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### Replies to initial written questions raised by Legislative Council Members in examining the Estimates of Expenditure 2022-23

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

**Session No. : 9**

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**CONTROLLING OFFICER'S REPLY**

**THB(T)001**

**(Question Serial No. 0247)**

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:

In 2022-2023, the Government will study the introduction of a mandatory registration system for vehicle mechanics (VMs) and vehicle maintenance workshops (VMWs). Please inform this Committee of:

1. the registration figures of the Voluntary Registration Scheme for Vehicle Mechanics and the Voluntary Registration Scheme for Vehicle Maintenance Workshops, the percentages they represented among the total numbers of VMs and VMWs, and their year-on-year changes over the past three years;
2. the measures of the Government to encourage more members of the trade to register voluntarily, and the resources and expenditures involved in such work, before the introduction of a mandatory registration system for VMs and VMWs;
3. the latest progress and the anticipated completion date of the study on the introduction of a mandatory registration system for VMs and VMWs; and
4. the progress made by the Government regarding the construction of multi-storey buildings for vehicle maintenance, with a view to the establishment of more qualified VMWs.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 3)

Reply:

1. The numbers of registered vehicle mechanics (RVMs) and registered vehicle maintenance workshops (RVMWs), the percentages they represented among the total numbers of vehicle mechanics (VMs) and vehicle maintenance workshops (VMWs), and their year-on-year changes over the past three years are tabulated below:

	RVM		RVMW	
	Number of RVMs (Percentage of the total number of VMs)	Year-on-year changes	Number of RVMWs (Percentage of the total number of VMWs)	Year-on-year changes
<b>2021</b>	8 263 (80.2%)	+0.83%	2 061 (74.1%)	+0.39%
<b>2020</b>	8 195 (79.5%)	-9.06%	2 053 (73.8%)	-0.05%
<b>2019</b>	9 011 (87.5%)	-	2 054 (73.8%)	-

2. The Transport and Housing Bureau (THB) and the Electrical and Mechanical Services Department (EMSD) will continue to encourage more members of the vehicle maintenance trade to register under the Voluntary Registration Scheme (VRS) for VMs and VMWs through various means, including:
- promoting VRS through announcements in the public interests and publication of newsletters;
  - promoting VRS directly to VMWs and VMs through EMSD's regular inspections;
  - organisation of webinars and enhancement of the continuing professional development (CPD) platform to uplift the standards of RVMs and RVMWs; and
  - regular visits to RVMWs to provide guidance and advice to workshop owners and RVMs for improving their work practices and standards in accordance with the VRS.

The expenditure earmarked for the implementation and promotion of VRS is \$3.076 million in 2022-23.

3. The THB and EMSD have been examining the feasibility and viable options of introducing a mandatory registration system for both VMs and VMWs, with a view to keeping up with the development of vehicle technology and maintenance needs, ensuring that the public can have safe and reliable vehicle maintenance services, as well as providing CPD and opportunities for practitioners in the trade. Following the Government's publication of the "Hong Kong Roadmap on Popularisation of Electric Vehicles" (the Roadmap) in March 2021 and "Hong Kong's Climate Action Plan 2050" (the Action Plan) in October 2021, we are now working with the trade, academia and training institutions, professional bodies, vehicle owners' associations and other stakeholders, as well as the relevant departments, to jointly study the impact of the Roadmap and the Action Plan on the vehicle maintenance trade (including the registration system for VMs and VMWs).
4. EMSD has conducted, in collaboration with the Hong Kong Productivity Council, the first stage benchmarking consultancy study on the designs of multi-storey buildings (MSBs) for VMWs, as well as related experiences in the provision of such workshops in different jurisdictions outside Hong Kong. The first stage consultancy study was completed in September 2021. EMSD is now conducting the second stage consultancy

study to examine whether the designs and options identified in the first stage could be applied to Hong Kong and to develop a set of general design guidelines regarding MSBs for vehicle maintenance for reference. To canvass the views of the industries on the design requirements, technical details and modes of operation of such MSBs, members of the industries have been invited to form a trade engagement working group. The second stage consultancy study is expected to be completed by end 2022.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0836)**

Head: (60) Highways Department  
Subhead (No. & title): (000) Operational expenses  
Programme: (2) District and Maintenance Works  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

I have received a number of complaints from the public regarding the deteriorating situation of uneven road surfaces in Hong Kong despite repeated complaints made to the Highways Department (HyD). After checking the Budget for information about the HyD, I found something very contradictory. It is estimated that the number of “complaints related to road maintenance” will increase by approximately 1 000 cases to 19 700 cases. However, the estimated expenditure on “road reconstruction, rehabilitation, resurfacing, and joint replacement works” has decreased from \$373.8 million in 2021 to \$358 million. Why did the Government reduce the estimated expenditure on road maintenance while anticipating an increase in related complaints? This is really baffling.

Asked by: Hon LAM San-keung (LegCo internal reference no.: 4)

Reply:

The Highways Department (HyD) is responsible for the repair and maintenance of public roads and ancillary facilities within its ambit. When damages of road surfaces or ancillary facilities are identified during regular road inspections or reported by the public, suitable repair works will be arranged taking into account the actual circumstances, such as the extent and severity of the damages as well as traffic condition on site, so as to keep the roads in a condition that would not hamper the safety of road users.

