North	2	67	128	197	0	58	151	209	0	21	148	169	1	25	161	187	1	90	171	262
Tai Po	1	116	335	452	0	54	339	393	4	37	345	386	2	28	317	347	3	95	432	530
Sha Tin	2	27	395	424	1	24	351	376	1	19	321	341	1	21	320	342	2	31	527	560
Sai Kung	1	22	112	135	0	14	106	120	0	11	97	108	1	9	120	130	3	14	157	174
Islands	1	12	79	92	1	5	57	63	1	7	77	85	1	5	72	78	0	13	110	123



**Locations for the First and Second Batches of Improvement Works  
for Cycle Tracks and Cycling Facilities  
in the nine New Towns in the New Territories<sup>Note 1</sup>**

<b>New Town</b>	<b>Improvements to cycle tracks<sup>Note 2</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> </ul>

<b>New Town</b>	<b>Improvements to cycle tracks</b> <sup>Note 2</sup>	<b>Provision of additional bicycle parking spaces</b>
		<ul style="list-style-type: none"> <li>• Kau Yuk Road</li> <li>• Shap Pat Heung Road</li> </ul>
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> </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> </ul>

<b>New Town</b>	<b>Improvements to cycle tracks</b> <sup>Note 2</sup>	<b>Provision of additional bicycle parking spaces</b>
	<ul style="list-style-type: none"> <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>• 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> <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> </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> </ul>

<b>New Town</b>	<b>Improvements to cycle tracks</b> <sup>Note 2</sup>	<b>Provision of additional bicycle parking spaces</b>
	<ul style="list-style-type: none"> <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>• 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>• Tai 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> </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> </ul>

<b>New Town</b>	<b>Improvements to cycle tracks</b> <sup>Note 2</sup>	<b>Provision of additional bicycle parking spaces</b>
	<ul style="list-style-type: none"> <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>• 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 at the same location for the first and second batches of improvement works.

Note 2: Examples of improvement works include provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

**Number of complaints about  
cycle track facilities in the New Territories in 2020**

<b>Type of complaint</b>	<b>Number of complaints</b>
Cycle track design/safety facilities	50
Design of pedestrian crossing points and cycle track/road junctions	17
Continuity of cycle tracks	6
Bicycle parking area	23
Others (including illegal parking of bicycles, bicycle direction signs, temporary traffic arrangements on cycle tracks, etc.)	17
<b>Total</b>	<b>113</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)172**

**(Question Serial No. 2035)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the traffic volumes and vehicle speeds on major roads, will the Government advise this Committee of the following:

1. the traffic volumes, traffic capacities, volume/capacity (v/c) ratios and average vehicle speeds in respect of the roads listed below at morning and evening peak hours in the past five years:
  - (a) Fanling Highway
  - (b) San Tin Highway
  - (c) Yuen Long Highway
  - (d) Tsing Long Highway
  - (e) North Lantau Highway
  - (f) Lantau Link and Ma Wan Road
  - (g) Tsing Kwai Highway
  - (h) Tsuen Wan Road
  - (i) Tsing Sha Highway
  - (j) West Kowloon Highway
  - (k) Island Eastern Corridor
  - (l) Kwun Tong Bypass
  - (m) Harcourt Road
  - (n) Princess Margaret Road
  - (o) East Kowloon Corridor
  - (p) Lung Cheung Road
  - (q) Ting Kau Bridge
  - (r) Tuen Mun Road
  - (s) Tuen Mun – Chek Lap Kok Link
  - (t) Kwun Tong Road
2. the traffic volumes, traffic capacities, v/c ratios and average vehicle speeds in various tunnels in Hong Kong at morning and evening peak hours in the past five years; and

3. Regarding the free-flow tolling system (FFTS), according to the Government's estimation, how many vehicle owners will apply for a toll tag? What is the specific work timetable? When will it be fully implemented? What are the expenditure and manpower involved in the above work?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 74)

Reply:

1. The average vehicular flows, design capacities and utilisation rates (measured by v/c ratios in vehicles) of the major sections of the roads concerned from 2016 to 2019 <sup>Note</sup> are listed at **Annex A**. The average vehicle speed of the roads at morning and evening peak hours from 2016 to 2020 are listed at **Annex B**.
2. The average vehicular flows, design capacities and utilisation rates (measured by v/c ratios in vehicles) of various tunnels from 2016 to 2020 are listed at **Annex C**. The average vehicle speed of the tunnels at morning and evening peak hours from 2016 to 2020 are listed at **Annex D**.
3. The Transport Department (TD) plans to start rolling out FFTS at various tunnels in end 2022. Tentatively, FFTS will be implemented first at the Lion Rock Tunnel (LRT), Shing Mun Tunnels (SMTs) and Tsing Sha Control Area (TSCA), which currently charge flat tolls and are in geographical proximity. The other tunnels, including the Aberdeen Tunnel, Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate's Cairn Tunnel, which are among the most heavily used ones, will follow in the light of experience gained from traffic arrangements implemented at LRT, SMTs and TSCA. FFTS will be implemented at the Western Harbour Crossing and Tai Lam Tunnel after the Government's takeover of them upon the expiry of their respective franchises in August 2023 and May 2025.

The Government will step up publicity efforts through various channels to enhance community awareness of the FFTS, with a view to securing the support of vehicle owners to use toll tags. It is the Government's vision to mandate the use of toll tags for all licensed motor vehicles in future.

The estimated expenditure for implementation of FFTS is \$104.4 million for 2021-22, whereas the relevant tasks are currently undertaken by the existing staff of TD with no separate breakdown of the manpower involved.

Note: Traffic volume statistics in Annual Traffic Census are currently available up to 2019.



Road	Direction	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours <sup>Notes 1 &amp; 2</sup> [veh/hr] and utilisation rate in ( )							
			2019		2018		2017		2016	
			AM	PM	AM	PM	AM	PM	AM	PM
(a) Fanling Highway	SB	4 700	2 310 (0.5)	2 430 (0.5)	2 210 (0.5)	2 650 (0.6)	2 300 (0.5)	2 420 (0.5)	2 420 (0.5)	2 230 (0.5)
	NB	4 700	2 090 (0.4)	2 250 (0.5)	2 280 (0.5)	2 080 (0.4)	2 080 (0.4)	2 250 (0.5)	2 240 (0.5)	2 060 (0.4)
(b) San Tin Highway	Information not available in Annual Traffic Census									
(c) Yuen Long Highway	EB	4 700	4 010 (0.9)	4 080 (0.9)	3 810 (0.8)	3 980 (0.9)	3 790 (0.8)	3 950 (0.8)	3 680 (0.8)	3 770 (0.8)
	WB	6 300	3 840 (0.6)	3 770 (0.6)	3 750 (0.6)	3 680 (0.6)	3 720 (0.6)	3 530 (0.6)	3 570 (0.6)	3 470 (0.6)
(d) Tsing Long Highway	SB	4 700	3 670 (0.8)	1 620 (0.3)	3 720 (0.8)	1 760 (0.4)	3 790 (0.8)	1 760 (0.4)	3 760 (0.8)	1 760 (0.4)
	NB	4 700	1 370 (0.3)	2 510 (0.5)	1 500 (0.3)	2 600 (0.6)	1 510 (0.3)	2 590 (0.6)	1 540 (0.3)	2 550 (0.5)
(e) North Lantau Highway	EB	4 700	1 440 (0.3)	2 190 (0.5)	1 340 (0.3)	2 020 (0.4)	1 070 (0.2)	2 190 (0.5)	1 340 (0.3)	1 920 (0.4)
	WB	4 700	2 310 (0.5)	1 640 (0.3)	1 760 (0.4)	1 510 (0.3)	1 870 (0.4)	1 370 (0.3)	1 810 (0.4)	1 400 (0.3)

Road	Direction	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours <sup>Notes 1 &amp; 2</sup> [veh/hr] and utilisation rate in ( )							
			2019		2018		2017		2016	
			AM	PM	AM	PM	AM	PM	AM	PM
(f) Lantau Link	EB	4 700	2 530 (0.5)	3 680 (0.8)	2 390 (0.5)	3 750 (0.8)	2 290 (0.5)	3 810 (0.8)	2 090 (0.4)	3 500 (0.7)
	WB	4 700	3 640 (0.8)	2 560 (0.5)	3 810 (0.8)	2 440 (0.5)	3 980 (0.8)	2 450 (0.5)	3 750 (0.8)	2 360 (0.5)
(g) Tsing Kwai Highway	SB	9 450	4 130 (0.4)	4 000 (0.4)	4 260 (0.5)	3 920 (0.4)	4 140 (0.4)	4 000 (0.4)	4 240 (0.4)	4 030 (0.4)
	NB	7 850	2 940 (0.4)	3 750 (0.5)	1 620 (0.2)	2 030 (0.3)	1 720 (0.2)	2 190 (0.3)	1 800 (0.2)	1 940 (0.2)
(h) Tsuen Wan Road	Information not available in Annual Traffic Census									
(i) Tsing Sha Highway	Please refer to Eagle's Nest Tunnel and Sha Tin Heights Tunnel									
(j) West Kowloon Highway	SB	4 700	4 400 (0.9)	3 370 (0.7)	4 120 (0.9)	3 360 (0.7)	4 060 (0.9)	3 180 (0.7)	4 060 (0.9)	3 140 (0.7)
	NB	7 850	1 690 (0.2)	2 480 (0.3)	1 600 (0.2)	2 460 (0.3)	1 620 (0.2)	2 370 (0.3)	1 560 (0.2)	2 110 (0.3)
(k) Island Eastern Corridor (section near Victoria Park)	EB	7 850	3 480 (0.4)	3 380 (0.4)	4 710 (0.6)	4 520 (0.6)	4 650 (0.6)	4 640 (0.6)	4 770 (0.6)	4 540 (0.6)
	WB	11 000	4 520 (0.4)	3 810 (0.3)	5 370 (0.5)	4 490 (0.4)	5 410 (0.5)	4 580 (0.4)	5 700 (0.5)	4 610 (0.4)

Road	Direction	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours <sup>Notes 1 &amp; 2</sup> [veh/hr] and utilisation rate in ( )							
			2019		2018		2017		2016	
			AM	PM	AM	PM	AM	PM	AM	PM
(l) Kwun Tong Bypass (from Kai Yan Street to Lung Cheung Road)	EB	4 700	3 310 (0.7)	2 610 (0.6)	2 880 (0.6)	2 480 (0.5)	3 170 (0.7)	2 450 (0.5)	2 950 (0.6)	2 450 (0.5)
	WB	4 700	2 430 (0.5)	2 700 (0.6)	2 360 (0.5)	2 560 (0.5)	2 330 (0.5)	2 570 (0.5)	2 320 (0.5)	2 570 (0.5)
(m) Harcourt Road	EB	6 300	2 350 (0.4)	2 100 (0.3)	3 250 (0.5)	2 620 (0.4)	3 280 (0.5)	2 600 (0.4)	3 340 (0.5)	2 670 (0.4)
	WB	9 450	5 470 (0.6)	4 970 (0.5)	6 770 (0.7)	6 200 (0.7)	6 050 (0.6)	5 600 (0.6)	6 390 (0.7)	6 470 (0.7)
(n) Princess Margaret Road	SB	4 700	1 920 (0.4)	2 510 (0.5)	1 930 (0.4)	2 370 (0.5)	1 980 (0.4)	2 330 (0.5)	2 020 (0.4)	2 380 (0.5)
	NB	4 700	1 820 (0.4)	2 480 (0.5)	1 800 (0.4)	2 470 (0.5)	1 790 (0.4)	2 460 (0.5)	1 840 (0.4)	2 490 (0.5)
(o) East Kowloon Corridor	SB	3 000	1 620 (0.5)	1 440 (0.5)	1 630 (0.5)	1 410 (0.5)	1 640 (0.5)	1 460 (0.5)	1 800 (0.6)	1 450 (0.5)
	NB	3 000	2 780 (0.9)	2 890 (1.0)	2 860 (1.0)	2 970 (1.0)	2 780 (0.9)	2 920 (1.0)	2 830 (0.9)	2 910 (1.0)
(p) Lung Cheung Road	EB	4 700	4 040 (0.9)	3 650 (0.8)	4 240 (0.9)	3 370 (0.7)	4 040 (0.9)	3 660 (0.8)	3 610 (0.8)	3 370 (0.7)
	WB	4 700	3 750 (0.8)	3 930 (0.8)	3 660 (0.8)	3 870 (0.8)	3 760 (0.8)	3 950 (0.8)	3 710 (0.8)	3 940 (0.8)

Road	Direction	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours <sup>Notes 1 &amp; 2</sup> [veh/hr] and utilisation rate in ( )							
			2019		2018		2017		2016	
			AM	PM	AM	PM	AM	PM	AM	PM
(q) Ting Kau Bridge	SB	4 700	5 760 (1.2)	3 530 (0.8)	5 440 (1.2)	3 960 (0.8)	4 740 (1.0)	3 240 (0.7)	4 830 (1.0)	3 080 (0.7)
	NB	4 700	3 080 (0.7)	4 610 (1.0)	2 520 (0.5)	4 310 (0.9)	2 430 (0.5)	3 850 (0.8)	2 690 (0.6)	4 270 (0.9)
(r) Tuen Mun Road	EB	6 300	6 380 (1.0)	4 260 (0.7)	5 850 (0.9)	3 920 (0.6)	5 830 (0.9)	4 060 (0.6)	5 510 (0.9)	3 840 (0.6)
	WB	4 700	3 900 (0.8)	5 320 (1.1)	3 710 (0.8)	5 480 (1.2)	3 660 (0.8)	5 280 (1.1)	3 390 (0.7)	4 570 (1.0)
(s) Tuen Mun – Chek Lap Kok Link	SB	3 000	Information not available as Tuen Mun – Chek Lap Kok Link was fully commissioned on 27 December 2020							
	NB	3 000								
(t) Kwun Tong Road	EB	9 450	5 500 (0.6)	5 300 (0.6)	5 650 (0.6)	5 490 (0.6)	5 480 (0.6)	5 370 (0.6)	5 470 (0.6)	5 290 (0.6)
	WB	9 450	5 040 (0.5)	5 840 (0.6)	5 120 (0.5)	6 140 (0.6)	5 350 (0.6)	5 690 (0.6)	5 070 (0.5)	5 550 (0.6)

Note 1: They refer to morning peak hours from 7:00 a.m. to 10:00 a.m. and evening peak hours from 4:00 p.m. to 7:00 p.m. on weekdays.

Note 2: Traffic volume statistics in Annual Traffic Census are currently available up to 2019.

Road	Direction	Average speed at morning and evening peak hours (km/hr)									
		Note									
		2020		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Fanling Highway	SB	80	-	74	-	68	-	75	-	69	-
	NB	82	-	76	-	70	-	74	-	69	-
San Tin Highway	SB	66	-	47	-	46	-	55	-	48	-
	NB	73	-	73	-	74	-	60	-	68	-
Yuen Long Highway	SB	49	40	47	44	43	44	57	-	49	-
	NB	67	60	61	50	58	56	62	-	58	-
Tsing Long Highway	SB	56	72	44	72	53	73	56	-	56	-
	NB	71	73	74	71	75	71	69	-	76	-
North Lantau Highway	EB	92	92	95	94	93	88	91	-	88	-
	WB	92	94	94	91	87	87	89	-	86	-
Lantau Link	EB	77	77	74	70	75	72	72	-	76	-
	WB	77	81	74	71	75	69	57	-	78	-
Tsing Kwai Highway	SB	75	79	74	76	69	78	75	-	72	-
	NB	79	80	74	72	76	70	74	-	75	-
Tsuen Wan Road	SB	57	-	39	-	45	-	37	-	44	-
	NB	58	-	63	-	61	-	58	-	58	-
Tsing Sha Highway	EB	66	-	68	-	73	-	70	-	72	-
	WB	65	-	64	-	71	-	67	-	69	-
West Kowloon Highway	SB	47	77	47	66	63	74	65	-	70	-
	NB	76	79	81	82	81	81	82	-	76	-
Island Eastern Corridor (section near Victoria Park)	EB	46	-	56	-	65	-	55	-	46	-
	WB	31	-	30	-	20	-	25	-	22	-

Road	Direction	Average speed at morning and evening peak hours (km/hr)									
		Note									
		2020		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Kwun Tong Bypass (near Lei Yue Mun Road)	EB	60	61	28	74	28	68	52	-	55	-
	WB	76	68	77	76	67	67	68	-	64	-
Harcourt Road	EB	46	51	54	61	24	23	23	17	34	29
	WB	54	53	55	56	50	21	43	22	46	33
Princess Margaret Road	SB	11	55	10	61	11	58	7	49	8	59
East Kowloon Corridor	SB	12	29	9	63	12	60	14	-	13	-
	NB	57	54	56	59	62	58	57	-	54	-
Lung Cheung Road	EB	26	55	32	39	21	62	24	-	23	-
	WB	35	39	34	27	38	48	35	-	38	-
Ting Kau Bridge	SB	55	74	41	78	55	76	59	-	61	-
	NB	69	64	74	61	74	71	69	-	72	-
Tuen Mun Road	EB	41	67	53	69	52	68	46	63	46	66
	WB	69	56	67	56	66	62	68	60	63	64
Tuen Mun – Chek Lap Kok Link	Information not available as Tuen Mun – Chek Lap Kok Link was fully commissioned on 27 December 2020										
Kwun Tong Road	SB	45	35	41	40	41	34	37	-	35	-
	NB	32	39	29	26	35	34	38	-	38	-

Note: TD does not have the average speed data for the evening peak hours for certain roads.

Tolled Tunnel Notes 1,2,3	Direction	Capacity [veh/hr]	Average vehicular flow at morning and evening peak hours [veh/hr] and Utilisation rate in ( )									
			2020		2019		2018		2017		2016	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Aberdeen Tunnel	SB	2 600	1 900 (0.7)	1 800 (0.7)	2 000 (0.8)	1 700 (0.7)	2 000 (0.8)	1 700 (0.7)	1 900 (0.7)	1 700 (0.7)	2 000 (0.8)	1 900 (0.7)
	NB	2 600	1 800 (0.7)	1 400 (0.5)	1 800 (0.7)	1 300 (0.5)	1 700 (0.7)	1 300 (0.5)	1 800 (0.7)	1 300 (0.5)	1 800 (0.7)	1 300 (0.5)
Cross-Harbour Tunnel Note 4	SB	2 600	2 900 (1.1)	2 800 (1.1)	2 900 (1.1)	2 700 (1.0)	2 900 (1.1)	2 700 (1.0)	2 900 (1.1)	2 700 (1.0)	2 900 (1.1)	2 800 (1.1)
	NB	2 600	2 600 (1.0)	2 900 (1.1)	2 600 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)
Eastern Harbour Crossing	SB	2 600	2 800 (1.1)	2 400 (0.9)	2 900 (1.1)	2 500 (1.0)	2 900 (1.1)	2 600 (1.0)	2 900 (1.1)	2 600 (1.0)	2 900 (1.1)	2 500 (1.0)
	NB	2 600	2 300 (0.9)	2 900 (1.1)	2 500 (1.0)	2 800 (1.1)	2 500 (1.0)	2 900 (1.1)	2 500 (1.0)	2 900 (1.1)	2 400 (0.9)	2 900 (1.1)
Western Harbour Crossing	SB	4 200	3 000 (0.7)	1 500 (0.4)	3 400 (0.8)	2 100 (0.5)	3 200 (0.8)	2 100 (0.5)	3 200 (0.8)	2 000 (0.5)	3 100 (0.7)	2 000 (0.5)
	NB	4 200	1 300 (0.3)	2 900 (0.7)	1 900 (0.5)	3 300 (0.8)	1 900 (0.5)	3 300 (0.8)	1 800 (0.4)	3 200 (0.8)	1 800 (0.4)	3 200 (0.8)
Lion Rock Tunnel	SB	2 600	2 800 (1.1)	2 400 (0.9)	2 800 (1.1)	2 500 (1.0)	2 800 (1.1)	2 500 (1.0)	2 800 (1.1)	2 600 (1.0)	2 800 (1.1)	2 500 (1.0)
	NB	2 600	2 000 (0.8)	2 800 (1.1)	2 200 (0.8)	2 800 (1.1)	2 200 (0.8)	2 800 (1.1)	2 200 (0.8)	2 800 (1.1)	2 100 (0.8)	2 800 (1.1)
Tate's Cairn Tunnel	SB	2 600	2 500 (1.0)	1 700 (0.7)	2 600 (1.0)	1 900 (0.7)	2 700 (1.0)	1 900 (0.7)	2 700 (1.0)	1 800 (0.7)	2 700 (1.0)	1 800 (0.7)
	NB	2 600	1 800 (0.7)	2 500 (1.0)	2 000 (0.8)	2 500 (1.0)	2 000 (0.8)	2 500 (1.0)	1 900 (0.7)	2 600 (1.0)	1 800 (0.7)	2 500 (1.0)
Tseung Kwan O Tunnel	EB	2 600	2 500 (1.0)	3 200 (1.2)	2 600 (1.0)	3 100 (1.2)	2 500 (1.0)	3 100 (1.2)	2 500 (1.0)	3 100 (1.2)	2 400 (0.9)	3 100 (1.2)
	WB	2 600	2 900 (1.1)	2 400 (0.9)	3 000 (1.2)	2 500 (1.0)	2 900 (1.1)	2 500 (1.0)	3 000 (1.2)	2 500 (1.0)	3 000 (1.2)	2 500 (1.0)
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	SB	4 700	3 000 (0.6)	1 500 (0.3)	2 900 (0.6)	2 000 (0.4)	3 200 (0.7)	1 600 (0.3)	3 100 (0.7)	1 500 (0.3)	2 900 (0.6)	1 400 (0.3)
	NB	4 700	1 500 (0.3)	2 900 (0.6)	2 100 (0.4)	2 500 (0.5)	1 600 (0.3)	2 700 (0.6)	1 600 (0.3)	2 700 (0.6)	1 500 (0.3)	2 500 (0.5)
Shing Mun Tunnels	EB	2 600	1 700 (0.7)	1 700 (0.7)	1 900 (0.7)	1 700 (0.7)	1 900 (0.7)	1 700 (0.7)	1 900 (0.7)	1 800 (0.7)	1 800 (0.7)	1 700 (0.7)
	WB	2 600	1 800 (0.7)	1 700 (0.7)	1 900 (0.7)	1 800 (0.7)	1 900 (0.7)	1 800 (0.7)	1 900 (0.7)	1 800 (0.7)	1 900 (0.7)	1 700 (0.7)
Tai Lam Tunnel	SB	4 700	2 800 (0.6)	1 100 (0.2)	3 200 (0.7)	1 500 (0.3)	3 200 (0.7)	1 600 (0.3)	3 200 (0.7)	1 600 (0.3)	3 200 (0.7)	1 600 (0.3)
	NB	4 700	800 (0.2)	2 100 (0.4)	1 200 (0.3)	2 300 (0.5)	1 200 (0.3)	2 400 (0.5)	1 200 (0.3)	2 300 (0.5)	1 200 (0.3)	2 300 (0.5)

Note 1: The vehicular flows in the table 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 toll collection systems and rounded to the nearest hundred. The utilisation rates refer to the ratios of average hourly traffic volume at peak hours to tunnel design capacity. Morning peak hours refer to 7 a.m. to 10 a.m. and evening peak hours refer to 5 p.m. to 8 p.m. on weekdays. For toll-free tunnels without toll collection systems (through which

records can be compiled), TD does not have breakdown of the traffic volumes for morning and evening peak hours and the corresponding utilisation rates.

Note 2: TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 3: The utilisation rates in the table above are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. 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, geometry of the road section, etc. Therefore, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

Note 4: The average traffic flow and utilisation rate for Cross-Harbour Tunnel above have discounted the period from 13 November 2019 to 19 January 2020 due to closure and repair of damaged facilities.



**Annex D**

Tolled Tunnel	Direction	Average speed at morning and evening peak hours (km/hr)									
		2020		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Aberdeen Tunnel	SB	46	55	48	56	48	56	54	57	52	55
	NB	17	10	20	40	13	13	21	20	15	14
Cross-Harbour Tunnel	SB	27	26	28	24	24	24	29	25	34	28
	NB	33	34	32	33	32	30	35	35	34	39
Eastern Harbour Crossing	SB	28	54	19	57	27	56	27	54	29	60
	NB	38	34	36	35	35	35	37	36	37	39
Western Harbour Crossing	SB	37	66	45	63	46	64	48	61	52	66
	NB	55	55	55	49	60	51	51	56	61	56
Lion Rock Tunnel	SB	27	41	30	40	27	44	30	42	29	43
	NB	45	36	47	37	47	35	47	39	45	35
Tate's Cairn Tunnel	SB	25	57	25	56	29	60	25	60	26	61
	NB	55	43	53	41	47	46	50	44	50	44
Tseung Kwan O Tunnel	EB	52	43	53	39	48	43	44	-	54	-
	WB	42	35	36	35	34	34	38	-	39	-
Route 8 (section between Cheung Sha Wan and Sha Tin) <sup>Note 1</sup>	SB	59	-	54	-	68	-	52	-	57	-
	NB	59	-	64	-	70	-	61	-	65	-
Shing Mun Tunnels	EB	61	65	61	60	65	63	61	-	64	-
	WB	56	55	55	54	55	54	53	-	55	-
Tai Lam Tunnel	SB	57	70	49	72	48	74	57	-	58	-
	NB	68	70	75	67	69	64	73	-	75	-

Toll-free Tunnel <sup>Note 2</sup>	Direction	Average speed at morning and evening peak hours (km/hr) <sup>Note 3</sup>									
		2020		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Kai Tak Tunnel	EB	56	56	58	56	59	58	57	-	52	-
	WB	55	58	55	52	49	53	47	-	47	-
Cheung Tsing Tunnel	EB	74	78	70	78	73	75	74	-	72	-
	WB	64	72	69	69	70	69	74	-	80	-
Nam Wan Tunnel	SB	69	-	72	-	76	-	74	-	77	-
	NB	73	-	72	-	76	-	79	-	75	-
Central-Wan Chai Bypass Tunnel	EB	65	67	67	68	-	-	-	-	-	-
	WB	68	71	70	68	-	-	-	-	-	-

Toll-free Tunnel <sup>Note 2</sup>	Direction	Average speed at morning and evening peak hours (km/hr) <sup>Note 3</sup>									
		2020		2019		2018		2017		2016	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Lung Shan Tunnel	SB	74	79	66	69	-	-	-	-	-	-
	NB	77	76	65	73	-	-	-	-	-	-
Cheung Shan Tunnel	SB	75	76	76	76	-	-	-	-	-	-
	NB	69	72	75	75	-	-	-	-	-	-

Note 1: Route 8 (section between Cheung Sha Wan and Sha Tin) covers the whole Route 8 between Cheung Sha Wan and Sha Tin, including the Eagle's Nest Tunnel, Shatin Height Tunnel and Tai Wai Tunnel.

Note 2: Data on Tuen Mun – Chek Lap Kok Tunnel is not available as it was commissioned on 27 December 2020.

Note 3: TD does not have the average speed data for the evening peak hours for certain tunnels.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)173**

**(Question Serial No. 2037)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Tuen Ma Line, will the Government inform this Committee of the following:

1. the (i) carrying capacity; (ii) patronage; and (iii) loading (at four and six persons per square metre (ppsm)) during morning and evening peak hours for critical link of Tuen Ma Line Phase 1 (TMLP1) since its commissioning;
2. the hourly passenger flows of (i) station entrances; and (ii) platforms during morning and evening peak hours at stations of TMLP1 (listing out Tai Wai, Hin Keng, Diamond Hill and Kai Tak stations respectively);
3. the number of daily and hourly departures of TMLP1 (in peak and off-peak periods);
4. the diversion effect of passengers plying between the New Territories and Kowloon, the change of patronage of Kwun Tong Line, and the changes of passenger demands and travelling patterns of affected public transport services, after commissioning of TMLP1;
5. the expenditures and manpower establishment to be involved for the monitoring of the progress of the project; and
6. when is the commissioning date of the remaining section of Tuen Ma Line, i.e. from Kai Tak to Hung Hom; and what is the additional expenditures due to delay of that section?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 67)

Reply:

1. The carrying capacity, patronage and loading (at four and six ppsm) of TMLP1 in 2020 are as follows:

		<b>TMLP1 (the busiest one hour in the morning per direction for critical link) (Note 1, 2)</b>
1	Design capacity (six ppsm)	45 900
2	Maximum carrying capacity when train frequency is maximised (six ppsm)	45 900
3	Existing carrying capacity (six ppsm)(a)	45 900
4	Current patronage (b)	17 100
5	Current loading (1) (six ppsm) [(b)/(a)] { } critical link	37% { Che Kung Temple to Tai Wai }
6	Current loading (2) (four ppsm) [(b)/(a)÷71.2% (Note 3)] { } critical link	52% { Che Kung Temple to Tai Wai }

Note 1: According to the information provided by the MTR Corporation Limited (MTRCL), in normal circumstances, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed than that in the morning peak hours. Therefore, the passenger loading during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances.

Note 2: In view of the impact of the pandemic on patronage, the figures are based on data obtained in those months when the pandemic was relatively eased.

Note 3: 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% of that of six ppsm.

2. The carrying capacity and loading of a railway line are common and more useful indicators for measuring the levels of railway services. In this regard, please refer to information on TMLP1 given in Part 1 above. As for the design and arrangement of various “hardware” components of the railway system, including platforms, ticket gates and entrances of railway stations, they are designed and constructed accordingly to ensure that they can cater for the passenger flow. MTRCL closely monitors the passenger flow at various stations and strives to ease station passenger flow and maintain smooth train operations even at the busiest sections and during the peak periods through various measures, including strengthening train service and adopting various crowd management measures.

3. The average train headways of TMLP1 during peak and off-peak periods are as follows:

		<b>Train Headway</b>
1	Weekdays morning peak hours	3.5 minutes
2	Weekdays evening peak hours	4 minutes
3	Weekdays non-peak hours / Sundays and Public Holidays	6.5 – 7 minutes

4. TMLP1 shortens the travelling time between Tai Wai Station and Diamond Hill Station from 17 minutes to around nine minutes and provides passengers in the New Territories an alternative to access the urban districts, facilitating passengers to commute between locations in Ma On Shan area and East Kowloon more efficiently and conveniently.

After the commissioning of TMLP1 in February 2020, more than 10% of passengers has switched from East Rail Line to TMLP1 when travelling to Kowloon, while the number of passengers interchanging at Diamond Hill Station for Kwun Tong Line has also increased. Also, the Transport Department (TD) has been monitoring the patronage changes of the relevant road-based public transport services after the commissioning of TMLP1. Based on the actual drop in passenger demand, TD implemented frequency adjustments of six franchised bus routes plying between Shatin District and Kowloon East.

5. The Highways Department (HyD) is responsible for the monitoring and verification of the works of MTRCL in implementing the Shatin to Central Link (SCL) project with existing staff resources and engagement of consultants. As the relevant HyD staff are also responsible for other projects or duties, there is no separate breakdown of expenditure for SCL. For the engagement of consultants, the expenditure was about \$25.2 million in 2020-21.
6. The target commissioning of the Tuen Ma Line full line remains as the third quarter of 2021. The Government will urge MTRCL to commission the Tuen Ma Line as soon as possible subject to the assurance of the railway system in safe and sound condition. The HyD will continue to monitor the work of MTRCL for the commissioning of the Tuen Ma Line with existing staff resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)174**

**(Question Serial No. 2038)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of taxi service enhancement, will the Government inform this Committee of the following:

1. The number of taxi licences held (please list out by age group) and the number of newly registered taxi licences in the past five years (please set out by age group);
2. Given the manpower shortage of taxi drivers, does the Government have any measures to stabilise the workforce of taxi drivers and attract newcomers to the trade?
3. Since the outbreak of the pandemic, whether the Government has provided any subsidy, grant or exemption other than fuel subsidy for the trade? What are the details and the expenditures involved?
4. In view of the poor operating situation, whether the Government will provide other subsidies for the trade in the coming year?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 72)

Reply:

1. The number of holders and new holders of valid full driving licence for taxi by age group as at 31 December in each of the past five years are set out below:

<b>Age Group</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
30 or below	1 456 (365)	1 433 (394)	1 473 (411)	1 551 (476)	1 676 (498)
31 – 40	10 433 (1 031)	10 371 (1 065)	10 255 (1 047)	10 224 (1 137)	10 057 (1 025)
41 – 50	29 837 (1 034)	26 947 (1 061)	24 731 (986)	23 274 (1 087)	22 147 (830)
51 – 60	93 827 (807)	87 812 (852)	80 881 (767)	73 628 (810)	66 916 (571)
61 – 70	76 120 (131)	78 753 (121)	80 026 (133)	81 884 (171)	83 266 (136)
71 or above	8 680 (1)	10 460 (0)	13 158 (2)	16 305 (2)	18 965 (4)
<b>Total</b>	220 353 (3 369)	215 776 (3 493)	210 524 (3 346)	206 866 (3 683)	203 027 (3 064)

Note: Figures in brackets denote the number of new holders of valid full driving licence for taxi in the year.

2. With a view to attracting new blood to join the taxi industry, the Transport Department (TD) has enhanced the taxi written test from 14 February 2020, with adjustments made to the content, number of questions and passing criteria to better meet the prevailing needs. Besides, the period required for an applicant for a commercial vehicle (including taxi) driving licence to hold a private car or light goods vehicle full driving licence has been shortened since 1 October 2020.

3. & 4.

In view of the impact of COVID-19 pandemic on the transport sector, the Government has provided various forms of subsidy/exemption items to the taxi trade. Details of the subsidy/exemption items, some of which are still in progress, and the amount involved are set out in the table below:

<b>Subsidy / Exemption Items</b>	<b>Amount (\$'000)</b>
Under the Anti-epidemic Fund (AEF) (as at 3 March 2021) <sup>(Note 1)</sup>	
1. Fuel subsidy of \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG taxis and public light buses (PLBs), and reimburse one-third of the actual fuel cost for petrol taxis and diesel PLBs (from July 2020 to June 2021)	213,900 <sup>(Note 2)</sup>
2. One-off non-accountable subsidy of \$30,000 to the registered owner of each taxi	544,000
3. Monthly subsidy of \$6,000 for six months to each eligible active taxi driver or a lump sum of \$7,500 (from April 2020 to September 2020)	1,586,000

<b>Subsidy / Exemption Items</b>	<b>Amount (\$'000)</b>
Other Relief Measures (2020-21) (as at 28 February 2021)	
1. Waiver of vehicle licence fees for taxis (from December 2019 to December 2021)	50,624
2. Waiver of vehicle examination fees for taxis (from December 2019 to December 2021)	9,105

Note

1. The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

2. The amount includes fuel subsidy provided for both PLBs and taxis. No separate breakdown for taxis is available.

TD will continue to keep close liaison with the taxi trade, monitor their operating conditions, and explore measures to improve their operating environment.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)175**

**(Question Serial No. 2039)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding franchised bus safety, will the Government inform this Committee of the following:

1. for the provision of subsidy to franchised bus operators for installation of safety devices, please provide the number of retrofitted buses and the number of buses to be retrofitted by respective franchised bus operators and subsidised items;
2. the total amount of subsidy and the amount of respective franchised bus operators;
3. the progress of monitoring franchised bus operation on the installation of safety devices, the expenditure and manpower involved; and
4. the effectiveness of franchised bus safety team, the works implementing or completed according to the work plan of franchised bus safety team in the coming two years, and the expenditure and manpower involved to supervise the franchised bus safety team.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 71)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belt 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).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC), the Transport Department (TD) has conducted the cost-benefit analyses on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 000 buses, and install

seat belts on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. The number of buses installed/to be installed with safety devices by respective franchised bus operators and the estimated total subsidy amount, are set out in the table below:

Franchised bus operators	Total number of buses to be installed with safety devices [Number of buses already installed with safety devices] (Position as at end 2020)			Estimated total subsidy amount <sup>Note</sup> (\$ million)
	Seat belts	ESC	Speed limiting retarder	
The Kowloon Motor Bus Company (1933) Limited (KMB)	1 163 [72]	2 668 [70]	2 690 [70]	302
New World First Bus Services Limited (NWFB)	276 [15]	486 [15]	486 [15]	74
Citybus Limited (CTB)	297 [12]	641 [40]	641 [40]	90
Long Win Bus Company Limited	116 [0]	189 [0]	189 [0]	28
The New Lantao Bus Company (1973) Limited (NLB)	28 [3]	10 [0]	39 [0]	6

Note:

1. The above figures exclude buses which are already equipped with the safety device(s) when procured.
2. The total subsidy amount will be subject to the actual installation costs upon work completion and different bus make and model.

To take forward the above tasks, TD has created five time-limited civil service posts 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 salaries of the five posts is \$3,814,680.

The IRC also recommended, inter alia, that TD should establish a structure to develop a proactive approach to enhance bus safety and appoint a Safety Director and a small bus team, which should be entrusted with overall responsibility for all aspects of franchised bus safety. Having regard to the IRC's recommendations, TD has critically reviewed its bus safety-related work and proposed to set up a dedicated franchised bus safety team, which is a multi-disciplinary team comprising three directorate posts, including a Safety Director as the head of the team, another two directorate posts and nine non-directorate posts. As at

end 2020, the dedicated franchised bus safety team has been partially established with creation of six non-directorate civil servants consisting of traffic engineers, electrical and mechanical engineers and transport officers. We plan to seek approval of the Legislative Council on the creation of the three time-limited directorate posts within the 2020-21 legislative session.

The franchised bus safety team of TD, in conjunction with the franchised bus operators and relevant experts, has taken forward enhancement measures in several major areas, which include installing and enhancing in-vehicle devices/technologies to assist safe driving, enhancing the training and work environment of bus captains and strengthening safety performance management. Details on the progress of safety-related improvement measures undertaken by the franchised bus companies are briefly set out at the Annex. In addition to the above, TD has enhanced accident data analyses and road and infrastructure safety through conducting road safety audits and subsequent improvement works.

TD will continue to work on the above measures in the coming years. Furthermore, when the dedicated franchised bus safety team is fully established, TD will work on other additional initiatives on franchised bus safety, including enhancement and standardisation of bus captains' training and accreditation, study on bus captains' fatigue and welfare management, bus specifications and technologies, quality assurance for design and maintenance of franchised buses, participation in international bus benchmarking groups, etc.

As the three time-limited directorate posts of the franchised bus safety team have yet to be created and the full team has yet to be in place, the supervision of the team is temporarily taken up by the Assistant Commissioner for Transport (Bus and Railway) (a D2 rank officer). There is no separate breakdown of expenditure for such work.

### **Progress on the safety-related improvement measures undertaken by franchised bus companies**

To strengthen TD's efforts in enhancing franchised bus safety, the Committee on Enhancement of Franchised Bus Safety (the Committee) (chaired by TD) was formed in early 2019 to serve as a standing platform for the Government, all franchised bus operators and relevant experts to discuss, study, implement and promote measures to further enhance franchised bus safety in Hong Kong. Under the steer of the Committee, all franchised bus operators have taken forward enhancement measures in several major areas as set out below:

#### Installation of in-vehicle safety devices

In addition to the installation of seat belts, ESC and speed limiting retarder, franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane keeping warning systems, as well as driver monitoring system. As at end 2020, Citybus Limited (Airport and North Lantau Routes Franchise) and Long Win Bus Company Limited have installed the devices on all buses operating on the airport/North Lantau routes (about 240 and 280 buses respectively) at their own costs. The franchised bus operators will continue to monitor the use of these driving assistance and monitoring systems so as to establish the effectiveness of these add-on devices in different operational environment before deciding whether such devices should be used on all routes.

#### Enhancing working environment of bus captains

Franchised bus operators have fully implemented the enhanced driving hours and rest break arrangements stipulated in the latest Guidelines on Bus Captain Working Hours, Rest times and Meal Breaks promulgated by TD in February 2018. Furthermore, with a view to providing a better working environment for bus captains, the Government granted approval to 17 applications made by franchised bus operators for providing working spaces/rest rooms/ resting facilities in 2020. The numbers for respective franchised bus operators are set out in the table below:

<b>Franchised bus operators</b>	<b>Number of applications approved in 2020</b>
KMB	10
NWFB	3
CTB	3
NLB	1

#### Safety performance management

TD has drawn up a new set of 19 safety performance indicators (SPIs) to monitor the safety performance of franchised bus operators, including general safety issues, bus passenger safety, bus operation and network safety, bus engineering safety, safety of bus captains at work as well as safety management and assurance systems. Franchised bus operators have started compiling these SPIs from 2020 onwards.

Furthermore, to better use the data of electronic data recording device (commonly known as the “black box”) and in the light of the IRC’s recommendation, TD and the franchised bus operators have instituted a set of tightened common thresholds for generating real-time alerts and exception reports on speeding and harsh deceleration, which was fully implemented by end 2020.

Last but not the least, franchised bus operators have completed route risk assessment on each bus route, which consists of assessment on actual operational environment and situation of each bus route as well as driving instructions to bus captains having regard to the unique operating situation of each bus route.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)176**

**(Question Serial No. 2631)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards parking spaces, will the Government inform this Committee of the following:

1. the numbers of each type of commercial vehicle (CV) in each of the past three years and their year-on-year rates of change, with a breakdown by vehicle type;
2. 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 a breakdown by 18 districts and type and nature of parking space;
3. regarding the consultancy study on parking for CVs, when will the findings of the study be released? What are the findings? What are the number of supervisory staff and consultant fee involved in the entire study?
4. the numbers, locations and charges of additional public parking spaces provided in the past three years, and to be provided in the next five years, in suitable "Government, Institution or Community" (GIC) facilities and public open space (POS) projects under the principle of "Single Site, Multiple Uses", and their percentages in the total number of parking spaces; and
5. the numbers of on-street night-time parking spaces in the past three years; will the Government consider designating parking spaces for CVs such as medium and heavy vehicles in business areas so as to provide night-time parking service and increase metered parking spaces?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 75)

Reply:

1. In the past three years, the numbers of licensed CVs by vehicle class as at end December of each year and the year-on-year changes are tabulated at **Annex 1**.

2. The numbers of parking spaces by vehicle type provided by the Government and privately-operated car parks in each of the 18 districts over the past three years are tabulated at **Annex 2**.

The Transport Department (TD) does not have records on the utilisation of privately owned car parks. The overall numbers of parking spaces, average utilisation rates and year-on-year changes in utilisation rates of the 11 public car parks under TD’s purview in the past three years are tabulated at **Annex 3**.

3. The recommendations arising from the consultancy study on parking for CVs are being taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The recommendations and latest progress of implementation are tabulated at **Annex 4**. The work in relation to taking forward the recommendations is undertaken by TD’s existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved. From the commencement of the consultancy study up to February 2021, about \$5.919 million has been incurred as the consultancy fee.
4. Following the principle of “single site, multiple uses”, TD has been proactively exploring the incorporation of new public car parks in suitable GIC facilities and POS projects. Subject to technical feasibility and funding approval on schedule, it is expected that there are about 20 suitable works projects, providing a total of around 5 100 parking spaces by batches starting from 2024-25.
5. Since 2016, TD has embarked on a scheme for increasing on-street night-time parking spaces for CVs.

The numbers of on-street night-time parking spaces for CVs as at end-February each year in 2019 to 2021 were as follows:

<b>Situation as at</b>	<b>Feb 2019</b>	<b>Feb 2020</b>	<b>Feb 2021</b>
Numbers of on-street night-time parking spaces for CVs	1 629	1 699	1 787

**Numbers of licensed CVs by vehicle type and year-on-year changes (in brackets)  
in the past three years**

<b>Vehicle Type</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Taxi	18 143 (-5)	18 132 (-11)	18 084 (-48)
Light Goods Vehicle	72 704 (+1 922)	71 610 (-1 094)	74 275 (+2 665)
Medium Goods Vehicle	36 702 (+546)	35 322 (-1 380)	35 380 (+58)
Heavy Goods Vehicle	6 398 (+356)	6 393 (-5)	6 634 (+241)
Coach/Bus/Light Bus#	15 441 (+372)	15 652 (+211)	15 328 (-324)

# excluding franchised buses.



**I. Number of parking spaces by vehicle type provided by the Government in the past three years**<sup>^</sup>

District	Situation as at	Private Car/ Vans / Taxi	Goods Vehicle	Coach/ Bus
Central and Western	Feb 2021	4 387	669	24
	Feb 2020	4 604	670	23
	Feb 2019	4 586	643	23
Wan Chai	Feb 2021	3 705	224	37
	Feb 2020	3 769	323	37
	Feb 2019	3 769	307	35
Eastern	Feb 2021	3 604	425	85
	Feb 2020	3 588	388	90
	Feb 2019	3 323	392	111
Southern	Feb 2021	3 323	239	148
	Feb 2020	3 387	235	148
	Feb 2019	3 336	232	148
Yau Tsim Mong	Feb 2021	2 463	614	173
	Feb 2020	3 174	613	173
	Feb 2019	3 166	459	193
Sham Shui Po	Feb 2021	5 241	1 378	40
	Feb 2020	5 080	1 354	32
	Feb 2019	4 954	1 374	53
Kowloon City	Feb 2021	5 402	271	111
	Feb 2020	5 084	271	111
	Feb 2019	5 315	296	96
Wong Tai Sin	Feb 2021	4 513	432	25
	Feb 2020	4 478	433	44
	Feb 2019	4 483	431	19
Kwun Tong	Feb 2021	8 080	601	71
	Feb 2020	7 859	592	76
	Feb 2019	7 990	581	71
Tsuen Wan	Feb 2021	2 734	164	37
	Feb 2020	2 741	162	38
	Feb 2019	2 629	162	38
Tuen Mun	Feb 2021	4 766	472	103
	Feb 2020	4 758	478	100
	Feb 2019	5 025	486	82
Yuen Long	Feb 2021	4 507	536	123
	Feb 2020	4 560	543	125
	Feb 2019	4 343	538	126
North	Feb 2021	3 851	770	47
	Feb 2020	3 862	811	49
	Feb 2019	4 232	850	49

<b>District</b>	<b>Situation as at</b>	<b>Private Car/ Vans / Taxi</b>	<b>Goods Vehicle</b>	<b>Coach/ Bus</b>
Tai Po	Feb 2021	2 280	549	91
	Feb 2020	2 291	543	86
	Feb 2019	2 223	542	86
Sai Kung	Feb 2021	3 640	401	224
	Feb 2020	3 613	401	217
	Feb 2019	3 560	401	225
Sha Tin	Feb 2021	5 603	472	89
	Feb 2020	5 508	452	94
	Feb 2019	5 397	463	92
Kwai Tsing	Feb 2021	5 241	924	31
	Feb 2020	5 196	925	32
	Feb 2019	5 478	931	32
Islands	Feb 2021	2 098	100	92
	Feb 2020	2 113	94	92
	Feb 2019	1 622	89	76
Total	Feb 2021	75 438	9 241	1 551
	Feb 2020	75 665	9 288	1 567
	Feb 2019	75 431	9 177	1 555

**II. Number of parking spaces by vehicle type provided at privately-operated car parks in the past three years**<sup>^</sup>

District	Situation as at	Private Car/ Vans / Taxi	Goods Vehicle	Coach/ Bus
Central and Western	Feb 2021	34 109	480	57
	Feb 2020	34 102	472	57
	Feb 2019	33 850	528	61
Wan Chai	Feb 2021	35 423	88	97
	Feb 2020	35 872	97	93
	Feb 2019	35 656	89	95
Eastern	Feb 2021	43 033	1 443	239
	Feb 2020	43 049	1 451	250
	Feb 2019	42 591	1 493	257
Southern	Feb 2021	36 057	916	208
	Feb 2020	36 029	922	208
	Feb 2019	35 938	965	206
Yau Tsim Mong	Feb 2021	32 837	910	112
	Feb 2020	31 490	1 907	109
	Feb 2019	30 321	1 927	92
Sham Shui Po	Feb 2021	24 272	1 901	378
	Feb 2020	24 202	1 903	381
	Feb 2019	24 203	1 874	382
Kowloon City	Feb 2021	43 575	991	161
	Feb 2020	43 736	1 022	121
	Feb 2019	44 302	1 243	541
Wong Tai Sin	Feb 2021	16 355	880	63
	Feb 2020	16 386	855	116
	Feb 2019	16 351	859	117
Kwun Tong	Feb 2021	39 628	2 752	109
	Feb 2020	39 169	2 684	100
	Feb 2019	37 381	2 687	131
Tsuen Wan	Feb 2021	35 078	1 783	380
	Feb 2020	34 330	1 784	377
	Feb 2019	34 234	1 814	387
Tuen Mun	Feb 2021	37 356	2 009	93
	Feb 2020	36 571	2 080	91
	Feb 2019	35 949	2 038	89
Yuen Long	Feb 2021	37 837	1 516	233
	Feb 2020	37 128	1 562	232
	Feb 2019	36 912	1 574	234
North	Feb 2021	17 630	871	30
	Feb 2020	17 763	903	28
	Feb 2019	17 423	984	28
Tai Po	Feb 2021	28 720	612	54
	Feb 2020	27 233	590	54
	Feb 2019	26 293	649	54

<b>District</b>	<b>Situation as at</b>	<b>Private Car/ Vans / Taxi</b>	<b>Goods Vehicle</b>	<b>Coach/ Bus</b>
Sai Kung	Feb 2021	38 868	1 136	112
	Feb 2020	38 283	1 162	113
	Feb 2019	37 403	1 141	114
Sha Tin	Feb 2021	68 539	2 232	144
	Feb 2020	68 046	2 224	138
	Feb 2019	67 488	2 259	127
Kwai Tsing	Feb 2021	30 694	10 106	412
	Feb 2020	30 741	10 163	369
	Feb 2019	30 239	10 122	264
Islands	Feb 2021	13 813	837	190
	Feb 2020	14 597	697	195
	Feb 2019	14 485	704	150
Total	Feb 2021	613 824	31 463	3 072
	Feb 2020	608 727	32 478	3 032
	Feb 2019	601 019	32 950	3 329

- ^ The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

**Numbers of parking spaces, utilisation rates  
and year-on-year changes in utilisation rates (in brackets) in  
public car parks under TD's purview in the past three years**

District	Car Park	No. of Parking Spaces <sup>^</sup>	Average utilisation rate <sup>^#</sup>					
			Day-time (0800-2300)			Night-time (2300-0800)		
			2018	2019	2020	2018	2019	2020
Hong Kong Island	Star Ferry Car Park	377	70% (no change)	56% (-14)	56% (no change)	16% (no change)	10% (-6)	12% (+2)
	City Hall Car Park	170	58% (+12)	34% (-24)	41% (+7)	15% (+5)	8% (-7)	8% (no change)
	Rumsey Street Car Park	835	68% (-5)	61% (-7)	50% (-11)	45% (-1)	40% (-5)	26% (-14)
	Kennedy Town Car Park	195	83% (no change)	75% (-8)	80% (+5)	75% (-2)	72% (-3)	74% (+2)
	Tin Hau Car Park	428	81% (-8)	76% (-5)	71% (-5)	64% (-6)	62% (-2)	65% (+3)
	Shau Kei Wan Car Park	385	84% (-1)	71% (-13)	78% (+7)	81% (-1)	75% (-6)	79% (+4)
	Aberdeen Car Park	293	76% (+2)	72% (-4)	73% (+1)	89% (+2)	88% (-1)	89% (+1)
Kowloon	Sheung Fung Street Car Park, Wong Tai Sin	267	86% (-4)	74% (-12)	77% (+3)	87% (-6)	84% (-3)	85% (+1)
	Wong Tai Sin Public Transport Terminus Car Park <sup>§</sup>	37	--	--	23% <sup>α</sup>	--	--	8% <sup>α</sup>
New Territories	Kwai Fong Car Park <sup>*</sup>	531	74% (+1)	73% (-1)	71% (-2)	72% (+1)	76% (+4)	71% (-5)
	Tsuen Wan Car Park	545	91% (no change)	85% (-6)	82% (-3)	88% (+3)	85% (-3)	82% (-3)

<sup>^</sup> Excluding parking spaces for motorcycles.