Due to the implementation of social distancing measures for fighting the pandemic, there was a significant reduction in overall road traffic in 2021. The HyD had thus taken the opportunity to undertake additional resurfacing and reconstruction works for busy roads in the urban areas, where temporary road closure for such maintenance works was usually difficult to arrange under normal traffic condition. As such, more road resurfacing and reconstruction works were completed than planned in 2021 and that in previous years where overall road traffic was at normal level, resulting in the actual expenditure in 2021 to be on the high side (i.e. \$373.8 million) when compared to previous years.

The estimated expenditure of \$358 million in 2022 was prepared on the assumption that

overall traffic volume in 2022 would gradually return to normal level. When compared with previous years with similar traffic volumes, a nominal increase in the quantity of road resurfacing and reconstruction works has been planned. The HyD will continue to handle public complaints in a timely manner and carry out necessary road resurfacing and reconstruction works for the upkeep of road network.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)003**

**(Question Serial No. 0513)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

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

Director of Bureau: Secretary for Transport and Housing

Question: It is included under Matters Requiring Special Attention in 2022-23 that the progress of the Shatin to Central Link (SCL) will be overseen for its timely completion with the commissioning of North South Corridor ("NSC") in mid-2022. According to the latest estimation, what is the commissioning date of the SCL "Hung Hom to Admiralty Section"? For how long has the project been delayed from the anticipated commissioning date as recommended in the Railway Development Strategy 2000? What are the detailed reasons for the delay? What is the latest cost estimate?

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 3)

Reply:

According to the latest estimate of the MTR Corporation Limited (MTRCL), the North South Corridor (NSC) is anticipated to commission in June to July 2022. The Government will urge the MTRCL to commission the NSC as soon as possible subject to the assurance of the railway system in safe and sound condition.

The Railway Development Strategy 2000 (the Strategy) provided an indicative completion window of the Shatin to Central Link (SCL) from 2008 to 2011. The Strategy also pointed out that the actual sequence and timing of the proposed rail projects would be subject to more detailed engineering feasibility studies, having regard to the building up of transport demand, the pace of development of the strategic growth areas, project interfaces, etc. The construction of the SCL project commenced in 2012 and the main factors affecting the progress of SCL included the archaeological discoveries and conservation options for archaeological features at Sung Wong Toi Station from 2012 to 2014; the series of incidents related to the quality of works of the Hung Hom Station Extension revealed in May 2018, and the incidents related to the testing of the new signalling system of the East Rail Line in May 2020.

The latest cost estimate of the SCL project, comprising railway works and non-railway works including their protection and advance works, to be funded by the Government is around \$90,800 million (in money-of-the-day prices).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)004**

**(Question Serial No. 0514)**

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

Question:

It is included under Matters Requiring Special Attention in 2022-23 that the Highways Department will continue to take forward the detailed planning work of the proposed railway projects recommended under the Railway Development Strategy 2014 (RDS-2014). Regarding the East Kowloon Line (EKL) covered in the RDS-2014, please advise this Committee of the planning progress, timetable, alignment, anticipated completion date, estimated expenditure, and the manpower and expenditure involved in overseeing the relevant project.

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 4)

Reply:

The East Kowloon Line (EKL) would be built in hilly terrains and constrained by the climbing capability of heavy rail, some sections of the EKL have to be built deep underground. It is anticipated that the works would have considerable technical difficulties, mainly in overcoming technicalities arising from the hilly topography.

The Government has offered comments on the EKL proposal submitted by the MTR Corporation Limited (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. The Government 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)005**

**(Question Serial No. 0502)**

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:

1. What is the total number of project sites being included in the UA Programme since its implementation? How many projects under the Programme are completed? Based on the completed projects, what is the average time required for each project from planning to conduction of study to completion? What is the average expenditure required? Are there time and costs overruns?
2. How many of the relevant projects are currently underway? How many contractors are responsible for these projects?
3. Under the UA Programme, how many project sites are currently under study? How many project sites were deemed infeasible as a result of study over the past years? How many consultants were responsible for carrying out advance works studies for these projects? What is the average time required to carry out advance works study for each project? What is the average expenditure for carrying out feasibility study and what is its percentage of the total expenditure of the Programme?
4. How many project sites are not included in the UA Programme due to non-compliance with the Department's requirements? What are the main reasons for such non-compliance?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 2)

Reply:

1. The Highways Department (HyD) has been pressing ahead with the implementation of 401 items under various phases of the Universal Accessibility (UA) Programme. As at end February 2022, the number of items completed under the UA Programme was 179, while 93 items were under construction. The HyD is pressing ahead with the planning and design of the remaining 129 items. For the completed items, the

average overall duration for investigation, design and construction is about five years. The average expenditure for each completed item is \$26.8 million. Among the 179 completed items, all of them have been completed within budget and only one item has not been completed within the contract period due to insufficient resources provided by the Contractor.