<sup>#</sup> Figures in brackets show changes in percentage points.

<sup>§</sup> Wong Tai Sin Public Transport Terminus Car Park is a parking facility that originally offered 25 parking spaces for coaches only. Since 1 September 2020, the car park has been opened for parking of other designated types of vehicles on a temporary basis. At present, the car park offers 31 parking spaces for private cars/van-type light goods vehicles, two parking spaces for coaches and four parking spaces for coaches/goods vehicles.

<sup>α</sup> The average utilisation rate between September and December 2020.

<sup>\*</sup> Among the 75 parking spaces for private cars/van-type light goods vehicles at the rooftop of the Kwai Fong Car Park, 54 parking spaces have been released for public

use since 1 January 2020. The remaining 21 parking spaces are kept for the temporary vehicle detention centre.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	In 2020, 66 new on-street night-time CV parking spaces and on-street parking spaces for coaches were provided. During the same period, six new picking-up/setting-down facilities were provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2020/21 school year, a cumulative total of 28 schools provided about 80 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable short-term tenancy (STT) car parks a minimum number of parking spaces for CVs	As at December 2020, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 36 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight suitable sites for public CV parks have been identified.</p> <p>As at early March 2021, among these eight sites, pre-construction activities are being conducted for the Amenity Complex in Area 103, Ma On Shan. For the Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai and the proposed Open Space cum Underground Car Park at To Wah Road, West Kowloon, consultations with the relevant District Councils are on-going.</p> <p>TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for the other five sites.</p>
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view	TD has consulted relevant stakeholders and plans to promulgate the revised parking standards with due consideration to the views collected.

to increasing the parking provision.	
(6) Stipulate the opening up of part of ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs	New lease conditions to require the owners of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been formulated and will be incorporated in the Conditions of Sale for suitable new Government land sale sites.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)177**

**(Question Serial No. 2636)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding franchised bus services, will the Government advise on the following:

1. the number of occurrence and circumstances of non-adherence to schedule of service, lost trips and service delays of franchised buses in the past three years (to list out the number by 18 districts);
2. the number of complaints received on franchised bus services in the past three years (to list out the number by types of complaints);
3. the number and bus routes of the bus interchange schemes implemented in the past three years (to list out the number by 18 districts);
4. the situation of frequency reduction of different franchised bus companies due to COVID-19; and
5. the amount of deposit, withdrawal and balance of the "Franchised Bus Toll Exemption Fund" (the Fund) up to the present; the amounts of withdrawal and the respective percentage against the operational expenditure and fare revenue by various franchised bus companies.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 70)

Reply:

1. The lost trip rates of the franchised bus companies in the past three years are set out below:

<b>Franchised Bus Company</b> (Note 1)	<b>2018</b>	<b>2019</b> (Note 2)	<b>2020</b>
KMB	3.3%	2.8%	6.9%
CTB(F1)	2.0%	2.5%	4.4%
CTB(F2)	1.0%	1.2%	2.0%
NWFB	2.9%	2.9%	6.7%
LW	1.0%	1.1%	4.7%
NLB	0.5%	0.5%	3.0%
<b>Overall</b>	<b>2.9%</b>	<b>2.6%</b>	<b>6.3%</b>

The lost trip rates of all franchised bus companies were higher in 2020 as compared with those in previous years, as there was a general increase in lost trip rates in the first half of 2020 in the face of a significant drop in the patronage of franchised bus services, particularly during the early stage of the COVID-19 outbreak in February and March 2020. With the sharp and abrupt decreases in patronage, the franchised bus companies had adjusted their services accordingly, and the lost trip rates were generally higher during non-peak hours and late nights. The Transport Department (TD) had then taken immediate actions to ask the franchised bus companies to rectify and operate their service according to the approved schedules through reminding letters and advisory letters. To cope with the development of the COVID-19 situation and the corresponding adjustments in social distancing measures, as well as the need to make better use of resources, TD had also developed a mechanism for the franchised bus companies to make applications for temporary service adjustments. When considering the franchised bus companies' applications, TD takes into account factors such as the magnitude of the changes in passenger demand, occupancy rates of the bus routes especially during peak hours, and public acceptability of the proposed service reduction. With the mechanism in place, the overall franchised bus lost trip rates have gradually improved, falling to an average of 2.3% in the second half of 2020, lower than the level in 2018 and first half of 2019.

The regularity of franchised bus services (or whether there are non-adherence to schedule of services) is affected by service delays and lost trips. Service delays refer to situations whereby bus companies do operate bus departures that should be operated but the buses do not depart from or observe the bus stops as scheduled. Lost trips refer to situations whereby bus companies fail to operate departures that should otherwise be operated. TD keeps records on lost trips but not service delays. For lost trips, TD does not keep records by district.

Notes

- (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

(2) The lost trip rates in 2019 have discounted the impact of public order events on the regularity of franchised bus services between June and December 2019.

2. The number and nature of complaints received by TD concerning franchised bus services in the past three years are set out below:

Nature of Complaint	No. of Complaints		
	2018	2019	2020
Adequacy of Services	2 354	3 131	1 820
Standard of Services	8 954	13 894	10 759
General (Note 3)	2 021	2 697	1 076
<b>Total</b>	<b>13 329</b>	<b>19 722</b>	<b>13 655</b>

Note

(3) General complaints include those relating to concessionary fares, payment methods, advertisements on vehicle body, etc.

3. The number of bus-bus interchange (BBI) schemes implemented in the past three years are set out below:

Year	No. of BBI Schemes	No. of Bus Routes Involved
2018	452	555
2019	460	566
2020	471	579

As a considerable number of franchised bus routes provide cross-district services, TD does not keep the number of the BBI schemes and bus routes involved by individual district.

4. With the implementation of anti-epidemic and social distancing measures under COVID-19 since early 2020, there was a substantial drop of over 25% in the overall ridership for franchised bus services in 2020.

In the light of the changes in passenger demand from time to time, franchised bus companies have applied to TD for temporary service adjustments or suspension of some of their routes as mentioned above. Each temporary approval of service adjustments was short-term (mostly one to two weeks), which was subject to review before each approval. For example, during the week from 4 to 10 March 2021, TD approved temporary service adjustment on a total of 335 routes <sup>(Note 4)</sup>, including temporary adjustment of service frequency of 249 routes; temporary adjustment of operating hours or suspension of service of 13 routes; and temporary conversion to limited service or suspension of service of 95 routes that mainly serve cross boundary

passengers (including land-based boundary control points and the Airport), students or tourists.

To tie in with the gradual relaxation of the social distancing measures and full resumption of public services on 18 February 2021, all franchised bus companies have since then gradually resumed the normal peak hour frequency to cater for passengers' commuting needs.

Note

(4) There were 22 routes with service frequency reduction for both the normal and special departures and they were only counted once in the total of 335 routes.

5. Since the implementation of the Fund on 17 February 2019 and up to 31 January 2021, the amounts being deposited and withdrawn as well as the balance of the Fund by franchised bus company are tabulated below:

<b>Franchised Bus Company</b>	<b>Amount Deposited (\$'000)</b>	<b>Amount Withdrawn (\$'000)</b>	<b>Balance of the Fund (\$'000) (Note 5)</b>
KMB	354,567 (Note 6)	0	357,486
NWFB	87,112	87,127	0
CTB(F1)	71,467	68,210	3,282
CTB(F2)	33,738	0	33,951
LWB	48,812	0	49,243
NLB	17	0	17

Since the implementation of the Fund, CTB(F1) and NWFB have withdrawn from the Fund to mitigate the magnitude of fare increases implemented on 20 January 2019. As a result, the rates of fare increases of CTB(F1) and NWFB borne by passengers were reduced from 9.9% to 7.0% and 5.6% respectively. The amounts and the percentage of the amounts withdrawn by CTB(F1) and NWFB from their Funds against their operational expenditure and fare revenue are tabulated below:

<b>Financial Year</b>	<b>Franchised Bus Company</b>	<b>Amount Withdrawn (\$'000)</b>	<b>Amount Withdrawn as a Percentage of Operational Expenditure</b>	<b>Amount Withdrawn as a Percentage of Fare Revenue</b>
2018-19 (Note 7)	CTB(F1)	12,840	1.7%	2.0%
	NWFB	16,520	2.5%	3.0%
2019-20	CTB(F1)	35,000	2.3%	3.0%
	NWFB	44,619	3.3%	4.6%

Notes

(5) The balance includes the interest (if any) received for the period between 17 February 2019 and 31 January 2021 by the dedicated fund account.

- (6) The amount deposited includes toll revenue saved and additional revenue generated from the routes jointly operated by KMB and CTB(F1)/NWFB which has been accrued to its dedicated fund account after the fare increases of CTB(F1)/NWFB on 20 January 2019.
- (7) The financial accounts published by CTB(F1) and NWFB in their fuller disclosures were those for their financial year ended on 30 June. In order to make the calculation relevant, the amounts withdrawn quoted for 2018-19 in the table were those for the period since the implementation of the Fund on 17 February 2019 till 30 June 2019, while the operational expenditure and fare revenue figures used in the calculation were the respective pro-rata amounts of the annual figures published in the fuller disclosures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)178**

**(Question Serial No. 3256)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the route works in Kowloon, will the Government advise on:

1. After completion of the route works in Kowloon, there may be a need for bus route diversion or re-organisation. What is the progress of bus service planning? What is the manpower and expenditure involved in the aforementioned route re-organisation?
2. Since the commissioning of Tseung Kwan O Tunnel Bus-Bus Interchange (BBI), what are the total and average daily utilisation? Is there any interchanging discounts for bus routes observing the Tseung Kwan O Tunnel BBI? If so, what are the routes involved and discounts offered? If no, what is the reason?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 73)

Reply:

1. The Transport Department (TD) monitors the progress of route works in Kowloon closely. To tie in with the commissioning of new infrastructures in different phases, TD will, in collaboration with relevant franchised bus companies, review the existing bus service network concerned in Tseung Kwan O and Kowloon at suitable junctures for possible bus route diversion or re-organisation, having regard to passenger demand and travelling pattern, operational efficiency of bus network, existing and planned public transport services, and views from the relevant district councils. The bus planning work is undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure for such work.
2. The Tseung Kwan O Tunnel BBI (Tseung Kwan O Bound) (TKO Bound BBI) was commissioned on 2 October 2020. It is currently observed by 25 franchised bus routes, including 15 whole-day services and ten special services during peak / early morning periods. Up to 28 February 2021, the total number of bus passengers using the BBI was about 85 000, and the average daily passengers using the BBI was about 570.

Passengers interchanging at the TKO Bound BBI can enjoy fare concessions for designated routes, which include free interchanges / discounts for the second leg of the bus journeys with adult fare concessions ranging from \$2.9 to \$24 for each trip. The two BBI schemes and the routes involved at the TKO Bound BBI are set out below:

<b>BBI Schemes</b>	<b>Bus Routes Involved in the BBI Schemes</b>	<b>Fare Concession</b>
KMB	98, 98D, 98S, 296A, 296C, 296D, 296P, 297	\$3.0 – \$5.1
NWFB, CTB	694, 796C, 796E, 796P, 796S, 796X, 797, 798, 798A, 798B, A29, E22A, E22S, N29, NA29, N796	\$2.9 – \$24

Note: CTB – Citybus Limited

KMB – The Kowloon Motor Bus Company (1933) Limited

NWFB – New World First Bus Services Limited

The Tseung Kwan O Tunnel BBI (Kowloon Bound) (Kowloon Bound BBI) is expected to be commissioned in May 2021. According to the latest plan, there will be 30 franchised bus routes observing the Kowloon Bound BBI, including 15 whole-day services and 15 special services during peak / early morning periods, with fare concessions provided to passengers using the BBI.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)179**

**(Question Serial No. 1146)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-recurrent  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna Law)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under the general non-recurrent spending of the Transport Department's operating account in 2021-22 Budget, there were expenditures on the provision of seats and installation of display panels for disseminating real-time bus arrival information at bus stops. What is the amount of subsidy disbursed in each year starting from 2017? What is the corresponding number of bus stops with seats and display panels installed in each year? Are the franchised bus companies, which applied for the subsidy, responsible for the future operating and maintenance expenses? Is the advertising revenue from the display panels fully pocketed by the franchised bus companies?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 26)

Reply:

The Government has earmarked funding to subsidise franchised bus companies to install seats at about 2 600 covered bus stops, and to install real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations on a matching basis. Given that a large number of bus stops are involved, the installation is carried out in phases commencing from 2017. As at end February 2021, a total of 1 920 and 801 bus stops were installed with seats and display panels respectively. The remaining installation work is expected to be completed by end 2021.

The number of bus stops installed with seats and display panels and the amount of subsidy to franchised bus companies in each financial year are set out in the table below:



	<b>Financial Year</b>			
	2017-18	2018-19	2019-20	2020-21 (up to February 2021)
Number of bus stops installed with seats	287	445	250	938
Number of bus stops installed with display panels	-	80	188	533
Total amount of subsidy (\$'000)	988	4,298	3,410	6,112

The Government's subsidies cover the capital costs for provision and installation of seats and display panels. The expenditure of daily operation, maintenance, repair and data transfer (if applicable) in relation to these facilities will be borne by the franchised bus companies. According to section 26 of the Public Bus Services Ordinance (Cap. 230), any other revenue, including revenue from advertisements, derived from the use of fixed assets by a grantee, is to be regarded as operating receipts and shall be included in the franchise account. The above provision is applicable to the revenue generated by franchised bus companies from advertisements on the display panels which are installed with the Government's subsidies. The advertisement revenue can help franchised bus companies meet its operating expenditure, including the daily operation and repair and maintenance costs of the display panels. Non-fare box revenue can also help ease the pressure for fare increases.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)180****(Question Serial No. 2435)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development  
(3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the work of regulating and monitoring the operation of public transport services, will the Government inform this Committee of the number of complaints (list out the nature of complaints) received by the Transport Department (TD) in the past three years concerning (a) franchised bus, (b) non-franchised bus, (c) tram, (d) taxi, (e) ferry and (f) public light bus; if the information cannot be provided, what is the reason behind?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 73)Reply:

The number and nature of complaints received by TD concerning franchised bus, non-franchised bus, tram, taxi, ferry and public light bus in the past three years are set out in the tables below:

2018

Public Transport Modes	Number of Complaints Received by TD (Note 1)			
	Adequacy of Services	Standard of Services	General (Note 2)	Total
Franchised Bus	2 354	8 954	2 021	13 329
Non-franchised Bus	155	427	461	1 043
Tram	7	70	16	93
Taxi	0	1 058	153	1 211
Ferry	136	123	35	294
Public Light Bus	1 392	9 129	618	11 139
Total	4 044	19 761	3 304	27 109

2019

Public Transport Modes	Number of Complaints Received by TD (Note 1)			
	Adequacy of Services	Standard of Services	General (Note 2)	Total
Franchised Bus	3 131	13 894	2 697	19 722
Non-franchised Bus	119	370	158	647
Tram	3	73	10	86
Taxi	0	1 167	138	1 305
Ferry	52	102	34	188
Public Light Bus	922	8 140	731	9 793
Total	4 227	23 746	3 768	31 741

2020

Public Transport Modes	Number of Complaints Received by TD (Note 1)			
	Adequacy of Services	Standard of Services	General (Note 2)	Total
Franchised Bus	1 820	10 759	1 076	13 655
Non-franchised Bus	105	285	214	604
Tram	1	64	11	76
Taxi	0	620	115	735
Ferry	59	135	48	242
Public Light Bus	520	5 867	461	6 848
Total	2 505	17 730	1 925	22 160

Notes:

1. The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.
2. General complaints include those relating to concessionary fares, payment methods, advertisements on vehicle body, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)181**

**(Question Serial No. 2436)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

On regulating the operation of green minibuses (GMBs), will the Government advise this Committee of the numbers of cases over the past three years where the Commissioner for Transport:

- (a) required the licensees of public light bus (scheduled) service (PLB licensees) to submit a written explanation of the circumstances for a public light bus to be diverted from a specified route;
- (b) served on the PLB licensees a notice for failing to maintain a proper and efficient public light bus (scheduled) service in accordance with the conditions of their licences; and
- (c) cancelled the licences of the PLB licensees (with a breakdown by type of breach of the operating conditions).

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 74)

Reply:

The Transport Department (TD) has been closely monitoring the operation of GMBs through various channels to ensure proper and efficient service is maintained in accordance with the conditions of the Passenger Service Licence (PSL), including conducting regular and ad-hoc surveys or site observations, following up on passengers' complaints or suggestions and maintaining close liaison with GMB operators accordingly. If an operator fails to comply with the PSL conditions, TD may issue warning letters and will take into account warnings issued and the operator's service performance during mid-term review under the PSL and when considering the renewal of the PSL.

The number of cases over the past three years where TD (a) required GMB operators to submit written explanation of circumstances where GMB service diverted from a specified route; (b) served letters on the GMB operators for failing to maintain a service in accordance with the PSL conditions; and (c) cancelled the PSL of the GMB operators are tabulated as follows:

	<b>2018</b>	<b>2019</b>	<b>2020</b>
(a) Required the GMB operators to submit written explanation of the circumstances where service diverted from a specified route	537	398	457
(b) Served letters to GMB operators for failing to maintain service in accordance with the PSL conditions	21	12	16
(c) Cancelled the PSL of the GMB operators	0	0	0

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)182**

**(Question Serial No. 3080)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the details of the Public Transport Fare Subsidy Scheme (the Scheme) by completing the following table:

Year/ Details of the Scheme	Recurrent expenditure (including fees to service providers, repair and maintenance, additional human resources, etc.)	Total expenditure (including subsidy amount)	Number of beneficiaries	Average recurrent expenditure per beneficiary
2019 (Actual)				
2020 (Actual)				
2021 (Estimate)				

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 75)

Reply:

The details of the Scheme are listed below:

Year/ Details of the Scheme	Recurrent operating expenses (including fees to service provider, repair and maintenance, additional human resources, etc.) (\$ million)	Total expenditure (including subsidy amount) (\$ million)	Average number of beneficiaries per month (million)	Average recurrent operating expenses per beneficiary per year (\$)
2019-20 (Actual)	42.6	1,734.7	2.03	21.0
2020-21 (Revised Estimate)	43.3	2,214.7	2.14	20.2
2021-22 (Estimate)	62.3	4,662.3	3.54	17.6

The increase in the estimated total expenditure for the Scheme for 2021-22 is mainly due to the additional provision for the implementation of the Special Measure to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 so as to alleviate the public's burden of transport expenses during the epidemic.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)183****(Question Serial No. 3106)**

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 (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of additional parking spaces, please provide the numbers of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in each of the past three years? How many 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 and what are the numbers of additional parking spaces to be provided each year?

Will the Government consider reviewing the parking standards in the Hong Kong Planning Standards and Guidelines (HKPSG)?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 105)

Reply:

As at end December 2020, there were 762 257 licensed motorcycles, private cars, goods vehicles, and coaches/buses in Hong Kong, and there were a total of 769 915 parking spaces for the four types of licensed vehicles mentioned above.

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 as follows:

<b>Year</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Number of fixed penalty tickets issued against illegal parking	2 026 513	1 424 744	2 707 869

The work in relation to increasing the provision of parking is undertaken by the Transport Department's (TD) existing staff. There is no separate breakdown of the manpower and expenditure involved.



The Government has been actively pursuing a host of short- and medium- to long-term measures to increase the supply of parking spaces, including:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) encouraging schools to allow student service vehicles to park within school premises after school hours;
- (c) requiring developers to provide parking spaces at the higher end of the current parking standards under the HKPSG for new developments;
- (d) taking forward the review of the respective standards on parking spaces and loading/unloading bays for commercial vehicles as well as the standards on parking spaces for private cars stipulated in HKPSG with a view to updating the requirements;
- (e) providing public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects in line with the “single site, multiple uses” principle; and
- (f) taking forward automated parking systems pilot projects.

Since the number and progress in the provision of new parking spaces hinge on a host of factors including consultation with the local community, TD is not in a position to make a precise projection on the number of parking spaces to be provided in the coming years.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)184**

**(Question Serial No. 1046)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of the Transport Department (TD) on enhancing franchised bus safety under this programme, please advise this Committee of the following:

1. the progress of providing subsidy to the franchised bus operators for installation of safety devices and the expenditure involved; and
2. the progress of creation of the franchised bus safety team.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 12)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belt 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).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC), TD has conducted cost-benefit analyses on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, franchised bus operators will install ESC and speed limiting retarder on around 4 000 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. As at end 2020, the number of buses installed with seat belt, ESC and speed limiting retarder were 102, 125 and 125 respectively, involving a total government subsidy of around \$19.1 million.

The IRC also recommended, inter alia, that TD should establish a structure to develop a proactive approach to enhance bus safety and appoint a Safety Director and a small bus safety team, which should be entrusted with overall responsibility for all aspects of franchised bus safety. Having regard to the IRC's recommendations, TD has critically reviewed its bus safety-related work and proposed to set up a dedicated franchised bus safety team, which is a multi-disciplinary team comprising three directorate posts, including a Safety Director as the head of the team, and nine non-directorate posts. As at end 2020, the dedicated franchised bus safety team has been partially established with creation of six non-directorate civil servants consisting of traffic engineers, electrical and mechanical engineers and transport officers. The Government plans to seek the approval of the Legislative Council for creation of the three directorate posts on a time-limited basis within the 2020-21 legislative session.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)185****(Question Serial No. 1047)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

In respect of the measures under the Anti-epidemic Fund (AEF) to support the public transport sectors in 2020-21 under the monitoring of the Transport and Housing Bureau, please report by vehicle type the implementation progress of various measures, the number of applicants, the number of beneficiaries and actual expenditure.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 13)Reply:

The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Details of subsidy items under the AEF provided to the following public land transport modes in 2020-21 are set out in the table below:

Public Transport Modes	Subsidy Items	No. of Applicants	No. of Beneficiaries	Implementation Progress	Amount Disbursed (\$ million)
				As at 24 March 2021	
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity cost for 12 months from 1 July 2019 to 30 June 2020	Five franchised bus companies and Hong Kong Tramways Limited (HKT)	Five franchised bus companies and HKT	Disbursement of subsidy was completed.	344.3

Public Transport Modes	Subsidy Items	No. of Applicants	No. of Beneficiaries	Implementation Progress	Amount Disbursed (\$ million)
				As at 24 March 2021	
Franchised bus and tram	Reimbursement of regular repair and maintenance cost and insurance premium for six months from 1 April to 30 September 2020	Five franchised bus companies and HKT	Five franchised bus companies and HKT	Disbursement of subsidy concerning 94% of the approved applications was completed. The remaining applications are being processed.	152.6
Non-franchised bus (NFB)	One-off non-accountable subsidy of \$20,000, \$30,000 and \$15,000 for each non-franchised public bus under the first, three rounds of AEF respectively	Registered owners of 7 072 and 6 978 NFBs in the first and second round of AEF respectively	Registered owners of 7 072 and 6 978 NFBs in the first and second round of AEF respectively	Disbursement of subsidy under the first and second rounds of AEF was completed.	453.4
		Registered owners of 6 854 NFBs in the third round of AEF	Registered owners of 6 839 NFBs in the third round of AEF; the final number of beneficiaries has yet to be determined as applications from eligible owners are still being accepted.	Disbursement of subsidy concerning over 99% of the approved applications was completed and the remaining will be disbursed within April 2021. For applications yet to be submitted, the subsidy will be disbursed within one month after the Transport Department (TD) has verified the submission.	