2. The 93 items under construction are being implemented by ten contractors.
3. Under the UA Programme, we have engaged consultants to carry out investigation, design and construction supervision. There are currently a total of 129 items under the investigation and design stage. In the past, ten items had been found to be infeasible and were not taken forward under UA Programme upon completion of investigation.

The current investigation and design works are being carried out under seven consultancy agreements involving three consultants. The average duration of the investigation and design works for individual items is about two years. In general, the average expenditure of the investigation and design works per item (including the site investigation works) is about \$0.5 million. The whole expenditure for investigation and design works accounts for about 0.8% of the overall expenditure of the UA Programme.

4. Because of vast public acceptance and strong demand, the Government had expanded the coverage and scope of the UA Programme in different phases since it was launched so that more walkways (including footbridge, elevated walkway and subway) could be included into Programme to benefit a wider community. There are 19 walkways previously proposed by the public which could not be included into the UA Programme for such reasons as they are not spanning across public roads maintained by the HyD, not opened for public access at all times, privately owned, or the proposed retrofitting works are objected by owners under the Special Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)006**

**(Question Serial No. 0176)**

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. Regarding the barrier-free access facilities newly retrofitted for existing footbridges, elevated walkways and subways in Kowloon Central under the 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 Central in 2022-23;
3. Will the Department consider installing a footbridge system to connect Shatin Pass Road, Chuk Yuen North Estate and Our Lady of Maryknoll Hospital? If so, what are the details? If not, what are the reasons?
4. Will the Department consider installing a covered walkway to connect Tai Shing Street Market and MTR Wong Tai Sin Station Exit C2? If so, what are the details? If not, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 10)

Reply:

1. Over the past three years, a total of nine items were completed under the UA Programme in Kowloon Central. Their expenditure in 2019-20, 2020-21 and 2021-22 are \$58.7 million, \$48.9 million and \$17.4 million respectively. Details of these nine items are tabulated as below:

Structure No.	Location	Walkway Type	Types of facilities	Completion Date
<b>Kowloon City</b>				
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
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Footbridge	Lift	Nov 2021
KF29	Across Kowloon City Road and San Shan Road	Footbridge	Lift	Dec 2021
<b>Wong Tai Sin</b>				
KF57	Across Lung Cheung Road near Tin Ma Court	Footbridge	Lift	Jan 2019
K36	At Po Kong Village Road over Lung Cheung Road	Elevated Walkway	Ramp	Apr 2020
KS12	Across Choi Hung Road at Lok Sin Road	Subway	Lift	Sep 2020
KS35	Across Prince Edward Road East near San Po Kong Interchange	Subway	Ramp	Oct 2020
K8	Along Fung Mo Street over Lung Cheung Road	Elevated Walkway	Lift	Jun 2021

2. In 2022-23, the Highways Department (HyD) will continue to take forward the following lift retrofitting items under the UA Programme in Kowloon Central:

Structure No.	Location	Walkway Type	Tentative Completion Date	Status
<b>Kowloon City</b>				
K64	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Jun 2023	Under construction
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street	Footbridge	Jan 2025	Under construction
OM01	Across Chung Hau Street near Tun Man House of Oi Man Estate	Subway	Jan 2025	Under construction
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Subway	Feb 2025	Under construction
KS41	Across Chatham Road North near Winslow Street	Subway	Feb 2025	Under construction
KC01	Across Junction Road near Renfrew Road	Footbridge	Feb 2025	Under construction

<b>Structure No.</b>	<b>Location</b>	<b>Walkway Type</b>	<b>Tentative Completion Date</b>	<b>Status</b>
<b>Kowloon City</b>				
KS8	Across Prince Edward Road West near Lion Rock Road	Subway	Feb 2025	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Subway	Feb 2025	Under construction
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Subway	Jul 2025	Under construction
KF111	Across Boundary Street near Embankment Road	Footbridge	Jul 2026	Under design
KS21	Across Fat Kwong Street near Wo Chung Street	Subway	Jul 2026	Under design
<b>Wong Tai Sin</b>				
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge	Oct 2022	Under construction
WTS04 (Lift 1)	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge	Dec 2022	Under construction
KF92A	Across Lung Poon Street near Fung Tak Road	Footbridge	Jan 2023	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Footbridge	Feb 2025	Under construction
KF77	Across Lung Cheung Road near Hammer Hill Road	Footbridge	Jul 2026	Under design
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate	Footbridge	Jul 2026	Under design
WTS05	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate	Footbridge	Jul 2026	Under design
CYS01	Across Wong Tai Sin Road connecting Chui Yuen House of Chuk Yuen South Estate and footpath near Sik Sik Yuen	Footbridge	Nov 2027	Under design
TZL01	Across Sheung Fung Street connecting Tsz Lok Estate Phase 1 and Phase 2	Footbridge	Nov 2027	Under design

Structure No.	Location	Walkway Type	Types of facilities	Completion Date
<b>Wong Tai Sin</b>				
WTH01	Across Fu Mei Street connecting Wang Fai House and Wang Fu House/Wang On House of Wang Tau Hom Estate	Footbridge	Nov 2027	Under design

3. The HyD has been carrying out the planning and design of the “Pedestrian Link near Chuk Yuen North Estate”. Various schemes had been proposed and the Traffic and Transport Committee of the Wong Tai Sin District Council was consulted in the period between 2015 and 2018. In response to the concerns raised by some local stakeholders to the proposed schemes, the HyD had liaised with the stakeholders with further schemes but their views are still divided. The Government is reviewing the schemes with a view to seeking a consensus among the stakeholders.
  
4. Regarding the proposed walkway cover connecting the existing ones of Lower Wong Tai Sin (I) and (II) Estates for linking up the Tai Shing Street Market and MTR Wong Tai Sin Station Exit C2, objections were received on this proposal in January 2021 from some stakeholders. The Transport Department and HyD would arrange further public consultation to collect local views on possible alternative proposal.

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**CONTROLLING OFFICER'S REPLY**

**THB(T)007**

**(Question Serial No. 0352)**

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 work to “continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments”, please advise on the details of the relevant projects, the expenditures involved, the staff establishment by category and the results achieved in the past three years. Whether the relevant measures to be implemented in 2022-23 will include the commencement of a study on the relocation of the Kwai Chung Container Terminals? What are the locations of the target sites, the estimated expenditures involved and the evaluation of their effectiveness?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 5)

Reply:

The Government has been actively identifying suitable sites for supporting modern logistics development. In the past three years, we have conducted two studies to explore the feasibility of 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. As announced in the Chief Executive's 2021 Policy Address Supplement, following the conclusion of the two feasibility studies mentioned above, the aforementioned sites would be released through public tender for developing multi-storey port back-up and modern logistics facilities starting 2021.

In fact, the aforementioned Tsing Yi site of about 6.2 hectares was disposed of through public tender on 17 December 2021, but the public tender was cancelled on 23 February 2022 due to the identification of the Tsing Yi site as one of the five locations for constructing community isolation and treatment facilities in support of the Government's anti-epidemic work. The aforementioned Kwai Chung site of about 5.5 hectares will soon be put up for sale by way of public tender shortly.

Subject to the market reaction to the land disposal of the aforementioned Kwai Chung site, we will conduct a feasibility study on another logistics site in Kwai Tsing area. We have also worked with relevant departments to identify suitable land for the development of modern logistics facilities. Under the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan, about 37 hectares of land have been designated by the Government for logistics development. 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.

As for the relocation of the Kwai Chung Container Terminals, we will consider studying the land development of the Kwai Chung Container Terminals at an appropriate juncture, having regard to the needs of Hong Kong's social and economic development.

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**CONTROLLING OFFICER'S REPLY**

**THB(T)008**

**(Question Serial No. 0141)**

Head: (158) Government Secretariat:  
Transport and 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 2022-23 under Programme (2), the Government will continue to prepare for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects. Will the Government inform this Committee of the following:

- 1) the estimated manpower to be allocated to the Railways Department and whether the posts will be filled mainly through redeployment or new recruitment, given that there is an increase of five posts in the revised estimate for manpower in 2022 as compared with 2021;
- 2) the manpower ratio between cross-boundary and local railway projects and whether the staff for the cross-boundary railway projects must have relevant knowledge of the Mainland's railway systems;
- 3) how the financial resources of the Railways Department will be allocated, and among them, what is the estimated amount to be allocated each year to enhance the regulation on railway safety; and
- 4) the estimated number of staff to be allocated by the Railways Department to follow up on the previous works quality problem of the Shatin to Central Link project and whether the staff will be responsible for recovering compensation?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 1)

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 delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects. Specifically, RD will 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 preparatory work for the establishment of the proposed RD is covered by existing manpower resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts has been established in the HyD/RDO to make necessary arrangements for establishing the new department.

Subject to the Legislative Council's approval for the establishment of the new department, the proposed RD will comprise 294 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$272.5 million upon establishment. Amongst the 294 posts, 184 posts (annual salary provision at \$168.9 million) and 59 posts (annual salary provision at \$60.6 million) are to be transferred from the HyD/RDO and EMSD/RB respectively, 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 cross-boundary and local railway projects and operating railways. Detailed breakdown of the number of staff responsible for cross-boundary and local railway projects is not available as the staff are often involved in multiple projects.

Staff of the new RD possess the relevant professional background and technical expertise in handling railway matters and more targeted training will be provided if necessary.

(4)

The Government will continue to monitor the operation of the Shatin to Central Link (SCL) upon its commissioning and reserves the right to seek compensation from the MTR Corporation Limited according to the Entrustment Agreements as and when appropriate. As for the proposed RD, there will not be a dedicated team following up on issues relating to SCL only and the relevant staff will also be responsible for other duties.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)009**

**(Question Serial No. 0413)**

Head: (158) Government Secretariat:  
Transport and 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:

As mentioned in the Budget Speech, one of the Matters Requiring Special Attention in 2022-23 of the Transport Branch (TB) of the Transport and Housing Bureau is that the TB will continue to prepare for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects. In this connection, will the Government inform this Committee of the following:

- (1) What is the latest progress of the preparation for the establishment of the Railways Department?
- (2) Whether preparation for the establishment of the Railways Department will require additional staffing resources? If yes, what are the respective staff establishment and financial expenditures involved in the preparation for the establishment of the Railways Department in 2021-22? What are the staff establishment and the estimated expenditures in 2022-23?
- (3) What will be the staff establishment, annual salary expenses and operating expenses of the Railways Department after its establishment?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 6)

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 delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects. THB's preparatory work for the establishment of the proposed RD is covered by existing manpower resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts has been established in the HyD/RDO 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 and 2022-23 financial year are \$9.8 million and \$13.0 million respectively.