Public Transport Modes	Subsidy Items	No. of Applicants	No. of Beneficiaries	Implementation Progress	Amount Disbursed (\$ million)
				As at 24 March 2021	
Taxi and public light bus (PLB)	Fuel subsidy of \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG taxis and PLBs and one-third of the actual fuel cost for petrol taxis and diesel PLBs for 12 months from 1 July 2020 to 30 June 2021	<u>For LPG</u> No application is required (Note 1)  <u>For Petrol and Diesel</u> 93 taxi and red minibus (RMB) drivers and 39 green minibus (GMB) passenger service licence (PSL) holders	It is estimated to benefit 61 500 taxi and RMB drivers and 164 GMB PSL holders.	Disbursement of subsidy concerning 75% of the approved applications was completed. The deadline of application is 31 August 2021. Upon the receipt of the applications with all necessary information provided, TD will take about two months to complete the reimbursement procedure.	245.4
	One-off non-accountable subsidy of \$30,000 for each taxi, RMB and GMB	Registered owners of 18 135 taxis, 995 RMBs and 164 GMB PSL holders	Registered owners of 18 135 taxis, 995 RMBs and 164 GMB PSL holders	Disbursement of subsidy was completed except for one case pending information from the applicant.	672.9
	Monthly subsidy of \$6,000 for six months for each eligible active taxi and RMB driver or a lump sum of \$7,500	46 743 taxi drivers and 2 370 RMB drivers (Note 2)	46 212 taxi drivers and 2 290 RMB drivers	Disbursement of subsidy concerning over 99% of the approved applications was completed. The processing of the remaining small number of outstanding cases is expected to be completed by April 2021.	1,665.7

Public Transport Modes	Subsidy Items	No. of Applicants	No. of Beneficiaries	Implementation Progress	Amount Disbursed (\$ million)
				As at 24 March 2021	
Taxi and public light bus (PLB)	Wage subsidy of \$6,000 for six months to GMB operators in respect of hiring each eligible employee aged 65 or above	156 GMB operators covering 3 156 employees (first tranche)  155 GMB operators covering 3 153 employees (second tranche) (Note 3)	155 GMB operators covering 3 024 employees (first tranche)  154 GMB operators covering 2 528 employees (second tranche)	Disbursement of subsidy was completed.	99.2

Notes:

1. \$1.0 discount per litre of LPG will be provided at the time when drivers refill LPG at the LPG filling stations thus no application for the fuel subsidy is required.
2. The number of applicants includes the number of rejected and cancelled cases.
3. The number of applicants for the wage subsidy includes ineligible cases.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)186****(Question Serial No. 1048)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

The expenditure of Programme (6) of the Transport Department for 2021-22 has significantly increased. Please provide in table form a detailed breakdown of the additional estimated expenditure.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 14)Reply:

The estimated expenditure for the Public Transport Fare Subsidy Scheme (the Scheme) for 2021-22 is \$4,662.3 million, which is \$2,447.6 million or 110.5% higher than the revised estimate for 2020-21. The increase is due to the additional provision for the implementation of the Special Measure to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to alleviate the public's burden of transport expenses during the epidemic, and operating expenses.

The breakdown of the additional estimated expenditure of Programme (6) for 2021-22 is listed below:

<b>Items</b>	<b>(\$ million)</b>
Additional provision for the fare subsidy for public transport	2,428.6
Additional provision for recurrent operating expenses (including audit fees, processing fees, etc.)	19.0
<b>Total</b>	<b>2,447.6</b>

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)187****(Question Serial No. 1086)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

At present, all prospective taxi, public light bus (PLB) and public bus drivers shall attend and complete the pre-service course before applying for the respective full driving licence. Please give an account of the number of enrolments to the above course and the number of graduates by class of vehicle since last year.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 16)Reply:

With effect from 1 October 2020, the pre-service course requirement imposed on applicants of PLB full driving licence has been extended to applicants of taxi and public bus full driving licences. Similar to the arrangement for PLB full driving licence applications, applicants will not be eligible for applying full driving licences to drive taxi or public bus unless they have fully attended the pre-service course and passed the course-end assessment within one year preceding the date of application for the relevant full driving licences.

The total number of participants who have attended the pre-service course and those of whom who have passed the assessment during the period from January 2020 to February 2021 are tabulated below:

<b>Vehicle class</b>	<b>Total number of participants who have attended the pre-service course (Number of persons out of the total number of participants who have passed the assessment)</b>
Taxi	19 (18)
PLB	1 561 (1 539)
Public bus	76 (72)
<b>Total</b>	<b>1 656 (1 629)</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)188**

**(Question Serial No. 3213)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the monitoring of existing railway services, does the Transport Department know:

1. the average daily patronage, the hourly carrying capacity and loading during peak and off-peak periods of Tuen Ma Line Phase 1 since its commissioning last year;
2. the average daily patronage, the hourly carrying capacity and loading during peak and off-peak periods of East Rail Line in 2020; and
3. the average daily patronage, the hourly carrying capacity and loading during peak and off-peak periods of East Rail Line since the commencement of mixed fleet operations (MFO) by 9-car and 12-car trains in February 2021.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 15)

Reply:

The carrying capacity, patronage and loading (at four and six persons per square metre (ppsm)) of Tuen Ma Line Phase 1 since its commissioning in February 2020, and East Rail Line in 2020 (before the commencement of MFO in February 2021) and in February 2021 (after MFO) are as follows:

		The busiest one hour in the morning per direction for critical link <sup>(Note 1) (Note 2)</sup>		
		East Rail Line (2020; before MFO)	East Rail Line (February 2021; after MFO)	Tuen Ma Line Phase 1 (2020)
1	Design capacity (six ppsm) (a)	101 000	N/A <sup>(Note 3)</sup>	45 900
2	Maximum carrying capacity when train frequency is maximised (six ppsm) (b)	90 000	N/A <sup>(Note 3)</sup>	45 900
3	Existing carrying capacity (six ppsm) (c)	71 200	72 700 <sup>(Note 4)</sup>	45 900
4	Difference between (a) and (b)	11 000 <sup>(Note 5)</sup>	N/A	0
5	Difference between (b) and (c)	18 800 <sup>(Note 6)</sup>	N/A	0
6	Current patronage (d)	36 900	27 200	17 100
7	Current loading (1) (six ppsm) [(d)/(c)] { } critical link	52% {Tai Wai to Kowloon Tong}	37% {Tai Wai to Kowloon Tong}	37% {Che Kung Temple to Tai Wai}
8	Current loading (2) (four ppsm) [(d)/(c)÷71.2% <sup>(Note 7)</sup> ] (For the critical links mentioned in item (7))	73%	53%	52%

Note 1: According to the information provided by the MTR Corporation Limited (MTRCL), in normal circumstances, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours or off-peak hours is relatively more dispersed than that in the morning peak hours. Therefore, the passenger loading per hour per direction during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances.

Note 2: In view of the impact of the pandemic on patronage, the figures are based on data obtained in those months when the pandemic was relatively eased.

Note 3: As the MFO is the transitional arrangement for the East Rail Line from operating with existing 12-car trains to ultimately all 9-car trains, the design capacity and maximum capacity are not applicable during the period. At the initial stage of MFO, only 12-car trains were deployed to operate in the busiest hour in the morning at the critical link from Tai Wai to Kowloon Tong.

Note 4: There was service adjustment on the East Rail Line in February 2021 to cater for passenger demand in the morning peak, and hence the higher carrying capacity.

Note 5: Reason accounting for the difference is that 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 6: This is because the service frequency has not been increased to the maximum level of the signalling system.

Note 7: 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% of that of six ppsm.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)189**

**(Question Serial No. 0457)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In the Matters Requiring Special Attention in 2021-22 under Programme (1), it is mentioned that the Transport Department (TD) will implement the Smart Traffic Fund to provide funding support for research in and application of vehicle-related innovation and technology. Will the Government inform this Committee:

1. the details, selection criteria, targets and implementation timetable;
2. the manpower and resources that have been allocated for implementing this fund;
3. what kind of measures have been taken by the Government to encourage public transportation operators to open up their data, so as to help citizens plan their journey;
4. whether the Government will develop a mobile application to cover the arrival time of all public transport services, to enhance traffic management and efficiency; and
5. with reference to overseas experience, whether the Government will conduct a study on the feasibility of legislating for new driver assistance technology (i.e. Blind Spot Assist alert, Automatic Emergency Braking System, etc.).

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 60)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) aims to provide funding support for enterprises or organisations to conduct research and application of vehicle-related innovation and technology. The Fund was launched at the end of March 2021 for applications. Applications to the Fund will be vetted and approved by a Management Committee. The assessment criteria include relevance to the scope of the Fund, innovation and technology contents, technical and management capability of the applicants, financial management arrangement, commercial viability or potential of projects, and project programme or duration.

2. TD has engaged the Hong Kong Productivity Council as the Secretariat for the Fund, and the associated administrative expenditure will be capped at 15% of the amount of the Fund. Hence, a total of \$1.15 billion has been earmarked for the Fund. As regards TD's internal staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) have been approved from 2020-21 to 2026-27.
- 3.&4. In July 2018, TD launched the all-in-one "HKeMobility" mobile application to provide real-time traffic and public transport information (including real-time arrival information) to the public to facilitate planning of their journeys.

TD has been actively liaising with the public transport operators and encouraging them to open up their data. All franchised bus operators and the MTR Corporation Limited (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up their data on estimated time of arrival (ETA) via "HKeMobility" and the Public Sector Information Portal "DATA.GOV.HK".

Furthermore, TD is developing an information system for dissemination of ETA data of green minibuses (GMBs) by phases by 2022. As at March 2021, the ETA data of about 70 GMB routes is disseminated through "HKeMobility" and "DATA.GOV.HK".

5. TD is open-minded towards the introduction of new driver assistance systems by vehicle manufacturers for various classes of vehicles so as to enhance driving and road safety. After assessing the technical details submitted by vehicle manufacturers in support of their applications for type approval, TD has already approved the installation of some of the systems on relevant vehicles registered in Hong Kong.

TD set up a Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee advises on, among others, how best to draw up an appropriate regulatory framework for autonomous vehicles, which will contribute to the adoption of new autonomous driving technology.

TD will continue to keep abreast of vehicle technology advancement, liaise with relevant stakeholders and establish relevant standards for the introduction of new technologies to enhance vehicle and road safety.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)190**

**(Question Serial No. 1693)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been promoting “Smart Mobility” and implementing intelligent transport systems including area traffic control systems, traffic control and surveillance systems and traffic detectors on strategic routes and major roads, the traffic and incident management system, the transport information system, the journey time indication system (JTIS), speed map panels, the red light camera (RLC) system and the speed enforcement camera (SEC) system. In this regard, would the Government advise the progress of various measures, the timetables and breakdown of the estimated expenditures?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 45)

Reply:

TD is currently taking forward the following intelligent transport systems. The estimated total expenditure in 2021-22 is about \$252.0 million with details provided below.

- (a) Replacement of the closed circuit television system for Hong Kong Island to facilitate operation of the area traffic control systems:

The project commenced in 2020 for anticipated completion in 2022. The estimated expenditure in 2021-22 is about \$12.5 million.

- (b) Replacement of traffic control and surveillance systems in the Eastern Harbour Crossing, Kai Tak Tunnel, Tsing Ma Control Area, Aberdeen Tunnel, Tate's Cairn Tunnel and Lion Rock Tunnel:

The details of these projects are as follows:

<b>Project Title</b>	<b>Anticipated/ Actual Commencement Date</b>	<b>Anticipated Completion Date</b>	<b>Estimated Expenditure in 2021-22 (\$ million)</b>
Replacement of traffic control and surveillance system in the Eastern Harbour Crossing	First quarter of 2018	First quarter of 2024	27.894
Replacement of traffic control and surveillance system in the Kai Tak Tunnel	First quarter of 2018	Fourth quarter of 2022	44.215
Replacement of traffic control and surveillance system in the Tsing Ma Control Area	Third quarter of 2020	Fourth quarter of 2024	9.264
Replacement of traffic control and surveillance system and radio communication system in the Aberdeen Tunnel	Third quarter of 2021	First quarter of 2025	2.921
Replacement of traffic control and surveillance system in the Tate's Cairn Tunnel	Third quarter of 2021	Third quarter of 2025	3.338
Replacement of traffic control and surveillance system at the Lion Rock Tunnel	Fourth quarter of 2021	Fourth quarter of 2025	1.070

(c) Installation of additional traffic detectors along strategic routes and major roads, installation of additional JTISs, and enhancement of speed map panels:

The installation of about 1 200 traffic detectors along strategic routes and major roads has been completed. The installation of JTISs and enhancement of speed map panels is expected to be completed in the second quarter of 2021. TD has started disseminating real-time snapshots captured by the traffic detectors to the public via “HKeMobility” mobile application and the Public Sector Information Portal “DATA.GOV.HK”. The estimated expenditure in 2021-22 is about \$103.7 million.

(d) Development of the traffic and incident management system:

The traffic and incident management system was commissioned in end 2017. The estimated expenditure in 2021-22 is about \$0.8 million.

(e) Upgrading of the transport information system:

The upgraded transport information system was commissioned in end 2018. The estimated expenditure in 2021-22 is about \$1.6 million.



- (f) Expansion of RLC system and SEC system:  
TD will complete the installation of seven RLCs and six SECs in 2021, and is collaborating with the Police and the Electrical and Mechanical Services Department to further expand the RLC system and SEC system. The estimated expenditure in 2021-22 is about \$6.9 million.
- (g) Replacement of RLCs and the associated backend system:  
Replacement of 80 existing ageing RLCs and the associated backend system will commence in 2021 for target completion in 2025. The estimated expenditure in 2021-22 is about \$37.8 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)191**

**(Question Serial No. 1727)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has been providing additional public car parks in suitable “Government, Institution or Community” (GIC) facilities and public open space (POS) projects under the “single site, multiple uses” principle. In this connection, will the Government inform this Committee of its details and progress, including the number of additional parking spaces and the expenditure involved in each of the past five years?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 56)

Reply:

Following the principle of “single site, multiple uses”, the Transport Department (TD) is proactively exploring the incorporation of new public car parks in suitable GIC facilities and POS projects. Subject to technical feasibility and funding approval on schedule, it is expected that there are about 20 suitable works projects, providing a total of around 5 100 parking spaces by batches starting from 2024-25.

Providing new public car parks is an on-going task of TD and is undertaken by TD's existing staff. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)192**

**(Question Serial No. 0470)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for formulating policies on the development of transport infrastructures, provision of transport services, traffic management and providing support to environmental improvement measures in transport-related areas. Please advise:

- (a) the average waiting time (in terms of days) of road tests of the four Designated Driving Schools (DDSs) as at end of February 2021 in table form;
- (b) the average waiting time (in terms of days) of road tests of the Driving Test Centres (DTCs) of the Government as at end of February 2021 in table form;
- (c) the number of working days on which the DTCs of non-Designated Driving Schools (Non-school) did not open and the respective percentages over the total number of working days for provision of road tests for non-commercial vehicles in the past five years in table form;
- (d) the number of working days on which the DTCs of DDSs did not open and the respective percentages over the total number of working days for provision of road tests for non-commercial vehicles in the past five years in table form; and
- (e) the establishment and strength of Driving Examiner in the past ten years.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 4)

Reply:

To align with the Government's anti-epidemic and social distancing measures under COVID-19, driving test appointment service had been suspended between 2 December 2020 and 14 March 2021. The waiting time in parts (a) and (b) of this reply is therefore calculated based on the end-of-list appointment dates as at 1 December 2020.

- (a) As at 1 December 2020, the waiting time for each type of road tests at the four DDSs is as follows:

Type of Road Tests		Waiting Time (No. of Calendar Days)			
		Yuen Long Driving School	Siu Lek Yuen Driving School	Ap Lei Chau Driving School	New Kwun Tong Driving School
Private Car	Combined	296	224	237	N/A <sup>Note</sup>
	Part B	37	63	85	108
	Part C	303	288	302	120
Motor Cycle	Part B (Competence Test)	230	287	280	302
	Part C (Road Test)	225	196	280	153
Light Goods Vehicle	Combined	303	231	227	N/A <sup>Note</sup>
	Part B	37	63	85	115
	Part C	303	288	302	120
Medium Goods Vehicle		83	79	N/A <sup>Note</sup>	N/A <sup>Note</sup>
Public/Private Bus		79	78	N/A <sup>Note</sup>	N/A <sup>Note</sup>
Articulated Vehicle		80	N/A <sup>Note</sup>	N/A <sup>Note</sup>	N/A <sup>Note</sup>

Note: There was no relevant road test held at the DDS concerned.

- (b) The Transport Department (TD) does not maintain the breakdown of waiting time of road tests of individual DTCs but maintains the breakdown arranged for two regions, namely the Hong Kong Island Region as well as the Kowloon and New Territories Region. As at 1 December 2020, the waiting time (in calendar days) for each type of road tests at DTCs in Hong Kong Island Region and Kowloon and New Territories Region is as follows:

Type of Road Tests		Waiting Time (No. of Calendar Days)	
		Hong Kong Island	Kowloon and New Territories
Private Car	Combined	157	185
	Part B	34	79
	Part C	218	226
Motor Cycle Part C (Road Test)		148	174
Light Goods Vehicle	Combined	188	185
	Part B	34	79
	Part C	224	226
Medium Goods Vehicle		86	93
Heavy Goods Vehicle		N/A <sup>Note</sup>	97
Public / Private Bus		85	94
Public / Private Light Bus		N/A <sup>Note</sup>	66
Articulated Vehicle		N/A <sup>Note</sup>	84

Note: There was no relevant road test held in the DTCs on Hong Kong Island.

(c) & (d) The respective numbers of working days on which the Non-school DTCs and DTCs at DDSs did not open and the relevant percentages over the total number of working days for provision of road tests of non-commercial vehicles (including private car, light goods vehicle and motorcycle) in the past five years are tabulated at **Annex**. The number of opening days of the DTCs is subject to a host of factors, including the geographical considerations of the venues, traffic conditions of the nearby areas, the test demands for various vehicle types, and the deployment of TD's manpower resources. Also, the number of non-open days of the DTCs in 2020 was higher than those in previous years because driving test service was intermittently suspended in conjunction with the Government's anti-epidemic and social distancing measures under COVID-19.

(e) The establishment and strength of Driving Examiner grade from 2016 to 2020 are as follows:

Year <sup>Note 1</sup>	Establishment <sup>Note 2</sup>	Strength
2016	73	68
2017	74	63
2018	75	68
2019	79	79
2020	80	76

Note 1: To ensure quality and timely response to the question, we only provide relevant information for the past five years.

Note 2: The numbers include both permanent and time-limited posts.

**Number and Percentage of Non-open Working Days of  
Non-school DTCs for Road Tests of Non-commercial Vehicles  
(2016-2020)**

Year	Tin Kwong Road DTC (Light Goods Vehicle/ Motorcycle)		Chung Yee Street DTC (Private Car/ Light Goods Vehicle)		Chak On Road DTC (Private Car/ Light Goods Vehicle)		Yau Tong DTC (Private Car/ Light Goods Vehicle)		Wing Hau Street DTC (Light Goods Vehicle) <sup>Note 1</sup>		No. of Working Days in a Year
	Days	%	Days	%	Days	%	Days	%	Days	%	
2016	0	0%	3	1.2%	70	28.3%	4	1.6%	0	0%	247
2017	1	0.4%	0	0%	43	17.4%	4	1.6%	61	24.7%	247
2018	0	0%	2	0.8%	52	21.1%	22	8.9%	84	34.1%	246
2019	0	0%	4	1.6%	38	15.4%	7	2.8%	87	35.4%	246
2020	91	36.5%	96	38.6%	96	38.6%	96	38.6%	112	45.0%	249

Year	Shek Yam DTC (Private Car)		Pui Ching Road DTC (Private Car)		Happy Valley DTC (Private Car)		So Kon Po DTC (Light Goods Vehicle/ Motorcycle)		Kwai Shing DTC (Light Goods Vehicle) <sup>Note 2</sup>		No. of Working Days in a Year
	Days	%	Days	%	Days	%	Days	%	Days	%	
2016	108	43.7%	27	10.9%	55	22.3%	65	26.3%	28	13.7%	247
2017	118	47.8%	42	17.0%	102	41.3%	73	29.6%	N/A	N/A	247
2018	108	43.9%	24	9.8%	96	39.0%	71	28.9%	N/A	N/A	246
2019	107	43.5%	61	24.8%	78	31.7%	67	27.2%	N/A	N/A	246
2020	108	43.4%	119	47.8%	136	54.6%	120	48.2%	N/A	N/A	249

Note 1: Wing Hau Street DTC has come into operation since 4 November 2016. The figures in 2016 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 39 days) during the period between 4 November 2016 and 31 December 2016.

Note 2: Kwai Shing DTC was closed since 29 October 2016. The figures in 2016 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 204 days) during the period between 1 January 2016 and 28 October 2016.

**Number and Percentage of Non-open Working Days of  
DTCs for Road Tests of Non-commercial Vehicles of DDSs  
(2016-2020)**

Year	Ap Lei Chau DTC (Private Car/ Light Goods Vehicle/ Motorcycle)		Siu Lek Yuen DTC (Private Car/ Light Goods Vehicle/ Motorcycle)		Yuen Long DTC (Private Car/ Light Goods Vehicle/ Motorcycle)		Kwun Tong DTC <sup>Note 1</sup> (Private Car/ Light Goods Vehicle/ Motorcycle)		New Kwun Tong Driving DTC <sup>Note 2</sup> (Private Car/Light Goods Vehicle/ Motorcycle)		No. of Working Days in a Year
	Days	%	Days	%	Days	%	Days	%	Days	%	
2016	82	33.2%	0	0%	38	15.4%	136	55.1%	N/A	N/A	247
2017	99	40.1%	0	0%	34	13.8%	145	58.7%	N/A	N/A	247
2018	98	39.8%	0	0%	0	0%	146	59.3%	N/A	N/A	246
2019	100	40.7%	0	0%	32	13.0%	113	57.9%	7	63.6%	246
2020	122	49.0%	91	36.5%	95	38.2%	N/A	N/A	174	69.9%	249

Note 1: Kwun Tong Driving School was closed since 18 October 2019. The figures in 2019 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 195 days) during the period between 1 January 2019 and 17 October 2019.

Note 2: New Kwun Tong Driving School has provided Part B driving test since 13 December 2019. The figures in 2019 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 11 days) during the period between 13 and 31 December 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)193**

**(Question Serial No. 0542)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Since launching a technical study on seat occupancy and seat belt fastening detection for green minibuses (GMBs) on 30 September last year, the Transport Department (TD) has been conducting a proof-of-concept trial on eight GMB routes to test the different technical solutions for detecting seat occupancy and fastening of seat belts as well as the display methods for disseminating such information.

TD has also indicated that subject to the result of the technical study, it will consider extending the technical solution to other GMBs and other forms of public transport.

In this connection, please inform this Committee of the following:

- a. What is the result of the technical study so far? (including which technical solution is planned to be used, the number of GMB routes adopting the technical solution and the effectiveness, etc.)
- b. Is there any plan for extending the technical solution to other GMBs and other forms of public transport? Is there a timetable?
- c. What is the cost of retrofitting each GMB with the technical solution? What is the total government expenditure so far?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 17)

Reply:

TD is conducting a technical study on seat occupancy and seat belt fastening detection for GMB. The proof-of-concept on-site trial in the study commenced in September 2020 for completion in mid-2021. The trial assesses the use of pressure-sensitive switch and infrared sensor for detecting seat occupancy, and reed switch and hall effect sensor for detecting seat belt fastening. At the end of the trial, TD will explore the suitability for wider application of such technologies in all GMBs. The estimated total cost of the technical study is about \$1.37 million, with cumulative expenditure of \$0.59 million as at March 2021.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)194**

**(Question Serial No. 0151)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government strives to promote “Smart Mobility” and advocates three major strategies, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. What is the current progress of these three major strategies? What are the details of the expenditures involved in 2021-22?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 197)

Reply:

The smart mobility initiatives of the Transport Department (TD) are grouped under three key dimensions, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. The current progress and the estimated expenditures involved in 2021-22 of the various smart mobility initiatives are tabulated as follows:

<b>Smart mobility initiatives</b>	<b>Current progress</b>	<b>Estimated expenditures in 2021-22</b>
1. Extend the walking route search function in TD’s “HKeMobility” mobile application to cover all 18 districts	The walking route search function has been extended to cover all 18 districts since December 2020.	The walking route information is based on 3D Pedestrian Network produced by the Lands Department (LandsD), which will update the information regularly. No additional expenditure will be incurred by TD.