Subject to the Legislative Council's approval for the establishment of the new department, the proposed RD will comprise 294 posts, with an overall annual salary provision at \$272.5 million upon establishment. Amongst the 294 posts, 184 posts (annual salary provision at \$168.9 million) and 59 posts (annual salary provision at \$60.6 million) are to be transferred from the HyD/RDO and EMSD/RB respectively, 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 cross-boundary and local railway projects and operating railways. The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$96.6 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)010**

**(Question Serial No. 0724)**

Head: (158) Government Secretariat:  
Transport and 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 has set aside \$100 billion to set up a dedicated fund to expedite the implementation of infrastructure works relating to land, housing and transportation within the Northern Metropolis. Regarding the transport infrastructure in the Northern Metropolis, will the Government inform this Committee of the following:

1. What amount of the dedicated fund will be used on transport infrastructure projects and when is the dedicated fund expected to be used? Will the infrastructure-led objective be achieved by using the dedicated fund?
2. For the planning of the eastward extension of the Northern Link to cover the Ta Kwu Ling area and the extension of the East Rail Line to Lo Wu in Shenzhen, when the specific proposals are expected to be drawn up and what are the details? Will the Northern Link be extended to the Sha Tau Kok area eastward?
3. On utilising the Heung Yuen Wai Boundary Control Point and promoting the development of modern logistics industry, will the Government consider proposing the related trunk road extension in the Ta Kwu Ling area and/or planning new road works in the area, for example, the extension of Wo Keng Shan Road to a road extension in the area behind the Cheung Shan Tunnel to support the Logistics Corridor?
4. Will the Government carry out widening works for Sha Tau Kok Road and convert it to four-lane two-way traffic so as to cope with the comprehensive development potential of the Sha Tau Kok area?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 4)

Reply:

1. The objective for the Government to set up a dedicated funding of \$100 billion under the Capital Works Reserve Fund is to ensure there will be sufficient capitals to support the development needs under the Development Strategy and to expedite the implementation of large scale works projects in the Northern Metropolis. With the support of the dedicated funding, we will implement the various works projects of the Northern Metropolis in phases and will also properly manage the cash flow of the related projects with a view to ensuring the smooth implementation of the Development Strategy as well as to ensuring an early generation of income from private development projects within the districts. The Government is studying the actual mode of operation of the dedicated funding and will announce the relevant details in due course.

The Government has been advocating the infrastructure-led and capacity creating planning approach in spearheading transport infrastructure projects with a view to unleashing the development potentials of new development areas along the alignment of major transport infrastructure. The Transport and Housing Bureau would work in full speed with the Development Bureau and other Bureaux to ensure that adequate transport infrastructure would be provided for in good time in creating capacity and accommodating the transport demand arising from population intake, employment and economic activities in the new development areas. Generally speaking, taking forward the projects through the infrastructure-led and capacity creating planning approach would require the Government to deploy the necessary resources in an early stage. Thus, project proponent will holistically consider how best a particular project could be taken forward with due consideration of various factors such as social benefits, financial viability, and resources required. As regards transport infrastructure of the Northern Metropolis, as the projects were still in the conceptual stage, the Transport and Housing Bureau would work closely with the Development Bureau to map out the way forward.

2. In order to further promote the connectivity of infrastructure in the Guangdong-Hong Kong-Macao Greater Bay Area (“GBA”), the governments of Hong Kong and Shenzhen have established the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) to jointly develop the “GBA on the Rail”. The proposed extension of the East Rail Line to Luohu in Shenzhen is being studied under the Task Force. The two governments will jointly explore different options on enhancing the Lo Wu Control Point and its transport connections for a mutually agreed proposal.

Under the Government’s infrastructure-led and capacity-creating approach, the proposed eastward extension of the Northern Link will make reference to the land use proposal to be formulated under relevant planning studies being conducted by the Civil Engineering and Development Department and the Planning Department, including the planning and engineering study for New Territories North New Town and Man Kam To, and the investigation study for San Tin / Lok Ma Chau Development Node commenced in October 2021. We will accordingly review the alignment under the Strategic Studies on Railways and Major Roads beyond 2030. We plan to consolidate the preliminary study findings and commence consultation on the strategic studies in the second half of this year.