<b>Smart mobility initiatives</b>	<b>Current progress</b>	<b>Estimated expenditures in 2021-22</b>
2. Implement Free-flow Tolling System (FFTS) at government tolled tunnels and Tsing Sha Control Area by early 2024	<ul style="list-style-type: none"> <li>- A contractor was engaged in January 2021 for the design and development of the backend system of FFTS.</li> <li>- The Government targets to introduce a bill into the Legislative Council in March 2021 to provide legal backing for the implementation of FFTS.</li> <li>- TD plans to appoint a toll service provider through open tender for handling toll-related matters under FFTS after passage of the bill.</li> </ul>	\$104.4 million
3. Collect real-time traffic information from about 1 200 traffic detectors installed along strategic routes and major roads for incident management and dissemination to the public	The installation of traffic detectors was completed. TD has started disseminating real-time traffic snapshots to the public via “HKeMobility” and the Public Sector Information Portal “DATA.GOV.HK”.	\$103.7 million
4. Continue to implement pilot real-time adaptive traffic signal system with sensors for pedestrians and vehicles at five road junctions to optimise the green times allocated to vehicles and pedestrians	The installation of the system at the five road junctions was completed. TD will review the effectiveness of the system by end 2021.	\$1.9 million

<b>Smart mobility initiatives</b>	<b>Current progress</b>	<b>Estimated expenditures in 2021-22</b>
<p>5. Continue to facilitate trial and use of autonomous vehicles (AVs)</p>	<ul style="list-style-type: none"> <li>- TD updated the “Guidance Notes on the Trials of Autonomous Vehicles” in December 2020.</li> <li>- TD set up in November 2019 a Technical Advisory Committee on the Application of AV Technologies in Hong Kong (the Committee) to advise on the appropriate regulatory framework for AVs. Taking account of the Committee’s advice, TD has commenced studying the necessary legislative amendments with a view to facilitating trials of innovative technologies.</li> </ul>	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>
<p>6. Encourage public transport (PT) operators to introduce new electronic payment systems, having regard to the systems’ reliability, user friendliness and efficiency</p>	<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 PT operators to introduce new electronic systems for fare collection.</li> <li>- The MTR Corporation Limited (MTRCL) introduced QR code for fare payment in the MTR domestic network in January 2021.</li> <li>- Franchised bus operators have implemented or are conducting trials on QR code and contactless payments.</li> <li>- Some green minibus (GMB), taxi and ferry operators have been accepting payment by various electronic means.</li> </ul>	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>

Smart mobility initiatives	Current progress	Estimated expenditures in 2021-22
7. Establish real-time arrival information system for GMBs by 2022 and continue to encourage PT operators to open up their data	<ul style="list-style-type: none"> <li>- TD is developing an information system for dissemination of estimated time of arrival (ETA) data of GMBs by phases by 2022. As at March 2021, the ETA data of about 70 GMB routes was disseminated through “HKeMobility” and “DATA.GOV.HK”.</li> <li>- All franchised bus operators and MTRCL (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up their ETA data via “HKeMobility” and “DATA.GOV.HK”.</li> </ul>	\$25.1 million for system development, daily management and operation of the real-time arrival information system for GMBs and for ETA data hosting services.
8. Completed the trial of geo-fencing technology on vehicles, and will continue to study the feasibility of implementing the technology on franchised buses to enhance bus safety	The trial of geo-fencing technology has been successfully completed, and the findings have been shared with franchised buses operators for further development of their bus control and monitoring system.	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
9. Set up \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	TD has engaged the Hong Kong Productivity Council as the Secretariat for the Fund. The Fund was launched at the end of March 2021 for applications.	\$91.9 million
10. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	System development is in progress. TD targets to disseminate analytics results via “HKeMobility” and “DATA.GOV.HK” starting from the second half of 2022.	It is funded by the Office of the Government Chief Information Officer. The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

<b>Smart mobility initiatives</b>	<b>Current progress</b>	<b>Estimated expenditures in 2021-22</b>
11. Release real-time information of franchised buses through information display panels at 1 300 covered bus stops or government public transport interchanges by 2021	<ul style="list-style-type: none"> <li>- All franchised bus companies have been providing real-time arrival information through their websites and mobile applications.</li> <li>- As at end February 2021, installation of display panels was completed at 801 covered bus stops and government public transport interchanges.</li> </ul>	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million. The expenditure in 2021-22 will depend on the result of tender exercises by each franchised bus company on the supply and installation of the display panels and the installation progress.
12. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment with a new mobile app “HKeMeter”) gradually and provide real-time parking vacancy information	The installation of about 12 000 new parking meters for public use commenced in January 2021 and will be completed by phases by mid-2022. As at 8 March 2021, about 670 new parking meters were installed, covering all 18 districts.	\$137.0 million
13. Continue to encourage operators of public car parks to provide real-time parking vacancy information to facilitate motorists’ search for parking spaces; and include relevant conditions in land leases and short-term tenancy (STT) agreements requiring relevant public car parks to provide real-time parking vacancy information	<ul style="list-style-type: none"> <li>- The number of car parks releasing parking vacancy information via “HKeMobility” has nearly doubled from about 220 in July 2018 to 422 as at end February 2021, of which 352 are non-government car parks.</li> <li>- Since mid-2018, LandsD has incorporated provisions in all new STT agreements of public car parks, requiring operators to provide parking vacancy information to TD. LandsD has also incorporated similar provisions in appropriate new land leases since February 2021, requiring developers to</li> </ul>	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

Smart mobility initiatives	Current progress	Estimated expenditures in 2021-22
	provide TD with real-time parking vacancy information after completion of the developments.	
14. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application in STT public car parks and public car parks in government premises and to encourage adoption in public car parks in private developments	<ul style="list-style-type: none"> <li>- For the first pilot project in Tsuen Wan, the STT was awarded in December 2020, and it is expected that APS thereat will be put into service in the fourth quarter of this year.</li> <li>- For the one in Sham Shui Po, it is expected that the Government will apply to the Town Planning Board to seek its planning permission within this year.</li> <li>- For the proposed pilot project sites in Sheung Wan and Chai Wan, TD is conducting feasibility assessments and will consult relevant District Councils upon completion of the assessments.</li> <li>- TD is exploring other potential sites, including an STT site at Pak Shek Kok, Tai Po, for APS installation.</li> </ul>	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
15. Conduct trials of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information by 2022	TD awarded the contract for sensor installation in November 2020, and targets to disseminate real-time vacancy information of about 250 non-metered on-street parking spaces to the public via “HKeMobility” and “DATA.GOV.HK” in 2022.	\$1.0 million

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)195**

**(Question Serial No. 0157)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Planning and Development, the Transport Department (TD)'s provision for 2021-22 is \$1.5 billion (202.3%) higher than the revised estimate for 2020-21. In this connection, please advise of the following:

1. What is the progress of the \$1 billion Smart Traffic Fund (the Fund) since its launch in 2020-21? What are the vehicle-related innovation and technology projects and the respective amounts of grant involved?
2. What is the progress of the study on the hierarchy and level of tolls of tolled tunnels and road? When will the study be completed and when will the findings be published? What is the progress of the studies on "Congestion Charging" and Electronic Road Pricing in Central, and when will they be implemented?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 196)

Reply:

1. The Fund was launched at the end of March 2021 for applications. We have yet to approve projects to be funded under the Fund thus far.
2. TD is following up on the advice and suggestions made by the International Expert Panel established in 2020, and will continue to develop a detailed proposal for the Electronic Road Pricing Pilot Scheme in Central (the Pilot Scheme). TD will consider an opportune juncture for launching the Pilot Scheme with due regard to Hong Kong's latest social and economic situation.

Separately, TD commenced the Study on "Congestion Charging" (the Study) in July 2019. The Study would adopt the principle of "Efficiency First" to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and road, while imposing higher tolls on vehicles with low carrying capacity. In view of the possible impact of the COVID-19 pandemic on the travelling pattern of the general public, TD is reviewing its work plan for the Study including the collation of the latest

information and data through a traffic survey. TD will consult relevant stakeholders on the recommendations arising from the Study in a timely manner.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)196**

**(Question Serial No. 0158)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Provision for 2021-22 under Management of Transport Services is about \$640 million higher than the revised estimate for 2020-21, which is increased by 66.7% and mainly due to the effect of filling of vacancies, increased requirement in operating expenses and increase in capital expenditure. Please provide details of each item and expenditure involved.
2. There is a serious shortage of parking spaces in Hong Kong. Has the Government worked out how many additional parking spaces are needed to resolve or ease the shortage problem? What is the progress of the smart car park pilot scheme? What is the progress of the related legislative amendment work?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 198)

Reply:

1. The increase in provision for 2021-22 over the revised estimate for 2020-21 under Management of Transport Services is mainly due to additional provisions for the following items:

<b>Items</b>	<b>\$ million</b>
Additional provision for (i) the new management, operation and maintenance (MOM) contract for the newly commissioned Tuen Mun-Chek Lap Kok Tunnel; (ii) the increase in the MOM contract fee for the Tsing Sha Control Area (TSCA), the Lung Shan Tunnel and the Cheung Shan Tunnel; (iii) the increase in the MOM contract fee for the Tsing Ma Control Area (TMCA) with the toll waiver arrangement for the Lantau Link; (iv) the engagement of toll service provider (TSP) for toll collection at government tolled tunnels under the free-flow tolling system (FFTS); and (v) the increase in the Electrical and Mechanical Services Trading Fund charges for TSCA, TMCA, tunnels, the Central to Mid-Levels Escalator System and the non-area traffic control closed circuit television system	359.2
Additional provision for the replacement and/or procurement of equipment and vehicles for government tunnels and bridges, procurement of the new generation of parking meter system, and development of FFTS at government tolled tunnels and TSCA (apart from the expenditure for engaging the TSP for FFTS)	273.4
Additional provision for the full-year effect of vacancies filled in 2020-21*	10.6
<b>Total</b>	<b>643.2</b>

\* 24 vacancies were filled and expenses incurred for only part of 2020-21. “Additional provision for the full-year effect of vacancies filled” refers to the increased provision in 2021-22 arising from the full-year effect of filling the vacancies.

2. The Transport Department (TD) does not compile statistics on the shortfall of parking spaces, as it is not practicable to ascertain the utilisation of parking spaces in private premises which are essential data in determining the actual shortfall.

TD has identified four sites for launching automated parking system (APS) pilot projects so far, including a short-term tenancy (STT) site at Hoi Shing Road in Tsuen Wan, a public open space site at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, and two proposed government building sites at Chung Kong Road in Sheung Wan and Sheung Mau Street in Chai Wan. For the pilot project in Tsuen Wan, it is expected that APS thereat will be put into service in the fourth quarter this year. For the one in Sham Shui Po, it is expected that the Government will apply to the Town Planning Board to seek its planning permission within this year. For the proposed pilot project sites in Sheung Wan and Chai Wan, TD is conducting feasibility assessments and will consult relevant District Councils upon completion of the assessments. TD is also exploring other potential sites, including an STT site at Pak Shek Kok, Tai Po, for APS installation. The design and installation of APSs will have to comply with the relevant existing ordinances.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)197**

**(Question Serial No. 1110)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding, among others, the operation of public light buses (PLBs), will the Government advise of the following:

1. 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 comparison figures and a breakdown by age group (below 29, 30-39, 40-49, 50-59, 60-69, 70-79, and 80 or above)?
2. What were the numbers of red minibuses (RMBs) and green minibuses (GMBs) in each of the past three years?
3. How frequent and under what circumstances did GMBs violate the schedule of service or have lost and delayed trips (separately in 18 districts)?
4. What are the progress of developing the real-time arrival information system for GMBs and its launch date? What is the expenditure involved?
5. Will the Government consider cancelling the restriction zones on certain roads where PLB drivers are prohibited from picking up or setting down passengers? If yes, what are the reasons? If no, what are the reasons?
6. What are the expenditure and staff establishment involved in the review of PLBs' operating conditions?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 46)

Reply:

1. The number of holders of valid full driving licence for PLB in the past three calendar years with breakdown by age groups is tabulated as follows:

Year	Age Groups						
	29 or below	30-39	40-49	50-59	60-69	70-79	80 or above
2018 (As at end 2018)	1 027	13 021	30 596	57 846	57 369	13 419	1 338
2019 (As at end 2019)	870	11 462	29 424	54 428	57 817	15 802	1 464
2020 (As at end 2020)	807	9 991	28 318	51 043	59 487	17 476	1 510

\*As at 31 December 2020, there were a total of around 169 000 holders of a valid full driving licence for PLB. Holders of a valid full driving licence for PLB may work as a GMB or RMB 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. Based on the number of applications received for relevant subsidies under the Anti-epidemic Fund and information gathered from the PLB trade, it is estimated that the current active workforce of the trade is about 8 800.

2. The number of RMBs and GMBs in the past three calendar years is tabulated as follows:

Year	Number of RMBs	Number of GMBs
2018 (As at end 2018)	1 040	3 310
2019 (As at end 2019)	1 044	3 306
2020 (As at end 2020)	1 009	3 341

3. The number of lost trip occasions of GMB services on Hong Kong Island, in Kowloon and the New Territories is tabulated as follows:

Area	Number of lost trip occasions of GMB services in the fourth quarter of 2020 <sup>[Note]</sup>
Hong Kong Island	77
Kowloon	158
New Territories	301

Note: The above figures are based on TD's survey results in the fourth quarter of 2020.

As a considerable number of GMB routes provide cross-district services in the same area, there is no separate breakdown of lost trips rates of the GMB services serving individual districts. TD does not have the information on delayed trips.

4. TD is developing an information system (the System) for dissemination of estimated time of arrival (ETA) data of GMBs by phases by 2022. As at March 2021, the ETA data of about 70 GMB routes is disseminated through "HKeMobility" and "data.gov.hk".

The total estimated capital cost for full scale development and implementation of the System is about \$31 million. The estimated annual recurrent expenditure involved in the management, operation and maintenance of the System is about \$6 million. Other works are undertaken by the existing staff of TD. There is no separate breakdown of manpower and expenditure involved.

5. Having regard to the requests of the RMB trade and taking into account the actual situation of individual locations, TD has relaxed or rescinded some passenger pick-up/drop-off restricted zones and prohibited zones for RMBs where feasible. For example, TD has relaxed the PLB prohibited zone at Sugar Street in Causeway Bay. Apart from allowing RMBs to access West Kowloon Corridor and certain sections of Island Eastern Corridor, TD has further relaxed restrictions on certain sections of Kwun Tong Bypass, East Kowloon Corridor and Tsing Sha Highway in recent years. In addition, TD has completed the consultation on relaxation of the restricted zone for RMB outside Kwun Tong Road near APM Phase 6 and plans to implement the relaxation in the second quarter of 2021. TD will continue to study and discuss with the trade the feasibility of relaxing or rescinding other passenger pick-up/drop-off restricted zones and prohibited zones to facilitate their operation.
6. TD completed a regular survey on the market occupancy rate of PLBs in 2020, based on which the supply and demand of PLB services since the implementation of the new maximum seating capacity in July 2017 was examined. The review was undertaken by a consultant engaged by TD and the final reports are being prepared. The total expenditure involved is \$7.2 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)198**

**(Question Serial No. 1111)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “Central-Hung Hom” ferry route and “water taxi” services, will the Government inform this Committee of the following:

1. What is the total number of passengers of the “Central-Hung Hom” ferry route, the average monthly patronage and the expected patronage since the service commencement?
2. In the past three years, what was the annual financial position of the ferry operator of the “Central-Hung Hom” ferry route, and how has the financial position changed when compared with the same period last year?
3. When will the “water taxi” service be introduced; what is the number of manpower involved in monitoring the “water taxi” service?
4. Has the Transport Department (TD) communicated with the ferry operator? Does it know the progress? If yes, what are the details?
5. Will the Government consider changing this ferry service to “water minibus”, adding more stopping points and frequency in order to fully utilise the sea transport?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 47)

Reply:

The “Central - Hung Hom” ferry service commenced operation in June 2020. The COVID-19 pandemic and social distancing measures in place affected travel patterns, business environment and the tourism sector, which led to reduction in patronage across all public transport services, including the “Central – Hung Hom” ferry service.

As of end-February 2021, the total number of passenger trips made on the service was about 194 000 while the average monthly patronage of the service from July 2020 to February 2021 was about 23 320. TD will continue to closely monitor the patronage and financial situation of ferry services.

TD selected Fortune Ferry Company Limited as the operator of the “water taxi” service in March 2020 after conducting an open tender exercise. The operator is gearing up for the service. Subject to the development of the pandemic and rebound of the tourism sector, it is expected that the “water taxi” service will launch trial services in the second half of 2021. Depending on passenger demand and availability of other public transport services, the operator will examine the need of adjusting the frequency after service commencement and operating other short-working routes on both sides of the Victoria Harbour.

The work involved in planning and monitoring of the “water taxi” service is undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)199**

**(Question Serial No. 1168)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards traffic accidents, will the Government inform this Committee:

1. of the numbers of traffic accidents which occurred at the traffic accident black spots of different districts of 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;
2. of the numbers of traffic accidents involving elderly in each of the past five years with breakdown by age groups of 60-65, 66-70, 71-80, 81 or above, driver / pedestrian casualty, degree of injury, district and cause of accident, and the percentage of traffic accidents involving elderly out of all traffic accidents;
3. of the number of full driving licence holders aged above 60 and the percentage out of all valid full driving licence holders;
4. whether the Government has implemented elderly friendly traffic facilities? If so, what are the details? If not, what are the reasons?
5. what are the road safety education and publicity for elderly pedestrians and drivers, and the manpower establishment and resources involved?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 48)

Reply:

1. The numbers of traffic accidents occurred at each traffic accident black spot in different districts of Kowloon East in the past three years with breakdown by degree of injury of the casualties involved, vehicle class and contributory factor are at **Annex 1**, **Annex 2** and **Annex 3** respectively.
2. The numbers of traffic accidents involving elderly in different age groups of 60 and above in the past five years with breakdown by driver / pedestrian casualty, degree of injury and district are at **Annex 4**, **Annex 5** and **Annex 6** respectively.



The numbers of traffic accidents involving drivers aged 60 or above in the past five years with breakdown by driver contributory factor are at Annex 7. The numbers of traffic accidents involving pedestrian casualties aged 60 or above in the past five years with breakdown by casualty contributory factor are at Annex 8.

The number of traffic accidents involving driver or pedestrian casualties aged 60 or above between 2016 and 2020 is 11 804, which accounted for about 15% of the total number of traffic accidents in the same period.

3. As at 28 February 2021, there were a total of 390 174 valid full driving licence holders aged above 60, which accounted for about 17% of the total number of valid full driving licence holders.
4. To foster an age-friendly environment, smart devices which extend the pedestrian flashing green time for the elderly and the disabled upon tapping of their personalised Octopus Cards have been installed at 20 signalised crossings as at 28 February 2021. This will give them more time to cross the roads.

The Government launched the “Universal Accessibility” (UA) Programme in August 2012 to proactively provide more barrier-free access facilities (i.e. lifts and ramps) to enhance the convenience of the public, in particular the elderly and the disabled, in using public walkways. The Government is pressing ahead with the implementation of a total of 375 items under various phases of the UA Programme. As at 28 February 2021, 169 items were completed, 54 items were under construction and 152 were under investigation and detailed design.

In the 2019 Policy Address, the Government announced to expand the scope of the UA Programme and launched a Special Scheme under the UA Programme for retrofitting lifts at the footbridges, subways and elevated walkways in or connecting to the common areas of three types of housing estates under the Hong Kong Housing Authority, i.e. the Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental housing estates with properties divested. The Highways Department has completed the preliminary technical feasibility studies of items included into the Special Scheme and will commence the investigation and design works in 2021-22.

5. In 2020, the Transport Department (TD) collaborated with the Road Safety Council (RSC) and the Hong Kong Police Force (the Police) in launching road safety publicity and educational activities for elderly pedestrians and drivers through various means and channels such as social media platform, publicity video clips and leaflets so as to enhance their safety awareness. Moreover, the Police launched the “Project TOGETHER” campaign to promote the spirit of mutual support and road safety awareness among the elderly via a series of activities including social media online movies, radio programmes, wall banner, and a street painting campaign.

All the above-mentioned tasks were undertaken by staff of TD and the Police as part of their normal duties, and there is no separate breakdown of the expenditure involved, except that the estimated expenditure of RSC in 2021-22 is \$5.5 million.

**Numbers of traffic accidents and casualties involved at each traffic accident black spot\* in Kowloon East  
in the past three years**

Location	2018				2019				2020			
	No. of accident	No. of casualty			No. of accident	No. of casualty			No. of accident	No. of casualty		
		Killed	Seriously injured	Slightly injured		Killed	Seriously injured	Slightly injured		Killed	Seriously injured	Slightly injured
<b>Kwun Tong</b>												
Hip Wo Street, Mut Wah Street, Yuet Wah Street	7	0	3	5	14	0	3	12	3	0	0	4
Hip Wo Street, Tung Yan Street	4	0	0	4	3	1	1	1	2	0	0	3
Hong Ning Road, Ming Chi Street#	0	0	0	0	0	0	0	0	2	0	0	2
Kai Cheung Road, Wang Chiu Road	11	0	1	15	7	0	3	20	4	0	0	7
Kwun Tong Road, Hong Ning Road	12	0	0	15	13	0	0	15	9	0	0	11
Kwun Tong Road, Lai Yip Street, Elegance Road	13	0	0	15	12	0	0	13	8	0	1	11
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	12	0	4	14	11	0	2	10	12	0	3	10
Lei Yue Mun Road (westbound), Cha Kwo Ling Road	9	0	1	15	12	0	1	12	12	0	1	12
Ngau Tau Kok Road, Fuk To Street	6	0	0	6	6	1	1	5	2	0	0	2
Ngau Tau Kok Road, Horse Shoe Lane	2	0	0	2	1	0	0	1	2	0	0	2
Tseung Kwan O Road, Lei Yue Mun Road, Wai Fat Road	7	0	1	15	20	0	1	27	13	0	0	16

Location	2018				2019				2020			
	No. of accident	No. of casualty			No. of accident	No. of casualty			No. of accident	No. of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>Wong Tai Sin</b>												
Choi Hung Road, Choi Yee Lane <sup>#</sup>	0	0	0	0	0	0	0	0	1	0	0	1
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	6	0	2	8	2	0	0	2	4	0	0	5
New Clear Water Bay Road, Fung Shing Street	2	0	0	5	2	0	0	3	3	0	1	2
Clear Water Bay Road, New Clear Water Bay Road Near Choi Wan Estate	11	0	0	14	14	0	1	18	9	0	0	10
Tseuk Luk Street, Hong Keung Street	11	0	3	8	2	0	0	2	2	0	0	2

\* A location will be classified as a traffic accident black spot if there are:

- (i) six or more pedestrian injury accidents in any 12-month period;
- (ii) nine or more injury accidents in any 12-month period; or
- (iii) two or more fatal traffic accidents in any five-year period.

<sup>#</sup> Two fatal accidents occurred at each of the junction of (i) Hong Ning Road / Ming Chi Street and (ii) Choi Hung Road / Choi Yee Lane between 2015 and 2016. Hence, these two junctions were classified as traffic accident black spots even though there were no traffic accidents thereat between 2018 and 2019.

**Numbers of traffic accidents at each traffic accident black spot in Kowloon East by vehicle class\* in 2018**

<b>Location</b>	<b>Motor cycle</b>	<b>Private car</b>	<b>Taxi</b>	<b>Public light bus</b>	<b>Private light bus</b>	<b>Public bus</b>	<b>Light goods vehicle</b>	<b>Medium goods vehicle</b>	<b>Heavy goods vehicle</b>	<b>Special purpose vehicle</b>	<b>Bicycle</b>	<b>Private Bus</b>	<b>Others/ Unknown</b>
<b>Kwun Tong</b>													
Hip Wo Street, Mut Wah Street, Yuet Wah Street	0	2	2	0	0	3	1	0	0	0	0	0	0
Hip Wo Street, Tung Yan Street	0	0	2	0	0	1	0	0	1	0	0	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0	0	0	0	0	0
Kai Cheung Road, Wang Chiu Road	4	5	6	0	0	2	2	0	0	1	0	0	0
Kwun Tong Road, Hong Ning Road	0	5	3	1	0	6	1	1	0	0	0	0	0
Kwun Tong Road, Lai Yip Street, Elegance Road	2	3	3	0	0	9	1	1	0	0	0	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	4	3	3	3	0	6	1	0	0	0	0	0	0
Lei Yue Mun Road (westbound), Cha Kwo Ling Road	1	4	4	0	0	5	0	0	2	0	0	0	0
Ngau Tau Kok Road, Fuk To Street	2	3	0	0	0	3	0	1	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	0	0	2	0	0	0	0	0	0	0	0	0

Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Others/ Unknown
Tseung Kwan O Road, Lei Yue Mun Road, Wai Fat Road	1	2	2	1	0	1	1	1	0	0	0	0	0
<b>Wong Tai Sin</b>													
Choi Hung Road, Choi Yee Lane	0	0	0	0	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	0	0	0	0
New Clear Water Bay Road, Fung Shing Street	0	1	0	0	0	2	0	0	0	0	0	0	0
Clear Water Bay Road, New Clear Water Bay Road Near Choi Wan Estate	1	8	6	2	0	4	1	0	0	0	0	0	0
Tseuk Luk Street, Hong Keung Street	0	4	2	0	1	1	4	0	0	0	0	0	0

\* A traffic accident may involve more than one vehicle class.

## Numbers of traffic accidents at each traffic accident black spot in Kowloon East by vehicle class\* in 2019

Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Others/ Unknown
<b>Kwun Tong</b>													
Hip Wo Street, Mut Wah Street, Yuet Wah Street	3	3	4	1	0	5	1	0	0	0	0	0	0
Hip Wo Street, Tung Yan Street	1	1	0	0	0	1	0	0	0	0	0	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0	0	0	0	0	0
Kai Cheung Road, Wang Chiu Road	0	3	2	1	0	5	0	1	0	0	0	1	0
Kwun Tong Road, Hong Ning Road	2	5	5	1	0	4	2	1	0	0	0	0	0
Kwun Tong Road, Lai Yip Street, Elegance Road	1	4	0	1	0	10	0	0	0	0	0	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	5	2	4	0	0	3	0	0	0	0	0	0	0
Lei Yue Mun Road (westbound), Cha Kwo Ling Road	3	6	3	3	0	5	1	1	0	0	0	0	0
Ngau Tau Kok Road, Fuk To Street	0	2	2	0	0	2	2	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	1	0	0	0	0	1	0	0	0	0	0	0

Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Others/ Unknown
Tseung Kwan O Road, Lei Yue Mun Road, Wai Fat Road	3	12	9	0	0	1	5	0	0	0	0	0	1
<b>Wong Tai Sin</b>													
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	0	1	1	0	0	0	1	0	0	0	0	0	0
New Clear Water Bay Road, Fung Shing Street	0	0	0	0	0	2	1	0	0	0	0	0	0
Clear Water Bay Road, New Clear Water Bay Road Near Choi Wan Estate	3	8	6	3	0	2	2	1	0	0	0	0	1
Tseuk Luk Street, Hong Keung Street	0	0	0	0	0	0	2	0	0	0	0	0	0

\* A traffic accident may involve more than one vehicle class.

## Numbers of traffic accidents at each traffic accident black spot in Kowloon East by vehicle class\* in 2020

Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Others/ Unknown
<b>Kwun Tong</b>													
Hip Wo Street, Mut Wah Street, Yuet Wah Street	0	2	0	0	0	2	0	0	0	0	0	0	0
Hip Wo Street, Tung Yan Street	0	0	1	0	0	1	1	0	0	0	0	0	0
Hong Ning Road, Ming Chi Street	1	2	0	0	0	0	0	0	0	0	0	0	0
Kai Cheung Road, Wang Chiu Road	1	2	2	0	0	1	1	0	0	0	0	0	0
Kwun Tong Road, Hong Ning Road	1	4	4	0	0	2	3	1	0	0	0	0	0
Kwun Tong Road, Lai Yip Street, Elegance Road	0	1	0	0	0	7	1	0	0	0	1	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	7	8	2	1	0	0	3	0	0	0	0	0	0
Lei Yue Mun Road (westbound), Cha Kwo Ling Road	3	7	2	0	0	5	1	1	0	0	0	0	0
Ngau Tau Kok Road, Fuk To Street	0	0	2	0	0	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	2	1	0	0	0	0	0	0	0	0	0	0



Location	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle	Bicycle	Private Bus	Others/ Unknown
Tseung Kwan O Road, Lei Yue Mun Road, Wai Fat Road	4	5	6	0	0	1	3	1	0	0	0	0	0
<b>Wong Tai Sin</b>													
Choi Hung Road, Choi Yee Lane	1	0	0	0	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	1	3	1	0	0	0	2	0	0	0	0	0	0
New Clear Water Bay Road, Fung Shing Street	1	2	0	0	0	1	0	0	0	0	0	0	0
Clear Water Bay Road, New Clear Water Bay Road Near Choi Wan Estate	7	3	0	0	0	0	0	0	0	0	0	0	0
Tseuk Luk Street, Hong Keung Street	0	1	0	0	0	0	1	0	0	0	0	0	0

\* A traffic accident may involve more than one vehicle class.

## Numbers of traffic accidents at each traffic accident black spot in Kowloon East by contributory factor\* in the past three years

Location	2018				2019				2020			
	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>												
Hip Wo Street, Mut Wah Street, Yuet Wah Street	3	5	0	0	10	6	0	0	0	3	0	0
Hip Wo Street, Tung Yan Street	2	3	1	0	3	0	0	0	1	1	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0	0	2	0	0
Kai Cheung Road, Wang Chiu Road	0	9	1	0	1	6	0	0	1	3	0	0
Kwun Tong Road, Hong Ning Road	1	9	0	0	4	10	0	0	2	7	0	0
Kwun Tong Road, Lai Yip Street, Elegance Road	2	9	0	0	6	6	0	0	5	4	0	0

Location	2018				2019				2020			
	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
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	1	9	0	0	1	10	1	0	0	12	0	0
Lei Yue Mun Road (westbound), Cha Kwo Ling Road	0	8	0	0	1	11	0	0	0	12	0	0
Ngau Tau Kok Road, Fuk To Street	2	5	0	0	1	4	0	0	0	2	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	1	0	0	0	1	0	0	0	2	0	0
Tseung Kwan O Road, Lei Yue Mun Road, Wai Fat Road	0	7	0	0	3	15	1	1	2	11	0	1
<b>Wong Tai Sin</b>												
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	0	0	0	0	1	0	0

Location	2018				2019				2020			
	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
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	0	0	1	0	1	1	0	0	0	4	0	0
New Clear Water Bay Road, Fung Shing Street	0	3	0	0	1	1	0	0	0	3	0	0
Clear Water Bay Road, New Clear Water Bay Road Near Choi Wan Estate	0	11	0	0	1	14	0	0	0	8	2	0
Tseuk Luk Street, Hong Keung Street	2	6	0	0	0	2	0	0	0	2	0	0

\* A traffic accident may involve no or more than one contributory factors.

**Numbers of traffic accidents involving driver and pedestrian casualties\* in different age groups of 60 and above between 2016 and 2020**

Year	Involving driver / pedestrian casualty	No. of Accident			
		Age 60 - 65	Age 66 - 70	Age 71 - 80	Age 81 or above
2016	Driver	789	225	113	16
	Pedestrian	323	211	336	230
2017	Driver	799	284	120	18
	Pedestrian	329	229	287	215
2018	Driver	855	301	126	22
	Pedestrian	324	259	292	233
2019	Driver	943	394	180	26
	Pedestrian	309	225	307	212
2020	Driver	939	359	166	27
	Pedestrian	263	193	261	150

\* A traffic accident may involve both driver and pedestrian casualties.

**Numbers of traffic accidents involving driver and pedestrian casualties\* in different age groups of 60 and above by degree of injury between 2016 and 2020**

Year	Degree of injury	No. of Accident							
		Age 60 - 65		Age 66 - 70		Age 71 - 80		Age 81 or above	
		Driver	Pedestrian	Driver	Pedestrian	Driver	Pedestrian	Driver	Pedestrian
2016	Killed	4	9	1	8	2	17	1	20
	Seriously injured	105	83	41	60	21	101	5	80
	Slightly injured	683	232	183	143	90	218	10	130
2017	Killed	6	9	2	5	4	14	1	18
	Seriously injured	102	78	45	68	23	78	7	82
	Slightly injured	692	242	237	156	93	198	10	115
2018	Killed	7	3	4	6	1	14	1	25
	Seriously injured	76	82	28	50	20	88	3	62
	Slightly injured	773	239	269	204	105	191	18	147

Year	Degree of injury	No. of Accident							
		Age 60 - 65		Age 66 - 70		Age 71 - 80		Age 81 or above	
		Driver	Pedestrian	Driver	Pedestrian	Driver	Pedestrian	Driver	Pedestrian
2019	Killed	5	8	4	8	0	10	2	16
	Seriously injured	104	62	53	60	22	82	8	72
	Slightly injured	836	240	337	159	158	215	16	124
2020	Killed	4	4	1	5	2	12	3	16
	Seriously injured	116	57	50	49	29	76	5	49
	Slightly injured	822	202	308	139	135	173	19	87

\* A traffic accident may involve both driver and pedestrian casualties.

**Numbers of traffic accidents involving driver and pedestrian casualties\* in different age groups of 60 and above  
by district between 2016 and 2020**

District	No. of Accident																																										
	2016								2017								2018								2019								2020										
	Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above				
D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P
<b>Hong Kong Island</b>																																											
Central and Western	32	18	7	17	6	16	0	6	33	28	14	18	4	13	0	14	34	21	14	17	4	17	0	14	37	23	12	16	5	18	0	15	34	13	16	16	9	16	1	8			
Wan Chai	35	28	13	15	3	21	0	16	25	29	4	14	7	9	0	14	41	12	6	26	5	16	0	14	43	16	17	22	8	16	1	11	26	14	11	10	5	17	0	8			
Eastern	16	22	10	17	5	32	0	19	20	21	9	10	0	30	0	18	26	23	3	15	3	15	0	17	27	27	12	24	7	27	0	13	23	11	14	10	2	20	0	12			
Southern	19	12	6	10	2	11	0	8	13	11	9	8	3	11	0	9	20	9	8	5	3	21	0	12	19	18	9	4	6	14	0	8	26	12	8	7	6	12	0	6			
<b>Kowloon</b>																																											
Yau Tsim Mong	60	44	13	32	11	43	0	36	60	55	21	28	4	34	0	24	77	39	26	34	8	43	0	35	92	29	33	25	14	38	1	20	66	30	28	19	18	19	0	16			
Sham Shui Po	52	23	9	15	2	29	0	31	31	26	13	19	6	24	0	16	50	14	14	19	2	19	0	16	44	22	23	24	9	22	0	24	46	14	17	25	10	20	3	13			
Kowloon City	44	24	11	15	5	24	1	22	59	18	18	17	13	21	0	19	48	27	16	16	6	17	1	22	58	15	26	21	6	24	2	19	39	25	22	9	5	21	0	11			
Wong Tai Sin	24	18	5	9	2	18	0	11	33	11	8	4	1	12	0	15	22	19	9	17	3	11	0	17	33	14	10	7	3	19	0	10	33	13	7	10	4	12	0	9			
Kwun Tong	43	21	19	14	7	26	1	20	43	21	11	21	4	20	0	9	45	25	21	15	5	28	0	25	51	23	19	15	16	28	1	24	68	19	17	15	9	26	1	15			
<b>New Territories</b>																																											
Kwai Tsing	58	12	13	10	15	24	1	8	51	10	21	4	6	22	0	9	58	26	18	9	5	15	0	10	63	18	30	8	10	13	0	15	56	13	18	8	10	13	0	12			
Tsuen Wan	47	22	12	16	2	16	0	4	44	18	7	12	5	15	0	9	44	12	14	11	3	20	1	10	57	12	19	8	8	21	0	15	50	13	19	10	4	16	0	8			
Tuen Mun	44	8	13	2	7	13	1	9	49	8	12	7	5	8	3	7	48	17	18	13	12	5	3	3	38	10	28	8	9	9	2	3	54	13	17	8	5	8	1	2			
Yuen Long	80	23	24	12	13	18	3	13	96	22	39	25	16	19	5	8	91	21	34	14	24	24	6	13	101	14	38	14	19	20	8	10	115	22	48	15	17	20	4	12			
North	53	9	11	7	8	13	3	8	44	17	16	9	12	11	6	13	53	10	20	8	11	9	2	3	66	14	19	7	17	8	3	8	63	14	24	8	15	9	6	6			
Tai Po	65	11	23	5	3	8	2	2	65	6	22	10	5	11	3	10	54	13	18	10	12	7	2	3	68	16	31	4	18	10	4	4	82	14	35	10	14	7	2	5			



		No. of Accident																																														
District	2016								2017								2018								2019								2020															
	Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above		Age 60-65		Age 66-70		Age 71-80		Age 81 or above									
Driver = D Pedestrian = P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P	D	P
Sha Tin	66	14	23	9	10	17	2	7	77	16	41	13	17	15	1	13	70	21	36	17	13	15	5	12	79	20	42	9	18	10	2	7	97	11	34	6	27	17	5	3								
Sai Kung	30	12	10	3	11	6	0	9	34	8	12	5	7	8	0	8	40	7	11	6	3	6	0	5	32	6	15	8	5	7	0	6	39	6	15	6	5	3	4	4								
Islands	21	2	3	3	1	1	2	1	22	4	7	5	5	4	0	0	34	8	15	7	4	4	2	2	35	12	11	1	2	3	2	0	22	6	9	1	1	5	0	0								

\* A traffic accident may involve both driver and pedestrian casualties.

**Numbers of accidents involving drivers aged 60 or above  
by driver contributory factor\* between 2016 and 2020**

<b>Driver Contributory Factor</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Careless cycling	60	65	69	58	84
Careless lane changing	243	230	289	367	333
Dazzled by headlight	0	0	1	0	0
Dazzled by other lights	1	0	0	4	0
Disobey directions of a police officer	1	0	1	0	0
Disobey double white lines	2	2	4	6	0
Disobey give way sign (slow)	45	38	58	68	64
Disobey stop sign (halt)	15	19	15	28	22
Disobey traffic signal/light	46	53	70	77	62
Drink driving	3	6	3	2	2
Driving a dangerous vehicle	6	2	2	0	2
Driving inattentively	780	774	963	830	670
Driving on wrong side of road	5	5	3	11	3
Driving too close to kerb	6	4	3	13	10
Driving too close to vehicle alongside	5	3	4	7	7
Driving too close to vehicle in front	295	241	415	485	435
Driving too fast for road condition	4	2	2	2	1
Emerging from side road negligently	33	36	66	58	68
Exceeding speed limit	0	0	0	0	1
Failing to ensure the safety of passenger	79	84	70	73	62
Failing to keep to nearside of road	1	0	0	2	0
Failing to stop at a zebra crossing	1	3	7	5	4

<b>Driver Contributory Factor</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Furious/dangerous driving	2	6	6	4	10
Improper or illegal turn	5	0	1	2	5
Lost control of vehicle	161	198	212	248	302
Opened door negligently (driver)	12	15	12	8	20
Overtaking on offside/nearside negligently	24	22	29	35	38
Reversing negligently	63	69	86	72	80
Rolling backwards/forwards-failed to set handbrake	10	4	11	3	8
Sleep or fatigue	3	4	3	0	0
Starting negligently	48	57	57	78	80
Stopping negligently	3	1	4	13	5
Sudden illness, or mental defect	1	3	2	3	3
To avoid collision or otherwise : swerving/stopping suddenly	62	66	54	80	40
Turning right/left negligently	120	153	176	177	173
U turning negligently	29	24	32	25	36
Vision affected by atmospheric conditions/sunlight	1	0	0	1	1
Other driver factors	208	130	117	78	63
No driver factor	1 472	1 702	1 612	2 048	1 770
<b>Total</b>	<b>3 616</b>	<b>3 824</b>	<b>4 232</b>	<b>4 610</b>	<b>4 192</b>

\* A traffic accident may involve no or multiple contributory factors.

**Numbers of accidents involving pedestrian casualties aged 60 or above  
by casualty contributory factor\* between 2016 and 2020**

<b>Casualty Contributory Factor</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Crossing road heedless of traffic (at crossing)	56	51	33	46	20
Crossing road heedless of traffic (elsewhere)	94	72	18	26	31
Drunk	0	1	1	0	0
In road, not crossing (jay walking)	48	20	44	34	15
Listening to audio device	0	0	1	0	0
Pedestrian inattentiveness	134	97	164	150	147
Suffering from illness, or mental defect	0	0	0	0	0
Other pedestrian factors	38	30	29	40	14
No casualty factor	648	714	731	710	603
<b>Total</b>	<b>1 096</b>	<b>1 057</b>	<b>1 102</b>	<b>1 049</b>	<b>866</b>

\* A traffic accident may involve no or multiple contributory factors.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)200**

**(Question Serial No. 3112)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), would the Government advise this Committee of the following:

1. the total amount of subsidies disbursed by the Government, the number of beneficiaries per month and the average monthly per capita amounts claimed since the implementation of the Scheme (list in table form);
2. the monthly number of beneficiaries with expired subsidy since the implementation of the Scheme and the amount involved;
3. the number of cases involving improper claiming the subsidies, the categories of cases and the progress of follow-up since the implementation of the Scheme;
4. the manpower and expenditure involved in the Scheme;
5. The financial burden of the public has greatly increased due to the epidemic. Whether the Government will consider lowering the subsidy threshold to \$200 or below, and regularising this initiative? If yes, what are the details? If no, what are the reasons?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 79)

Reply:

1. Based on the actual public transport expenses of commuters under the Scheme, the monthly subsidy amount, number of beneficiaries and average amount of monthly subsidy per beneficiary are listed below:

<b>Month</b>	<b>Subsidy amount (\$ million)</b>	<b>Number of beneficiaries (million)</b>	<b>Average amount of monthly subsidy per beneficiary (\$)</b>
January 2019	185.7	2.35	79.0
February 2019	120.9	1.94	62.3
March 2019	181.8	2.36	77.0
April 2019	152.8	2.18	70.1
May 2019	171.2	2.26	75.8
June 2019	158.1	2.20	71.9
July 2019	169.6	2.22	76.4
August 2019	162.5	2.15	75.6
September 2019	157.0	2.17	72.4
October 2019	141.0	1.99	70.9
November 2019	121.7	1.80	67.6
December 2019	151.3	2.10	72.0
January 2020	170.4	1.92	88.8
February 2020	90.4	1.08	83.7
March 2020	121.0	1.33	91.0
April 2020	91.8	1.12	82.0
May 2020	138.9	1.50	92.6
June 2020	152.3	1.66	91.7
July 2020	210.9	2.38	88.6
August 2020	180.8	2.09	86.5
September 2020	236.9	2.53	93.6
October 2020	263.9	2.89	91.3
November 2020	271.9	2.87	94.7
December 2020	218.0	2.42	90.1
January 2021	218.2	2.43	89.8
February 2021	196.9	2.46	80.0

2. Under the Scheme, the subsidy for each month is valid for collection within three months. As at end February 2021, the number of beneficiaries with expired subsidy from January 2019 to October 2020 is listed below (the subsidy for November 2020 onwards remains valid for collection as at end February 2021 and hence is not included in the table below):

<b>Month</b>	<b>Number of beneficiaries with expired subsidy (rounded off to the nearest thousand)</b>
January 2019	326 000
February 2019	259 000
March 2019	403 000
April 2019	363 000
May 2019	395 000
June 2019	387 000
July 2019	396 000
August 2019	390 000
September 2019	375 000
October 2019	314 000
November 2019	257 000
December 2019	421 000
January 2020	383 000
February 2020	105 000
March 2020	133 000
April 2020	106 000
May 2020	187 000
June 2020	241 000
July 2020	530 000
August 2020	402 000
September 2020	527 000
October 2020	721 000

3. The Transport Department (TD) has been adopting a series of risk-based monitoring measures to ensure proper use of public funds under the Scheme and minimise the risks of abuse. Since the implementation of the Scheme, three suspected fraudulent cases involving staff of two transport operators have been identified. A staff of the public transport operator in one of these cases was convicted while the other two cases are currently under the investigation by the Police. TD has conducted immediate review on the internal monitoring systems of the two operators and suggested early improvement measures. TD will continue to regularly review the effectiveness and sufficiency of the internal monitoring measures taken by all operators under the Scheme, and enhance the comprehensiveness of the monitoring system as and when necessary in order to minimise the risks of abuse.
4. The staff establishment involved in 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>

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2020-21 and 2021-22 are \$43.3 million and \$62.3 million respectively.

5. The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. In order to allow more public to benefit from the Scheme during the epidemic, the Government has implemented a Special Measure to temporarily relax the monthly public transport expenses threshold from \$400 to \$200 since 1 July 2020.

In order to ensure proper use of public funds under the Scheme, the Government will adopt a prudent fiscal management approach and carefully balance various considerations when formulating the long-term arrangement of the Scheme.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)201****(Question Serial No. 0594)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2020, the Transport Department (TD) handled fare increase applications from franchised bus, green minibus (GMB), taxi and franchised and licensed ferry operators. Regarding these applications from public transport service operators, please list the application dates, approved effective dates of increase, amounts and rates of increase, and TD's manpower and estimated expenditure involved in handling them.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 1)Reply:

In 2020-21, TD completed processing the following fare increase applications from franchised bus, GMB and franchised ferry modes:

## (a) Franchised Bus

No.	Franchised Bus Company	Effective Date	Fare Adjustment Level	Application Date
1.	Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1))	Phase one: 4 April 2021  Phase two: 2 January 2022	Phase one: 8.5%  Phase two: 3.2%	9 August 2019
2.	New World First Bus Services Limited (NWFB)			
3.	The Kowloon Motor Bus Company (1933) Limited (KMB)	4 April 2021	Solely operated routes: 5.8% (Note 1)	7 September 2018
4.	New Lantao Bus Co. (1973) Limited	4 April 2021	9.8%	28 September 2018
5.	Long Win Bus Company Limited (LW)	Rejected (Note 2)		7 September 2018

Notes:

1. The fares of KMB's cross-harbour routes jointly operated with CTB(F1)/NWFB will be increased following that of CTB (F1) and NWFB to be implemented in two phases as mentioned above. Taking into account the mitigating effect from KMB's Franchised Bus Toll Exemption Fund and the two-phase fare increases of KMB's cross-harbour routes jointly operated with CTB(F1)/NWFB, the actual weighted average rate of fare increase of KMB's solely operated routes will be 5.8%.
2. It is expected that the financial situation of LW will improve as the epidemic subsides, even if the existing fare level is to be maintained. The Executive Council therefore considered there being no strong justification for approving its fare increase application.

(b) GMB

No.	GMB Route	Effective Date	Fare Adjustment Amount	Fare Adjustment Level	Application Date
1.	Hong Kong Island (HKI) 43M	5 April 2020	Increased by \$0.1	Increased by 3.4%	July 2018
2.	HKI 44M	5 April 2020	Increased by \$0.2	Increased by 5.3%	July 2018
3.	HKI 47E	5 April 2020	Increased by \$0.6	Increased by 8.6%	July 2018
4.	HKI 47M	5 April 2020	Increased by \$0.3	Increased by 8.6%	July 2018
5.	HKI 47S	5 April 2020	Increased by \$0.3	Increased by 8.6%	July 2018
6.	HKI 48M	5 April 2020	Increased by \$0.3	Increased by 8.6%	July 2018
7.	Kowloon (Kln) 80M	11 April 2020	Increased by \$0.4	Increased by 9.5%	March 2018
8.	Kln 81K	11 April 2020	Increased by \$0.4	Increased by 9.5%	March 2018
9.	Kln 41A	5 July 2020	Increased by \$0.5	Increased by 11.9%	February 2019
10.	Kln 41M	5 July 2020	Increased by \$0.5	Increased by 11.9%	February 2019
11.	Kln 42	5 July 2020	Increased by \$0.5	Increased by 7.9%	February 2019
12.	HKI 9	19 July 2020	Increased by \$0.7	Increased by 10.3%	September 2018
13.	HKI 12	19 July 2020	Increased by \$0.5	Increased by 10.6%	September 2018
14.	HKI 12 (Short-working)	19 July 2020	Increased by \$0.5	Increased by 10.6%	September 2018
15.	HKI 13	19 July 2020	Increased by \$0.4	Increased by 10.5%	September 2018
16.	New Territories (NT) 308A	2 August 2020	Increased by \$0.6	Increased by 7.1%	August 2019
17.	NT 308M	2 August 2020	Increased by \$0.6	Increased by 7.1%	August 2019
18.	HKI 66	27 September 2020	Increased by \$0.4	Increased by 6.7%	September 2018
19.	HKI 66A	27 September 2020	Increased by \$0.4	Increased by 6.7%	September 2018

<b>No.</b>	<b>GMB Route</b>	<b>Effective Date</b>	<b>Fare Adjustment Amount</b>	<b>Fare Adjustment Level</b>	<b>Application Date</b>
20.	HKI 68	27 September 2020	Increased by \$0.3	Increased by 6.5%	September 2018
21.	HKI 10	4 October 2020	Increased by \$0.6	Increased by 4.8%	June 2018
22.	HKI 10P	4 October 2020	Increased by \$0.6	Increased by 4.8%	June 2018
23.	HKI 31	4 October 2020	Increased by \$0.6	Increased by 5.5%	June 2018
24.	HKI 31X	4 October 2020	Increased by \$0.6	Increased by 5.5%	June 2018
25.	HKI N31	4 October 2020	Increased by \$0.8	Increased by 5.0%	June 2018
26.	HKI 36X	18 October 2020	Increased by \$1	Increased by 13.3%	July 2019
27.	HKI 37	18 October 2020	Increased by \$0.5	Increased by 11.1%	July 2019
28.	Kln 59	15 November 2020	Increased by \$0.4	Increased by 10.8%	December 2018
29.	Kln 59M	15 November 2020	Increased by \$0.3	Increased by 10.0%	December 2018
30.	NT 3	13 December 2020	Increased by \$0.2	Increased by 5.9%	June 2019
31.	NT 3A	13 December 2020	Increased by \$0.3	Increased by 6.4%	June 2019
32.	NT 4	13 December 2020	Increased by \$0.2	Increased by 6.1%	June 2019
33.	NT 4A	13 December 2020	Increased by \$0.3	Increased by 8.3%	June 2019
34.	HKI 14M	20 December 2020	Increased by \$0.6	Increased by 10.5%	November 2018
35.	HKI 21A	20 December 2020	Increased by \$0.5	Increased by 11.9%	November 2018
36.	HKI 21M	20 December 2020	Increased by \$0.5	Increased by 10.4%	November 2018
37.	Kln 34M	24 January 2021	Increased by \$0.3	Increased by 8.8%	June 2019
38.	Kln 34S	24 January 2021	Increased by \$0.3	Increased by 8.8%	June 2019
39.	Kln 35	24 January 2021	Increased by \$0.3	Increased by 8.1%	June 2019
40.	Kln 36A	24 January 2021	Increased by \$0.3	Increased by 8.8%	June 2019
41.	NT 75	6 February 2021	Increased by \$0.4	Increased by 5.1%	December 2019
42.	NT 75 (Short-working 1)	6 February 2021	Increased by \$0.3	Increased by 4.4%	December 2019
43.	NT 75 (Short-working 2)	6 February 2021	Increased by \$0.3	Increased by 6.4%	December 2019
44.	NT 76	6 February 2021	Increased by \$0.3	Increased by 4.8%	December 2019
45.	Kln 56	7 March 2021	Increased by \$0.4	Increased by 7.3%	March 2019

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 TD may differ.