3. A Planning and Engineering Study covering Ta Kwu Ling and other areas including Heung Yuen Wai, Ping Che, Hung Lung Hang, Queen's Hill, Lo Wu and Man Kam To commissioned by the Civil Engineering and Development Department and the Planning Department is being carried out. The planning of road infrastructure in the study area will be worked out with inputs from relevant bureaux/departments.
4. According to the recent traffic survey, the section of Sha Tau Kok Road between Ping Che Road and Shun Lung Street has sufficient capacity to cope with the volume of vehicular traffic. Therefore, there is no need to widen Sha Tau Kok Road at this stage. The Government will keep in view of the traffic condition and implement improvement measures where necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 0490)**

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 Government has been proactively developing Hong Kong's high value-added maritime industry and creating job opportunities. In this connection, will the Government inform this Committee of its work to promote Hong Kong as a regional centre of high valued-added maritime industry in the past 2021-22? What are the details of the work, including securing the presence of overseas high value-added maritime shareholders in Hong Kong, developing one-stop service such as marine insurance, maritime arbitration and ship leasing, as well as establishing industry clusters for Hong Kong? What are the expenditures involved and the results achieved? What are the Government's specific plans in this area of work and the expenditures on it in the coming year?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 8)

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. To attract more maritime enterprises to establish business presence in Hong Kong, following the introduction of tax concessions for the ship leasing and marine insurance businesses in the past two years, a task force was formed under Hong Kong Maritime and Port Board ("HKMPB") in 2020 to devise the tax concession proposals for specific shipping commercial principals, namely ship managers, ship agents and ship brokers. The task force has completed its study and made recommendations, which include providing half-tax concession (i.e. tax rate being 8.25%, half of the profit tax rate for corporations at 16.5%) for shipping commercial principals, with a view to facilitating the development of the maritime industry in Hong Kong and consolidating the maritime capabilities of Hong Kong as a leading international maritime centre. With the HKMPB's endorsement of the recommendations in September 2021, the Government is now working

on the details of the legislative amendment exercise, targeting to introduce the relevant amendment bill to the Legislative Council in the first half of 2022.

Meanwhile, the Government has established the Hong Kong Shipping Registry (“HKSR”) Regional Desks in different locations so as to provide more direct and prompt support for shipowners and strengthen the promotion of HKSR’s service. By the fourth quarter of 2021, the HKSR’s service network has been expanded to cover most of the regions which are frequently visited by Hong Kong flagged ships, including London, Shanghai, Singapore, Sydney, San Francisco, Tokyo and Toronto.

Furthermore, the Government has proposed new initiatives in “The Chief Executive’s 2021 Policy Address” on, amongst others, the development of smart port. Through the Task Force on Smart Port Development formed under the HKMPB, the Government is working with the trade on the concrete proposal to drive the development of the “smart port”. The proposal is conducted with a view to further enhancing port efficiency and reducing cargo handling time and cost through streamlining and optimising the multi-party coordinated processes electronically.

As the Government has been working closely with the trade through the platform of the HKMPB to promote Hong Kong’s maritime and port services, as well as organising large-scale international maritime events such as the Hong Kong Maritime Week 2021 which attracted around 18 000 attendance to 38 activities organised by 43 local and international organisations, including some internationally renowned organisers such as the Baltic and International Maritime Council, DNV AS, Economist Impact, Mare Forum and Seatrade Maritime. To support the work of the HKMPB, the Government has earmarked around \$16.6 million (including around \$4.6 million to Invest Hong Kong for overseas promotion work) and \$14.9 million in 2021-22 and 2022-23 respectively. As for other measures on promoting shipping commercial principals and smart port, these are undertaken by the existing staff of the relevant Government bureau/departments as part of their normal duties.

The Government will continue to further develop high value-added maritime services and attract more shipping principals to Hong Kong through the above measures, thereby growing further our maritime cluster, enhancing our competitiveness and consolidating our status as an international maritime centre.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)012**

**(Question Serial No. 0579)**

Head: (158) Government Secretariat:  
Transport and 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 Financial Secretary states in the Budget Speech that the infrastructure-led and capacity building planning approach will be used to develop the Northern Metropolis. In this connection, will the Government inform this Committee of the following:

1. What are the details of the infrastructure-led plan adopted by the Bureau? Will the estimated expenditure higher than that of the conventional approach adopted in the past?  
And
2. The Bureau is exploring the layout of railway and major road infrastructure in the territory, having regard to the development strategy set out in the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030". What are the timetable for the relevant study and the expected time for announcing the study results?

Asked by: Hon LEE Chun-keung (LegCo internal reference no.: 8)

Reply:

1. The Government has been advocating the infrastructure-led and capacity creating planning approach in spearheading transport infrastructure projects with a view to unleashing the development potentials of new development areas along the alignment of major transport infrastructure. The Transport and Housing Bureau would work in full speed with the Development Bureau and other Bureaux to ensure that adequate transport infrastructure would be provided for in accommodating the transport demand arising from population intake, employment and economic activities in the new development areas. Generally speaking, taking forward the projects through the infrastructure-led and capacity creating planning approach would require the Government to deploy the necessary resources in an early stage. As regards transport infrastructure of the

Northern Metropolis, the projects were still in the conceptual stage. In taking forward the proposal, the estimated expenditure of individual infrastructure project would be assessed based on the relevant factors including the scale of works, implementation programme, construction methodology, workforce and plant requirements and site constraints, etc.