In some cases, TD may also require the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, the fare increase applications concerning eight GMB routes were rejected by TD in 2020-21.

(c) Franchised ferry services

<b>No.</b>	<b>Franchised Ferry Service</b>	<b>Effective Date</b>	<b>Fare Adjustment Amount</b>	<b>Fare Adjustment Level</b>	<b>Application Date</b>
1.	Central – Tsim Sha Tsui	9 February 2021	Increased by \$0.3 to \$0.5	Increased by an average rate of around 16.5%	April 2019
2.	Wan Chai – Tsim Sha Tsui	9 February 2021	Increased by \$0.3 to \$0.5	Increased by an average rate of around 16.5%	April 2019

The work is undertaken by TD's existing staff as part of their normal duties and there are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)202**

**(Question Serial No. 0595)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

To tie in with the commissioning of the Shatin to Central Link (SCL), the Transport Department (TD) completed the study on the public transport service re-organisation plan (the PT Plan) in 2020. What are the details of the re-organisation plan and the manpower and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 2)

Reply:

To tie in with the commissioning of SCL, TD has completed the consultancy study on the co-ordination of other public transport services to assess the impact of SCL and devise the PT Plan. The PT Plan will include proposals on feeder services to the new railway stations as well as re-organisation or adjustments of service levels of existing road-based public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport networks. TD is reviewing and finalising the PT Plan, having regard to the latest passenger demand. TD will consult the relevant district councils in due course, tying in with the full commissioning of the Tuen Ma Line planned for the third quarter of 2021.

The implementation of the PT Plan is undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)203**

**(Question Serial No. 0596)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Is there any change in passengers' travel needs and patterns on the public transport services upon the commissioning of Tuen Ma Line Phase 1? Would the Transport Department (TD) adjust the road-based public transport services in accordance with the changes? If yes, what are the details? If no, by what measures would TD assist the public transport services affected by Tuen Ma Line Phase 1? What is the manpower and expenditure involved for the monitoring work related to Tuen Ma Line in 2021-22 in TD?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 3)

Reply:

Upon the commissioning of Tuen Ma Line Phase 1, TD has strengthened the public transport services connecting the two new railway stations, namely Kai Tak Station and Hin Keng Station. To facilitate passengers interchanging to the new railway line, two new feeder services have been introduced. They are green minibus route 68S (Hin Keng Station – Julimount Garden) and franchised bus route 22M (Kai Tak Cruise Terminal via Kai Tak Station – Prince Edward Road East). Besides, the terminating point of bus route 5A (Kai Tak – Tsim Sha Tsui) has been extended from Kowloon City to Kai Tak Station. On the other hand, TD has also been closely monitoring the change in patronage of the relevant road-based public transport services after the commissioning of Tuen Ma Line Phase 1 and implemented frequency adjustments on six franchised bus routes in the light of the reduced passenger demand.

The monitoring work related to Tuen Ma Line is undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)204**

**(Question Serial No. 0597)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of Matters Requiring Special Attention in 2021-22, the Transport Department (TD) will assist the Transport and Housing Bureau in matters relating to enhancing taxi service quality. What are the details of the tasks, the estimated expenditure and manpower involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 4)

Reply:

The Government has been maintaining close communication with the taxi trade to assist the trade in enhancing taxi service quality. In particular, TD established the Committee on Taxi Service Quality (CTSQ) in January 2018, which is chaired by the Commissioner for Transport, and consists of non-official members from the taxi trade, Legislative Council, District Council, academia, Transport Advisory Committee, Consumer Council, Hong Kong Tourism Board, and groups representing persons with disabilities. It serves as a multi-party platform for discussing various strategies and measures to drive changes to enhance the service quality of the some 18 000 existing taxis.

In the past three years, TD, in collaboration with the CTSQ, took forward a series of measures to help enhance taxi service quality, including publishing updated taxi service standards and guidelines, launching online training courses for in-service taxi drivers, organising an enhanced "Taxi Service Commendation Scheme" to recognise taxi drivers and taxi service management teams with outstanding service, enhancing the complaint handling mechanisms relating to taxi services, enhancing the taxi written test for applying a taxi driving licence, and introducing the pre-service course for taxi drivers, etc.

In 2021-22, TD will continue to collaborate with the CTSQ to encourage the taxi trade to further leverage on technology to enhance the operational efficiency and service quality of taxi services, such as setting up or integrating the taxi hailing application platforms, promoting fleet management and exploring the feasibility of installing electronic taxi meters for e-payment system and electronic driver identification plate, etc.

The Government will continue to maintain close communication with the trade and other stakeholders, and listen to their views in an open manner, in order to formulate appropriate and feasible measures to further enhance the taxi service quality.

The tasks of enhancing taxi service quality and providing secretarial support to the CTSQ are undertaken by the existing staff of TD. There is no separate breakdown of manpower and expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)205**

**(Question Serial No. 0598)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2021-22 of the Programme, it is mentioned that the Transport Department (TD) will provide subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses. Please provide details about the latest progress of the safety devices, the manpower and estimates of expenditure involved. Regarding safety devices with anti-collision and lane keeping warning systems, will the Government consider extending the installation of these devices on other public transport modes, in particular taxis and public light buses (PLBs)? These public transport modes have been facing upsurge of insurance fee since recent years and it is believed that enhancement on their operation safety and reduction in accident rate can alleviate the pressure of increasing insurance fee. If the Government will extend the subsidy scheme of installation of safety devices to other public transport modes, please provide details concerned. If not, what measures will the Government take to enhance the safety of other public transport modes?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 5)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belt 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).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, TD has conducted cost-benefit analyses on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, franchised bus operators will install ESC and speed limiting retarder on around 4 000 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. As at end 2020, the number of buses installed with seat belt, ESC and speed limiting retarder are 102, 125 and 125 respectively, involving a total government subsidy of around \$19.1 million.

To take forward the above tasks, TD has created five time-limited civil service posts 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 salaries of the five posts is \$3,814,680.

Apart from installing safety devices, franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane keeping warning systems. As at end 2020, franchised bus operators have installed the devices on all buses operating the airport/North Lantau routes at their own costs. The franchised bus operators will continue to monitor the use of these driver assistance systems so as to establish the effectiveness of these add-on devices on different operation environment before deciding whether such devices should be used on all routes. Currently, the Government does not have a plan to provide subsidy to them to install this kind of driving assistance systems.

Regarding the installation and use of safety devices on other public transport modes, TD has all along been keeping close liaison with the trades to encourage them to use safety devices which are appropriate for individual modes, having regard to their management and operational modes and needs. For PLBs, it is now a mandatory requirement for new registered PLBs to be installed with approved speed limiter with a pre-set maximum speed of 80 km per hour, speed display panel and electronic recording device (commonly called “black box”). For non-franchised buses (NFB), a task force has been set up by TD involving the trade representatives since December 2018 to enhance the safety of NFB. The NFB trade has agreed that new buses licensed in Hong Kong after November 2019 will be equipped with seat belts, electronic recording device and speed limiter. Some larger NFB operators have also embarked on trials on the use of advanced driver assistance systems.

TD will continue to encourage vehicle manufacturers to introduce vehicle safety devices for public transport vehicles, including PLBs and taxis. At the same time, TD will continue to monitor the safety of public transport operation and study the feasibility of various vehicle and driver assistance technologies, with a view to establishing relevant standards for the trades to introduce new technologies to enhance driving safety. TD will also keep close liaison with the public transport trades to explore measures to enhance driving and road safety.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)206**

**(Question Serial No. 0599)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2021-22 that the Transport Department (TD) will commission a comprehensive traffic and transport strategy study which includes planning a territory-wide travel characteristics survey (TCS). What are the details of the work plan and timetable for the study and survey, and the manpower and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

TD is formulating the scope and the detailed arrangements for the traffic and transport strategy study. There is currently no breakdown of manpower and expenditure. TD is planning to conduct TCS in 2022, the information collected from which will be used to enhance the Comprehensive Transport Study (CTS) Model. The survey findings will form the basis on which TD's traffic and transport strategy study will be conducted.

It is anticipated that the expenditure on the preparation of TCS and enhancement of the CTS Model is about \$3.56 million for 2021-22. The management of the tasks is undertaken by the existing staff of TD and there is no separate breakdown on the manpower involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)207**

**(Question Serial No. 0600)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

What is the latest progress of launching “water taxi” ferry service, which operates via Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central? What are the estimated manpower and expenditure involved in the planning and implementation of “water taxi” service in 2021-22? It is anticipated that patronage of the ferry service will be affected by the COVID-19 epidemic. What are the measures that the Government will help the ferry operator to tide over the difficulties and keep operation of the service financially viable?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

The Transport Department (TD) selected Fortune Ferry Company Limited (Fortune Ferry) as the operator of the “water taxi” service in March 2020 after conducting an open tender exercise. The operator is gearing up for the service. Subject to the development of the pandemic and rebound of the tourism sector, it is expected that the “water taxi” service will launch trial services in the second half of 2021.

To help reduce the operating costs of ferry services, the Government has implemented various measures in recent years, including reimbursing pier rental and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme and allowing ferry operators to sub-let premises at piers for commercial purposes. Fortune Ferry, who is also the operator of the “Central – Hung Hom” and other ferry routes, is eligible for the above measures.

The work involved in planning and implementation of the “water taxi” service is undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)208**

**(Question Serial No. 0601)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The operation of various public transport services and commercial vehicles was hard hit by the social movements in 2019 and the rampant spread of COVID-19 in 2020. What measures did the Government take in the past two years to support the operators of various public transport and commercial vehicles, including taxis, green minibuses (GMB), red minibuses (RMB), franchised buses, trams, goods vehicles/heavy vehicles, school buses, non-franchised buses and ferries? What are the fiscal amounts and expenditure involved? What support will the Government provide in 2021-22 to help these operators tide over the difficulties? What are the estimates of expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

With a view to providing comprehensive and continuous financial support to the transport trades hard hit by COVID-19, the Government has reserved an amount of \$6.3 billion to provide the following subsidy under the Anti-epidemic Fund (AEF) in 2020 and 2021 with details set out in the table below.

The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

<b>Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million) (as at 24 March 2021)</b>
Taxi and public light bus (PLB)	Fuel subsidy of a \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG taxis and PLBs, and reimburse one-third of the actual fuel cost for petrol taxis and diesel PLBs for 12 months from 1 July 2020 to 30 June 2021	245.4
	One-off non-accountable subsidy of \$30,000 to registered owners of each taxi and RMB, and passenger service licence (PSL) holders of each GMB	672.9
	Monthly subsidy of \$6,000 for six months to each eligible active taxi and RMB driver or a lump sum of \$7,500	1,665.7
	Wage subsidy of \$6,000 for six months to GMB operators in respect of hiring each eligible employee aged 65 or above	99.2
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity cost for 12 months from 1 July 2019 to 30 June 2020	344.3
	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020	152.6
Non-franchised bus (NFB)	One-off non-accountable subsidy of \$20,000, \$30,000 and \$15,000 to registered owners of each non-franchised public bus under the first three rounds of AEF respectively	453.4
School private light bus and hire car	One-off non-accountable subsidy of \$10,000, \$30,000 and \$15,000 to registered owners of each school private light bus and hire car under the first three rounds of AEF respectively	188.5
Goods vehicle	One-off non-accountable subsidy of \$10,000 to registered owners of each goods vehicle	1,153.4

<b>Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million) (as at 24 March 2021)</b>
Local ferry	Fuel subsidy to reimburse one-third of actual fuel cost for 12 months from 1 July 2019 to 30 June 2020	47.9
	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020	16.0
	Wage subsidy of \$6,000 for six months to local ferry operators in respect of hiring each eligible employee aged 65 or above	3.2
	One-off non-accountable subsidy of \$20,000 to kaito operators for each vessel deployed in kaito services	1.7

Apart from the provision of subsidy under the AEF, the Government has provided various forms of supporting measures to the transport trades in the past two years and most of them will continue in 2021-22. The details are set out in the table below:

<b>Transport Modes</b>	<b>Exemption / Subsidy Items</b>	<b>Amount (\$'000)</b>	<b>Estimated Amount (\$'000)</b>	
		<b>2019-20</b>	<b>2020-21</b>	<b>2021 -22</b>
Franchised bus	Exemption of vehicle licence fees (Note 1)	25,845	26,789	26,789
	Reimbursement of government rent and government land rental (Note 1 and 2)	412,850	110,749	268,128
	Exemption of tolls of government tunnels and roads (Note 3)	279,666	244,883	219,023
	Exemption of first registration tax	29,413	33,453	33,453
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	1,308	5,950	4,463

Transport Modes	Exemption / Subsidy Items	Amount (\$'000)	Estimated Amount (\$'000)	
		2019-20	2020-21	2021 -22
Franchised bus	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	3,410	6,270	(Note 5)
	Subsidy for installation of safety devices on existing buses (Note 6)	-	39,000	(Note 6)
NFB	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	3,665	15,692	11,769
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	664	6,119	4,589
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles (Note 4)	56	510	460
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles (Note 4)	307	1,305	1,025
	Waiver of fees payable for the new issue or renewal of Closed Road Permit (CRP) for eligible types of vehicles (Note 4)	106	589	442
School private light bus	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	789	6,083	4,562
Private light bus (including school private light bus)	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	281	9,181	6,886
Tram	Subsidy for tram track replacement at critical locations (Note 7)	7,609	7,713	-
	Reimbursement of government rent and government land rental (Note 2 and 8)	5,698	1,620	3,659



Transport Modes	Exemption / Subsidy Items	Amount (\$'000)	Estimated Amount (\$'000)	
		2019-20	2020-21	2021 -22
Taxi	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	12,412	55,226	41,419
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	1,276	9,880	7,410
Ferry	Exemption of vessel licence fees (Note 9)	214	226	246
	Reimbursement of pier rental (Note 9)	8,804	2,258	5,766
	Reimbursement under Special Helping Measures (SHM) for the outlying island ferry routes (Note 10)	120,241	122,746	180,908
PLB	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	8,431	34,823	26,117
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	370	2,710	2,033
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles (Note 4)	43	300	280
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles (Note 4)	215	730	570
Goods vehicle	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	118,512	496,388	372,291
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	21,302	94,823	71,117
	Waiver of fees payable for the new issue or renewal of CRP for eligible types of vehicles (Note 4)	1,513	5,287	3,965

Transport Modes	Exemption / Subsidy Items	Amount (\$'000)	Estimated Amount (\$'000)	
		2019-20	2020-21	2021 -22
Hire car	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	2,220	7,498	7,311
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	4	12	9
	Waiver of fees payable for the new issue or renewal of CRP for eligible types of vehicles (Note 4)	68	248	186
	Waiver of fees payable for the new issue or renewal of Hire Car Permit (Note 4)	337	1,211	960

Notes:

1. The Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations under the Elderly Concessionary Fare Scheme.
2. The Government has provided 75% rental concession of Short Term Tenancy sites from 1 April 2020 to 31 March 2021 and will further extend the concession to 30 September 2021.
3. Under the “Franchised Bus Toll Exemption Fund” arrangement, franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019, with a view to relieving fare increase pressure.
4. The Government has waived vehicle licence fees and vehicle examination fees for registered commercial vehicles, as well as fees payable for the new issue or renewal of PSL, PSLC, Hire Car Permit and CRP for eligible types of vehicles for two years from December 2019 to December 2021 under the relief measures announced by the Financial Secretary on 15 August 2019 and 15 September 2020.
5. The spending in 2021-22 will depend on the result of tender exercise by the franchised bus companies on the supply and installation of the facilities and the installation progress, and is therefore not available at this juncture.
6. The Government subsidises franchised bus operators 80% of the cost to install electronic stability control, speed limiting retarder and seat belt on all seats in the upper deck on appropriate existing franchised buses. The installation works have commenced progressively since the third quarter of 2020. The spending in 2021-22 will depend on the installation progress of franchised bus operators and is therefore not available at this juncture.

7. The Government has subsidised Hong Kong Tramways Limited (HKT) for replacement of tram track at sharp bends and key junctions with the use of the rail jacket technology on a matching basis. For every metre of the track which HKT has replaced, the Government would provide funding for installation of another metre of the track on a reimbursement basis. The replacement project involves 2.35 km of tram tracks and a government subsidy of \$19.6 million.
8. The Government has reimbursed HKT the rentals of government land used for tram operations under the Elderly Concessionary Fare Scheme.
9. 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 Fare Scheme.
10. Under SHM, subsidies are made through reimbursement of certain expenses associated with the operation of the ferry services, such as vessel-related and pier-related expenses. In 2017-18 to 2020-21, SHM were continued to provide to the six major outlying island ferry routes which include “Central – Cheung Chau”, “Central – Mui Wo”, “Inter-Islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Peng Chau”; “Central – Yung Shue Wan”, and “Central – Sok Kwu Wan” routes. From 2020-21 onward, SHM have been gradually extended to cover other outlying island ferry routes starting from their new licence periods. As at 28 February 2021, SHM were also provided to five more outlying island ferry routes including the “Discovery Bay – Central”, “Ma Wan – Central”, “Ma Wan – Tsuen Wan”, “Aberdeen – Sok Kwu Wan via Mo Tat” and “Discovery Bay – Mui Wo” routes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)209**

**(Question Serial No. 0602)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport Department (TD) will continue with the study on the hierarchy and level of tolls of government tolled tunnels and road. What is the latest progress of the study? When will it be completed and when will consultation be undertaken? What are the manpower and expenditure involved in the study?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

TD commenced the Study on "Congestion Charging" (the Study) in July 2019. The Study would adopt the principle of "Efficiency First" to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and road, while imposing higher tolls on vehicles with low carrying capacity. In view of the possible impact of the COVID-19 pandemic on the travelling pattern of the general public, TD is reviewing its work plan for the Study including the collation of the latest information and data through a traffic survey. TD will consult relevant stakeholders on the recommendations arising from the Study in a timely manner.

In 2021-22, the estimated expenditure of the Study is \$3.1 million. As the Study is overseen by the existing staff of TD, there is no separate breakdown of the manpower and the associated expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)210**

**(Question Serial No. 0603)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding parking spaces, please provide the latest number of parking spaces for each vehicle type and the increase in number of parking spaces for each vehicle type in 2020 compared with 2019. In 2021-22, the Transport Department (TD) will take forward the recommendations of the study on parking for commercial vehicles (CVs). Please inform this Committee of the latest progress and the expenditure involved in implementing various measures.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 10)

Reply:

The numbers of parking spaces by vehicle type as at February 2021 and the numbers of newly provided parking spaces by vehicle type in 2020-21 are tabulated at **Annex 1** and **Annex 2** respectively.

The recommendations arising from the consultancy study on parking for CVs are being taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The recommendations and latest progress of implementation are tabulated at **Annex 3**. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

**Numbers of Parking Spaces by Vehicle Type as at February 2021<sup>^</sup>**

<b>Private Car #</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total <sup>μ</sup></b>
689 262	40 704	4 623	36 575	771 164

<sup>^</sup> The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

# Private car parking spaces can be used by private cars, taxis, as well as van-type light goods vehicles with such sizes that can be accommodated within the private car parking spaces.

<sup>μ</sup> The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

**Numbers of Newly Provided Parking Spaces by Vehicle Type in 2020-21<sup>^\*</sup>**

<b>Private Car #</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
6 687	179	89	619	7 574

<sup>^</sup> The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

<sup>\*</sup> The table does not represent the net change of parking spaces by vehicle type in 2020-21. The table provides the number of newly provided parking spaces commissioned in 2020-21 excluding the adjustment or reduction of existing parking spaces during the same period.

<sup>#</sup> Private car parking spaces can be used by private cars, taxis, as well as van-type light goods vehicles with such sizes that can be accommodated within the private car parking spaces.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	In 2020, 66 new on-street night-time CV parking spaces and on-street parking spaces for coaches were provided. During the same period, six new picking-up/setting-down facilities were provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2020/21 school year, a cumulative total of 28 schools provided about 80 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable short-term tenancy (STT) car parks a minimum number of parking spaces for CVs	As at December 2020, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 36 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight suitable sites for public CV parks have been identified.</p> <p>As at early March 2021, among these eight sites, pre-construction activities are being conducted for the Amenity Complex in Area 103, Ma On Shan. For the Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai and the proposed Open Space cum Underground Car Park at To Wah Road, West Kowloon, consultations with the relevant District Councils are on-going.</p> <p>TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for the other five sites.</p>
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision	TD has consulted relevant stakeholders and plans to promulgate the revised parking standards with due consideration to the views collected.



<b>Recommendations</b>	<b>Latest Progress</b>
(6) Stipulate the opening up of part of ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs	New lease conditions to require the owners of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been formulated and will be incorporated in the Conditions of Sale for suitable new Government land sale sites.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)211**

**(Question Serial No. 0604)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport Department (TD) will continue to carry out a pilot renovation project for the Yung Shue Wan Ferry Pier to enhance its design and facilities for providing passengers with a more comfortable waiting environment. What is the latest progress of the work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 11)

Reply:

TD, supported by the Architectural Services Department, is carrying out a pilot renovation project for upgrading the Yung Shue Wan Ferry Pier with a view to providing ferry passengers with a better waiting environment. The improvement works started in July 2019 and are being carried out in phases. Some new facilities including toilet facilities and a baby-care room have been put in use. It is anticipated that the whole project will be completed in the fourth quarter of 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)212**

**(Question Serial No. 0605)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna Law)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport Department (TD) will continue to carry out the pilot renovation project of the Ma On Shan Town Centre Public Transport Terminus (MOS PTT) for enhancing its design and facilities in order to provide a more comfortable waiting environment. What is the progress of the concerned renovation works? What is the plan for renovation projects for other public transport interchanges (PTIs) in the coming five years and the concerned expenses?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 12)

Reply:

TD, supported by the Architectural Services Department, is carrying out a pilot renovation project at MOS PTT with a view to providing passengers with a more comfortable waiting environment. The pilot project includes the provision of air-conditioned passenger waiting hall with seats, bus regulator office with toilets and passenger's facilities (such as Wi-Fi services and electronic information display panels etc.), as well as enhancement of lighting. Currently, the departments are working on the final design and detailed implementation programme. The construction works are planned to commence in the second quarter of 2021 for completion in the first quarter of 2023. The estimated total expenditure of the project is about \$29 million. The Government will take into account the outcome of the MOS PTT pilot project and passengers' feedback to consider further renovation projects at other PTIs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)213**

**(Question Serial No. 0606)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

At present, some public light bus (PLB) stands only allow PLBs to queue for picking up and setting down passengers. When not in service at night, PLBs parked at PLB stands may be ticketed by the Police for illegal parking. In this connection, please advise this Committee of the following: the number of cases of PLBs ticketed for illegal parking at PLB stands in the past three years; the number of parking spaces available for use by PLBs in the 18 districts; and details of the Government's work in increasing the provision of PLB parking spaces in 2021-22, the expenditure involved and the estimated number of additional parking spaces so provided.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 13)

Reply:

The Hong Kong Police Force does not keep any records on fixed penalty tickets issued against illegal parking at PLB stands by vehicle types.

In order to cater for the operational needs of the relevant public transport services and optimise the use of limited land resources, PLBs may park at designated public transport interchanges (PTIs) and PLB stands at night. The number of night-time parking spaces designated for PLBs at PTIs and PLB stands in each district are tabulated at **Annex**. In addition, PLBs can also park at off-street car parks (such as short-term tenancy (STT) car parks) or on-street parking spaces that allow PLB parking.

The Government has been actively pursuing a host of short- and medium- to long-term measures to increase the supply of commercial vehicles (CVs) (including PLBs) parking spaces, including but not limited to the following:

- (a) designating suitable on-street locations as night-time parking spaces for CVs;
- (b) specifying in the tenancy agreement of suitable STT car parks a minimum number of parking spaces for CVs;

- (c) identifying suitable sites for public CV parks following the principle of “single site, multiple uses”;
- (d) taking forward the review of the standards on parking spaces and loading/unloading bays for CVs stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision for CVs; and
- (e) stipulating the requirements to open up part of the ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs.

The work in relation to increasing the provision of parking is undertaken by the Transport Department’s (TD) existing staff. There is no separate breakdown of the expenditure involved.

Since the number and progress in the provision of new parking spaces hinge on a host of factors including consultation with the local community, TD is not in a position to make a precise projection on the number of parking spaces to be provided in the coming years.

**Numbers of Night-time Parking Spaces Designated for PLBs in PTIs and PLB Stands  
by District  
(as at February 2021)**

<b>District</b>	<b>Number</b>
Central & Western	46
Wan Chai	9
Eastern	33
Southern	13
Yau Tsim Mong	24
Sham Shui Po	29
Kowloon City	4
Wong Tai Sin	24
Kwun Tong	57
Tsuen Wan	16
Tuen Mun	21
Yuen Long	38
North	21
Tai Po	4
Sai Kung	21
Sha Tin	12
Kwai Tsing	16
Islands	3
<b>Total</b>	<b>391</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)214**

**(Question Serial No. 0607)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2020, the number of applications for taxi written test received by the Transport Department (TD), as compared with that of 2019, has drastically decreased by 50% to 4 812 cases. Only 43% of the taxi written tests were conducted within 60 days upon application, with suspension of driving test (written test) services on three occasions during the COVID-19 pandemic being the main reason behind. In response to the substantial demand for taxi drivers in the market, will TD allocate more resources for enhancing the taxi written test services, such as increasing the number of written test venues, test sessions or number of candidates? If so, what are the details and the additional expenditure to be involved? In the long run, will TD consider shortening the existing target of 60 days for arranging taxi written test?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 14)

Reply:

In 2020, the driving test (written test) service (including taxi written tests) was intermittently suspended as part of the Government's anti-epidemic and social distancing measures under COVID-19. Upon resumption of the driving test (written test) services after each suspension, TD had deployed additional resources to expedite the rescheduling of all suspended written tests and provided extra written test sessions on weekdays and Saturdays to facilitate affected candidates to take their tests as soon as possible. The related work was absorbed by TD's existing manpower.

Between 2017 and 2019, the number of taxi written tests arranged was maintained at an average of 9 400 per year and the average waiting time was maintained at less than 60 days. The allocated test sessions could generally cater for the demand. TD will continue to monitor the demand for taxi written tests and explore the feasibility of providing extra written test sessions with a view to reducing the waiting time for these tests as far as practicable.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)215****(Question Serial No. 0608)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Due to the outbreak of COVID-19 pandemic, the walk-in counter services of the Licensing Offices of the Transport Department (TD) were suspended for a certain period of time in 2020, during which members of the public had to submit applications either by drop-in box, by post or online. As the processing time of applications submitted through these channels would be longer than those submitted in person, some commercial vehicle owners were therefore unable to renew their vehicle licences in time and were issued with fixed penalty tickets for driving with an expired vehicle licence. In this connection, please inform this Committee of the number of applications for vehicle licence and driving licence that were submitted in person, by drop-in box, by post and online in 2019 and 2020, and the respective processing time required. As the pandemic is expected to last for some time, submitting applications by drop-in box, by post, and online will become a new phenomenon. As such, will TD consider deploying additional resources to expedite processing of applications submitted by drop-in box, by post and online? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 15)

Reply:

The numbers of applications for vehicle licences and driving licences (including full driving licence, probationary driving licence and learner's driving licence) processed by TD in 2019 and 2020 are tabulated below:

<b>Year</b>	<b>Number of Vehicle Licence Applications Processed</b>	<b>Number of Driving Licence Applications Processed</b>
2019	886 538	535 237
2020	887 797	378 540 <sup>Note</sup>

Note: In 2020, due to the end of upsurge in renewal applications of the ten-year driving licences and the outbreak of COVID-19 pandemic, the numbers of full driving licence renewal applications and direct issue of full driving licence applications have decreased by 37% and 65% respectively.



In 2019, about 90% of applications were submitted in person, and the rest were submitted through non-counter means (i.e. by drop-in box, by post and online). For applications submitted in person, 96% and 99% of the applications for vehicle licence and driving licence renewal were processed within 70 minutes respectively. For applications submitted through non-counter means, all were processed within ten working days.

In 2020, to align with the Government's anti-epidemic and social distancing measures under COVID-19, walk-in counter services were intermittently suspended. As a result, about 70% of applications were submitted through non-counter means, and 30% were submitted in person. Given the substantial increase in the number of applications submitted through non-counter means and that handling of such applications involved longer processing time (e.g. contacting applicants to seek clarification or to request additional documents), the processing time of these applications was longer than that in 2019. For applications submitted through non-counter means, 89% of the applications were processed within ten working days. For walk-in counter services, the Licensing Offices were unable to conduct waiting time surveys given that the services were intermittently suspended.

As licensing services are considered as essential public services, TD has deployed additional resources to assist in handling and expediting the processing of the licensing applications received since March 2020. TD will continue to review the effectiveness of the manpower arrangements taking into account the epidemic situation and operational needs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 0609)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport Department (TD) will conduct process re-engineering of licensing services to improve efficiency and customer service. What are the details of the relevant work, and the expenditure involved? Will TD consider to unify the services of its existing licensing offices? Currently, the four licensing offices are located at Admiralty, Cheung Sha Wan, Kwun Tong and Sha Tin. In view of the migration of population to the new developed areas in the Northwest New Territories, will the Government consider setting up a new licensing office in the New Territories West, such as the Hung Shui Kiu New Development Area? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 16)

Reply:

The Licensing Unit of TD consists of four licensing offices located in Admiralty, Cheung Sha Wan, Kwun Tong and Sha Tin respectively. The range of licensing services currently provided at the four licensing offices are determined with respect to their locations, sizes and staffing. The smaller licensing offices focus on providing the essential and mostly needed licensing services, such as renewal of driving licences, vehicle licences and issuance of international driving permits, etc. Instead of considering setting up additional licensing offices, TD has been working on online licensing services in order to reduce the reliance of counter services and provide greater convenience for members of the public in handling licensing applications by saving their queuing time at licensing offices and allowing them to submit applications anytime and anywhere.

As an initiative to promote online licensing services, and with the adoption of “iAM Smart” introduced by the Office of the Government Chief Information Officer, TD has been working on the enhancement of 11 types of existing online licensing services (including renewal of full driving licence and vehicle licence) by phases starting from December 2020. Online application for renewal of vehicle licence and renewal of full driving licence using “iAM Smart” as identity authentication has been accepted by TD starting from 30 December 2020, with a view to simplifying and expediting the identity authentication procedures.

In 2021-22, TD will continue to further enhance the operational efficiency of its licensing offices by providing more user-friendly services to the public, including the extension of online licensing services to other types of licensing applications and to explore the feasibility of introducing electronic licences. The additional workload will be absorbed by TD with existing resources and no separate breakdown can be provided.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)217**

**(Question Serial No. 0610)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport Department (TD) will continue to study legislative amendments to motor vehicle construction regulations. What are the details of the relevant work and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 17)

Reply:

TD is committed to keeping abreast of the development of vehicle construction standards and promoting vehicle safety through updating vehicle construction regulations, establishing relevant technical safety standards or requirements, as well as formulating guidelines for installation of add-on devices or vehicle modifications.

In 2021-22, TD plans to complete the legislative amendment exercise to introduce alternative means of emergency exits for light bus. TD will also continue to keep abreast of the international vehicle construction standards and consider legislative amendments if necessary.

The above work is undertaken by TD's existing staff as part of their normal duties and there is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)218****(Question Serial No. 0611)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards combating illegal carriage of passengers for hire or reward, please inform this Committee the numbers of vehicles detained with their vehicle licences being suspended by the Transport Department (TD) after conviction by the court for illegal carriage of passengers for hire or reward in the past three calendar years; and the number of convicted cases in which the vehicle licences have not been suspended, and the reasons. In 2021-22, TD will continue to assist the Transport and Housing Bureau in undertaking measures to combat illegal carriage of passengers for hire or reward. What are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 18)

Reply:

While the Police takes enforcement actions against offences in respect of illegal carriage of passengers for hire and reward, TD, after receipt of a notification of conviction of offence, will suspend the related vehicle licence and detain the relevant vehicle according to the legislation. The numbers of vehicles detained, with their vehicle licences suspended by TD after conviction by the court in the past three calendar years are set out below:

<b>Year</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
No. of vehicles detained and licence being suspended by TD	39	78	44

TD has put in place a number of measures to prevent members of the public from inadvertently riding on private cars that carry passengers for hire or reward without valid Hire Car Permits (HCPs). Such measures include publicity through various channels such as online promotional video, broadcasting announcements on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts serve to further enhance the public's awareness of legal hire car service and promote the identification of a valid hire car by checking if it has a valid HCP. The public are encouraged to enquire with the service operator or make use of TD's Online Checking

System to ascertain whether an HCP has been issued in respect of the private car concerned before the journey starts. TD will continue with the publicity efforts and work with the Police on information exchange to combat illegal carriage of passengers for hire or reward.

The relevant tasks have been undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of resources involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)219****(Question Serial No. 0612)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and introduction of new green minibus (GMB) services, please inform this Committee of the details of the 11 routes introduced in 2020, the details and service commencement dates of the two GMB routes planned to be introduced in 2021, and the manpower and expenditure involved in planning and introducing new GMB services. To encourage more red minibuses (RMBs) to convert to GMBs, what is the work plan of the Transport Department (TD) in expediting the introduction of new GMB services? Will TD consider introducing GMB services in Tung Chung having regard to the increase in population there? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 19)

Reply:

TD introduced a total of 11 GMB routes in 2020 and plans to introduce two GMB routes in 2021. Details of the routes and their respective actual or tentative service commencement date are as follows:

	<b>Origin - Destination</b>	<b>Service Commencement Date</b>
<b>GMB routes introduced in 2020</b>		
(1)	Tsing Yi Public Pier – Princess Margaret Hospital	1 March 2020
(2)	Wong Nai Tau – Wan Tau Tong	
(3)	Shek Mun – Wan Tau Tong	
(4)	Ma Liu Shui Ferry Pier – Wan Tau Tong	
(5)	Po Lam – Chun Cheong Street	29 March 2020
(6)	Po Lam – Kowloon Bay <sup>(Note)</sup>	
(7)	Haven of Hope Hospital – Po Lam Public Transport Interchange (Circular) <sup>(Note)</sup>	

	<b>Origin - Destination</b>	<b>Service Commencement Date</b>
(8)	Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai (Tin Tan Street)	15 March 2020
(9)	Hung Shui Kiu (Hung Yuen Road) – Long Ping Station (Circular)	
(10)	Yuen Long (Fung Cheung Road) – Kong Tau Tsuen	
(11)	Choi Hing Court – Kai Tak	1 November 2020
<b>GMB routes to be introduced in 2021</b>		
(1)	Queen's Hill Estate – North District Hospital	Third quarter of 2021
(2)	Wa Shan Tsuen – Sheung Shui	

Note:

These routes were cancelled in 2019 and re-tendered in the 2019 GMB Operators Selection Exercise.

It has been the Government's established policy to encourage the conversion of RMBs to GMBs. TD has been introducing new route packages suitable for GMB operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc. TD will continue to invite applications from interested parties (including RMB operators) to operate these new routes through open invitation.

At present, there is one GMB route serving Tung Chung (Route No. 901 plying between Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and Tung Chung (North)). TD will continue to closely monitor the changes in public transport demand and new development projects in Tung Chung and review the related public transport services, including exploring the feasibility of introducing GMB services or strengthening other public transport services.

The duties of planning and introduction of new GMB routes are undertaken by the existing staff of TD. There is no separate breakdown of manpower and expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)220**

**(Question Serial No. 0613)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the Transport Department (TD) will continue to review the operating conditions of public light buses (PLBs). What are the work details as well as the staff and estimated expenditure involved? Given the restrictions on operating boundaries, continuous drop in patronage resulting from the expansion of railway network and shortage of drivers, the operation of red minibuses (RMBs) has become increasingly difficult. The COVID-19 pandemic led to a further drop in patronage while the trend of vehicle replacement following the commencement of the Environmental Protection Department's initiative to phase out Euro IV diesel commercial vehicles in October 2020 aggravated the financial burden on RMB owners. In this connection, what measures will the Government take in 2021 to improve the operating conditions of RMBs?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 20)

Reply:

TD completed a regular survey on the market occupancy rate of PLBs in 2020, based on which the supply and demand of PLB services since the implementation of the new maximum seating capacity in July 2017 was examined. The review was undertaken by a consultant engaged by TD and the final reports are being prepared. The total expenditure involved is \$7.2 million.

The Government has been closely monitoring the operating environment of RMBs and the following enhancement measures/ actions have been taken:

- (a) it has been the Government's established policy to encourage RMBs to convert to green minibuses (GMBs) for wider service coverage and a more stable operating environment. Applicants who are new entrants to the GMB trade (including existing RMB operators) will be given additional marks in the GMB Operators Selection Exercise. TD will continue to introduce new route packages suitable for GMB operation;

- (b) having regard to the requests of the RMB trade and taking into account the actual situation of individual locations, TD has relaxed or rescinded some passenger pick-up/drop-off restricted zones and prohibited zones for RMBs where feasible. For example, TD relaxed the PLB prohibited zone at Sugar Street in Causeway Bay. Apart from allowing RMBs to access West Kowloon Corridor and certain sections of Island Eastern Corridor, TD has further relaxed restrictions on certain sections of Kwun Tong Bypass, East Kowloon Corridor and Tsing Sha Highway in recent years. In addition, TD has completed the consultation on relaxation of the restricted zone for RMB outside Kwun Tong Road near APM Phase 6 and plans to implement the relaxation in the second quarter of 2021. TD will continue to study and discuss with the trade the feasibility of relaxing or rescinding other passenger pick-up/ drop-off restricted zones and prohibited zones to facilitate their operation;
- (c) with a view to addressing the situation of driver shortage faced by the commercial vehicle trades (including RMBs), the Government has relaxed the requirement for applicants for commercial vehicle driving licence to have held a valid driving licence for private car or light goods vehicle from for at least three years to one year since 1 October 2020;
- (d) the Government has extended the waiver of various government fees, such as vehicle licence fees and examination fees for commercial vehicles including RMBs, and fees payable for the Passenger Service Licence and Passenger Service Licence Certificate for eligible types of vehicles including RMBs, for another year starting from December 2020; and
- (e) the Government announced on 12 January 2021 the enhancement and anti-abuse measures of Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (\$2 Scheme) including the extension of \$2 Scheme to RMBs on the condition of their strict compliance with TD's monitoring conditions prior to their admission. TD will continue to brief the trade on the implementation details, and provide assistance to RMB operators on their applications in due course.

With a view to providing comprehensive and continuous financial support to the transport trades hard hit by COVID-19, the Government has provided the following subsidy initiatives under the Anti-epidemic Fund (AEF) to RMB trade since May 2020:

- (a) fuel subsidy of a \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG PLBs, and one-third of the actual fuel cost for diesel PLBs, for a period of 12 months from 1 July 2020 to 30 June 2021;
- (b) a one-off non-accountable subsidy of \$30,000 per vehicle to registered RMB owners; and
- (c) monthly subsidy of \$6,000 to each eligible RMB driver for a period of six months from 1 April to 30 September 2020, or a lump sum of \$7,500 to each RMB driver who cannot fully meet the eligibility criteria.

The financial impact of these measures will be absorbed by the AEF, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

The Government will continue to closely monitor the operating environment of the PLB trade in view of the development of the pandemic.

As for the incentive-cum-regulatory programme for phasing out Euro IV Diesel Commercial Vehicles (the Programme), eligible owners of Euro IV diesel RMBs (comprising of about 2% of all RMBs as at January 2021) may apply for the ex-gratia payment scheme which offers an ex-gratia payment ranging from 31% to 37% of the average taxable value of a comparable new vehicle, having regard to the age of the vehicle concerned.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)221****(Question Serial No. 0616)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), what were the total amount of subsidies disbursed each month and the monthly number of beneficiaries in 2020-21? How many routes of red minibuses (RMBs), residents' services (RS), employees' services (ES) and kaito have participated in the Scheme? What measures does the Government have to encourage more public transport operators to apply to the Transport Department (TD) for joining the Scheme? In 2021-22, TD will assist the Transport and Housing Bureau in conducting the review of the Scheme. Will the review consider further extending the Scheme to cover short-haul cross-boundary non-franchised buses (five groups of six routes with fixed schedules) plying between various districts of Hong Kong and the Huanggang Control Point, so that passengers travelling on MTR, franchised buses and non-franchised buses will all be able to receive the subsidies? If yes, what are the details? If no, what are the reasons? What are the manpower and estimated expenditure involved in the review?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 23)Reply:

The monthly subsidy amount and number of beneficiaries from March 2020 to February 2021 under the Scheme are set out below:

<b>Month</b>	<b>Subsidy amount (\$ million)</b>	<b>Number of beneficiaries (million)</b>
March 2020	121.0	1.33
April 2020	91.8	1.12
May 2020	138.9	1.50
June 2020	152.3	1.66
July 2020	210.9	2.38
August 2020	180.8	2.09
September 2020	236.9	2.53
October 2020	263.9	2.89
November 2020	271.9	2.87

<b>Month</b>	<b>Subsidy amount (\$ million)</b>	<b>Number of beneficiaries (million)</b>
December 2020	218.0	2.42
January 2021	218.2	2.43
February 2021	196.9	2.46

Since the operation modes of RS, ES, RMB and Kaito are relatively flexible and their fares do not require TD's approval, TD has adopted a risk-based monitoring approach in processing applications from these operators for joining the Scheme so as to ensure prudent use of public funds. TD has all along been encouraging operators that have fulfilled the basic requirements and undertaken to comply with the prescribed operational requirements to join the Scheme. TD has also promoted the Scheme through the newsletters to the relevant transport trades. As at early March 2021, TD has approved 66 RS routes, 233 ES routes, 20 RMB routes and ten Kaito routes for joining the Scheme. The total number of designated routes of these four modes of public transport services approved by TD has increased from 96 in 2019-20 to 329 in 2020-21. TD will continue to liaise closely with the trade and provide necessary assistance as appropriate with a view to encouraging more operators to join the Scheme.

The purpose of the Scheme is to relieve the fare burden of commuters who travel on local public transport services. The scope of the Scheme is only confined to public transport services running within the boundary of Hong Kong. Cross-boundary public transport services are not covered by the Scheme.

The review of the Scheme is conducted by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)222**

**(Question Serial No. 0633)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

What is the latest progress of the relevant measures to enhance road safety? On whether to restrict the number of smartphones used by a motorist, the Transport Department (TD) mentioned a few years ago that the Government was considering in detail the impact on motorists and other road users, as well as matters relating to regulation, enforcement and other relevant aspects. What is the progress of the study, and when will it be completed? What is the estimated expenditure of the study?

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

Reply:

The Government attaches great importance to the safety of road users and has adopted a multi-pronged approach, including updating relevant legislation, stepping up enforcement, improving transport infrastructure, using information technology, as well as enhancing publicity and education, etc.

TD has been closely monitoring traffic accident trends and analysing traffic accident statistics so as to formulate and implement appropriate road safety strategies and measures, including modifying junctions and crossing layouts, adjusting sequence and timing of traffic signals, banning of traffic movements, imposing restrictions on certain types of vehicle and putting up roadside railings, etc.

Since April 2019, TD has required the project proponents of all new road projects to appoint independent qualified road safety auditors to audit the projects from road safety perspective during the planning, design, construction and pre-opening stages. A dedicated team was also set up in TD in June 2019 to oversee the implementation of road safety audits.

Besides, TD also issued an updated Road Users' Code in 2020 in accordance with section 109 of the Road Traffic Ordinance (Cap. 374). The updated Road Users' Code contains a wide range of rules, advice and information for all types of road users.

TD has embarked on a study to examine the need for restricting the number of mobile phones (including smartphones) used by motorists for ensuring road safety by making reference to the regulations and practices in other jurisdictions, and taking into account the current situation on using mobile phones on vehicles while driving, the practical needs of motorists and the rapid development of innovation and technology in information and communication. The Government will consult relevant stakeholders as appropriate when formulating concrete proposals. The study was conducted by the existing staff of TD as part of their normal duties, and there is no breakdown of manpower and expenditure involved.

TD will continue to collaborate closely with the Road Safety Council and the Hong Kong Police Force in launching road safety publicity and educational activities to enhance safety awareness of road users through various means and channels such as social media platform, publicity video clips and leaflets.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)223**

**(Question Serial No. 1448)**

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 (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the latest progress of the Government's work in alleviating traffic congestion in 2020, and provide the following figures in the past five years (from 2016 to 2020): the average vehicle speeds with a breakdown by Hong Kong Island, Kowloon and the New Territories, and Hong Kong as a whole; the total vehicle-kilometres travelled by various types of vehicles each year and their road usage. In 2021-22, what are the manpower and estimated expenditure involved in the work plan for alleviating traffic congestion?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 52)

Reply:

In 2020, the Government continued to adopt a multi-pronged strategy to alleviate road traffic congestion, including the efforts to expand and enhance the public transport system and manage the use of roads. The Transport Department (TD) will continue with the studies on "Congestion Charging" and "Electronic Road Pricing Pilot Scheme in Central", with the aim of controlling and managing the use of vehicles and optimising the use of the road space. The two studies are undertaken by consultants with supervision by the existing staff of TD and their anticipated expenditures in 2021-22 are \$3.1 million and \$1.5 million respectively. No additional manpower is involved.

The first registration tax (FRT) rates and vehicle license fee (VLF) levels for private cars have also been increased starting from 24 February 2021 by 15% and 30% respectively, as the fiscal disincentive to curb growth of private cars. The adjustment of FRT rates and VLF levels for private cars is undertaken by the existing staff of TD. No additional manpower is involved.



The average car journey speed at major roads in various districts during the morning peak hours from 2016 to 2020 is as follows:

Year	Speed (km/hour)			
	Hong Kong Island	Kowloon	New Territories	Overall
2016	20.2	21.2	38.3	28.3
2017	21.0	20.9	37.9	28.3
2018	20.6	21.5	38.4	28.6
2019	21.5	20.6	38.3	28.6
2020	21.6	21.0	40.0	29.3

The total vehicle-kilometres travelled by various types of vehicles from 2016 to 2019\* are as follows:

Year	Annual Vehicle-kilometres (in million)						
	Private Cars	Motor Cycles	Goods Vehicles	Buses	Light Buses	Taxis	All Vehicles
2016	5 929	339	3 504	801	555	2 564	13 692
2017	5 998	360	3 511	794	530	2 472	13 665
2018	6 159	361	3 575	815	518	2 535	13 963
2019	6 391	393	3 490	777	512	2 466	14 029

\*Note: Data for 2020 are not yet available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)224**

**(Question Serial No. 3119)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the close monitoring of traffic condition and provision of parking spaces on South Lantau, as well as the preparatory work for implementation of the second phase of the "Driving on Lantau Island" Scheme (the Scheme), will the Government inform this Committee of the following:

1. since the introduction of the Scheme, the number of quota utilised by tour coaches and private cars in tabular form;
2. the implementation timetable and details of the second phase of the Scheme;
3. the number and utilisation of parking spaces for tour coaches and private cars on South Lantau (including Tai O, Mui Wo, Ngong Ping, Tong Fuk and Pui O); and
4. in order to control the traffic flow on South Lantau, does the Government have any plan to increase the application fee when the second phase of the Scheme is implemented? If yes, what are the details of the plan? If no, what are the reasons?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 8)

Reply:

1. The numbers of quotas utilised by private cars and coaches between 2016 and 2020 are tabulated below:

	Number of quotas utilised by private cars (utilisation rate %) <sup>Note 1</sup>			Number of quotas utilised by coaches (utilisation rate%) <sup>Note 2</sup>
	non-electric private car	electric private car	Total	
<b>2016</b> <sup>Note 3</sup>	4 225 (100%)	612 (58%)	4 837 (92%)	5 638 (39%)
<b>2017</b>	4 940 (100%)	775 (63%)	5 715 (93%)	7 487 (52%)
<b>2018</b>	4 920 (100%)	731 (60%)	5 651 (92%)	6 796 (47%)
<b>2019</b>	4 920 (100%)	709 (58%)	5 629 (92%)	5 373 (37%)
<b>2020</b>	4 980 (100%)	1 234 (99%)	6 214 (100%)	2 599 (18%)

Note 1: The first phase of the Scheme was introduced on 26 February 2016, under which members of the public may apply for a daily quota for driving their own private cars on the closed roads on South Lantau from Mondays to Fridays (except public holidays) for recreational and leisure purposes. Amongst the daily quota, 20 and five are reserved for non-electric and electric private cars respectively.

Note 2: The first phase of the traffic relaxation measure for tour coaches was launched on 25 December 2015, under which a maximum of 40 tour coaches are permitted to enter South Lantau each day.

Note 3: Statistics of private car utilisation from 26 February 2016 onwards.

2. In view of the improved traffic condition and supply of parking spaces on South Lantau as well as the increasing demand from members of the public for the private car quota under the Scheme, the Transport Department (TD) has reviewed the Scheme and recommended to implement the second phase of the Scheme by extending the scope, on a trial basis, to cover motorcycles. TD will also increase the total number of daily quota from 25 to no more than 50 covering both private cars and motorcycles on weekdays (except public holidays). TD has been consulting relevant stakeholders on the proposals over the past few months, and will work out the implementation details for the second phase, taking into account the views received.
3. There are a total of 517 and 46 on-street parking spaces for private cars and coaches respectively at major tourist spots and local neighbourhoods on South Lantau such as Tai O, Mui Wo, Ngong Ping, Tong Fuk and Pui O. According to an on-site survey conducted by TD, the parking spaces at major tourist spots such as Tai O, Mui Wo and Ngong Ping were not fully utilised, and the utilisation rate of on-street private car

parking spaces on South Lantau was around 80%. In view of the impact of COVID-19 on tour service, the number of quotas utilised by coaches decreased substantially in 2020 as reflected in part (1) of this reply, hence TD did not compile the latest utilisation rate of parking space for coaches.

4. Under the Scheme, a successful applicant will be issued with a Lantau Closed Road Permit on payment of a permit fee under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E). It is the Government's policy that government fees and charges should in general be set on a cost recovery basis. The Government will review the permit fee on a regular basis in accordance with the established principles.

- End -