2. Based on the development strategy of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” planning study, we are conducting the “Strategic Studies on Railways and Major Roads beyond 2030” to explore the layout of territory-wide railway and major road infrastructure and conduct preliminary engineering and technical assessments for the alignments and supporting facilities, so as to ensure that the related planning will complement or even reserve capacity to meet the overall long-term development needs of Hong Kong, including Northern Metropolis Development Strategy, etc. We plan to consolidate the preliminary study findings and commence consultation on the strategic studies in the second half of this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)013**

**(Question Serial No. 0501)**

Head: (158) Government Secretariat:  
Transport and 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 Cross Bay Link, Tseung Kwan O and the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT),

1. What are the overall estimated expenditures for the above two projects? What are the original completion dates and the actual commissioning dates of the projects?
2. Will the works schedules of the above two projects be affected by the Coronavirus Disease 2019 epidemic? If yes, what is the expected duration of delays? What is the amount of additional expenditures involved for each day of delay?
3. What plans does the Government have to ensure that the above two projects will be completed on schedule? What is the estimated cost for delay recovery?
4. In the 2017 Policy Address, the Government proposes to waive the tolls of the Tseung Kwan O Tunnel (TKOT) after the commissioning of the TKO-LTT. However, the traffic flow of the TKOT has almost reached saturation in recent years. What is the daily average number of vehicles using the TKOT according to the Government's statistics in the past five years? If the tolls of the TKOT are waived with immediate effect, what will be the reduction in public revenue daily? What will be the impact on the Government's overall revenue and expenditure?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 1)

Reply:

1. The Government is taking forward the construction of the Tseung Kwan O - Lam Tin Tunnel (“TKO-LTT”) as well as the Cross Bay Link, Tseung Kwan O (“CBL”) at full steam with a view to commissioning the two projects in tandem in 2022. The latest project estimate of the two projects are within their approved project estimates (“APE”) which is \$15,093.5 million in money-of-the-day (“MOD”) prices for TKO-LTT and \$5,625.7 million in MOD prices for CBL.

2 & 3. The COVID-19 pandemic since 2020 has affected the supply chain of construction materials, equipment and plant from the Mainland and overseas, reduced the workforce for site works and caused disruptions to the works progress. In particular, some site works of TKO-LTT have been temporarily suspended as per the advice from the Centre for Health Protection (“CHP”). With a view to reducing the infection risk, the project teams have been implementing a range of preventive and control measures in line with the guidelines of the CHP, encouraging vaccination as well as arranging frequent COVID-19 testing for all site personnel. Starting from 14 March, all construction workers, site personnel and visitors are required to have received at least one dose of COVID-19 vaccine to enter the project sites, and from 14 April onwards, the abovementioned persons are required to have at least two doses of COVID-19 vaccine. In addition, the project teams have been implementing a series of fast-tracking measures, including deploying additional resources input to expedite various critical works and creating concurrent work fronts to expedite overall project 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. The Government will also endeavor to contain the project expenditures within their approved APE.

4. As announced in the 2019 Policy Address, the Government will, where traffic conditions permit, seek to reduce the cost of using government tolled tunnels and Control Areas incurred by the public, public transport operators and transport trades. The commissioning of the TKO-LTT will enable the diversion of traffic to and from Tseung Kwan O, thus creating an opportunity for waiving the tolls of Tseung Kwan O Tunnel (“TKOT”). This arrangement is an appropriate approach from the traffic management point of view. If the toll waiver for TKOT is implemented before the commissioning of TKO-LTT, it will induce additional traffic demand and consequently add to the current traffic of TKOT, hence risk giving rise to unwarranted traffic congestion in the area.

The average daily vehicular flow of TKOT in the past five years (i.e. between 2017 and 2021) is 93 000. The peak hour traffic volume is generally above the design capacity. With reference to the average daily traffic flow of TKOT in 2021, when the tolls are waived, it is envisaged that a daily toll revenue of around \$289,000 will be forgone; in other words about \$105.5 million will be foregone per annum. At present, the fee for the management, operation and maintenance of TKOT is netted off from the toll revenue received. After the implementation of toll waiver, the Government will incur an additional recurrent expenditure of about \$31 million per annum for the Tunnel.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)014**

**(Question Serial No. 0209)**

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 financial provision and the work of Air and Sea Communications and Logistics Development under Programme (3), please inform this Committee of the following:

1. Provision for 2022-23 is \$96.4 million (31.7%) higher than the revised estimate for 2021-22. It is mainly due to the full-year effect of filling of vacancies in 2021-22, increase in other operating expenses and increase in non-recurrent expenditure.

In respect of these filled posts, what are the details of work and the financial expenditure involved in the coming financial year?

2. The Coronavirus Disease 2019 epidemic has posted a tremendous challenge to the aviation industry. It is analysed that the Hong Kong aviation industry may lag behind other places worldwide in returning to the pre-epidemic level. In the Matters Requiring Special Attention in 2022-23, the Transport Branch will, inter alia, continue to pragmatically liberalise Hong Kong's air services regime with aviation partners to strengthen our status as an international and regional aviation centre, and continue to work with the Airport Authority Hong Kong 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.

What are the details of opening up new or expanding the air services networks between Hong Kong and its aviation partners in the past two years? What measures will be put in place by the Transport Branch in 2022-23 to enhance Hong Kong's aviation networks and competitiveness? On the anti-epidemic front, what are the details of the estimated expenditures and manpower involved?



Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 4)

Reply:

1. One Senior Engineer and one Engineer/Assistant Engineer posts were created under Programme (3) Air and Sea Communications and Logistics Development in 2021-22 to provide professional support to the Transport and Housing Bureau (THB) to oversee a number of airport development projects to be or being taken forward by the Airport Authority Hong Kong (AAHK) 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.

2. The Government has currently signed Air Services Agreements with 67 aviation partners. In 2020/21 and 2021/22, the Government reviewed or expanded the bilateral air services arrangements with four aviation partners (Bahrain, Russia, Luxembourg and Mongolia) to provide the necessary framework for the growth and development of the aviation industry. Given the confidentiality of the bilateral air services arrangement and the commercially sensitive information contained therein, we are not in a position to provide details of the arrangements.

The Government has been working with AAHK to explore and take forward various initiatives that will enhance the functionality and capacity of Hong Kong International Airport (HKIA), thereby increasing its competitiveness. For instance, AAHK is materialising the "Airport City" vision, with various infrastructure projects, including the Three-Runway System, SKYCITY and other developments on the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge that will enhance HKIA's connectivity, as well as integrate and achieve greater synergy between the airport and related industries.

In terms of air cargo business, apart from pursuing various projects to expand the cargo handling capacity of HKIA, AAHK is also developing sea-air intermodal cargo transshipment between HKIA and Dongguan to allow Mainland export cargoes to be shipped to the restricted area of HKIA for direct transshipment to overseas destination by air.

The Government is also discussing with the relevant Guangdong and Zhuhai authorities AAHK's equity injection into Zhuhai Airport and the establishment of a high-end aviation industrial cluster in Zhuhai to enhance synergy between HKIA and Zhuhai Airport.

The Government and AAHK will continue to work together to consolidate and enhance HKIA's competitiveness as well as its status as an international aviation hub.

As for our effort in combating the pandemic, the Transport Branch of THB has reserved about \$90 million in 2022-23 for strengthening the anti-epidemic control measures at HKIA to ensure the public health and safety of airport staff and airport users. The related work will be absorbed by existing manpower. There is no separate breakdown of the manpower and expenditure involved in THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)015**

**(Question Serial No. 0016)**

Head: (158) Government Secretariat:  
Transport and 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 paragraphs 124 and 125 of the Budget Speech, the Financial Secretary states that the Government will expand the railway network to support the New Development Areas and other new development projects and is exploring the layout of railway and major road infrastructure in the territory, having regard to the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030”, so as to cater for the overall long-term development needs of Hong Kong, including the Northern Metropolis Development Strategy (the Development Strategy). In this connection, please advise on the following:

1. In 2014, the Government published the Railway Development Strategy 2014 and proposed to develop seven new railways, which were originally estimated to be completed by 2031. Now, as mentioned by the Financial Secretary, the environmental impact assessment studies for the Northern Link and Hung Shui Kiu Station projects have commenced, while the railway schemes for the Tung Chung Line Extension and Tuen Mun South Extension were already gazetted. Apart from that, does the Administration has any preliminary timetables for the remaining new East Kowloon Line, the South Island Line (West) and the North Hong Kong Island Line so as to ensure that work progress can be caught up and the projects implemented in an orderly manner as far as possible? If yes, what are the details? If not, what are the reasons?
2. When exploring the layout of railway and major road infrastructure in the territory, has the Administration reconsidered the aspirations of the community to construct a railway connecting Tuen Mun and Tsuen Wan? If yes, what are the details? If not, what are the reasons? And
3. Regarding the construction of the Hong Kong-Shenzhen Western Railway linking up Hung Shui Kiu/Ha Tsuen and Qianhai of Shenzhen proposed in the Development Strategy, will the Administration discuss the planning scheme with the Mainland as soon as possible

in the near future so as to tie in with the expansion and the expanded development of Qianhai and enhance the connectivity of cross-boundary infrastructure networks? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 6)

Reply:

1. 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”) involve complicated issues of different nature, which entails planning and design process of varying complexity. 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.

The Government is actively considering the project proposal for South Island Line (West) submitted by the MTR Corporation Limited (“MTRCL”), and will duly consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative. On the other hand, having taken into account our comments on the proposals of the East Kowloon Line and the North Island Line, MTRCL is conducting further study on the feasible options for design improvement of these two projects. We will announce their way forward in due course.

2. Based on the development strategy of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” planning study, we are conducting the “Strategic Studies on Railways and Major Roads beyond 2030” to explore the layout of territory-wide railway and major road infrastructure and conduct preliminary engineering and technical assessments for the alignments and supporting facilities, so as to ensure that the related planning will complement or even reserve capacity to meet the overall long-term development needs of Hong Kong. We plan to consolidate the preliminary study findings and commence consultation on the strategic studies in the second half of this year.
3. In order to further promote the connectivity of infrastructure in the Guangdong-Hong Kong-Macao Greater Bay Area (“GBA”), the governments of Hong Kong and Shenzhen have established the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) to jointly develop the “GBA on the Rail”. The Task Force has embarked on the study on the Hong Kong-Shenzhen Western Rail Link connecting Hung Shui Kiu and Qianhai, so as to improve connectivity between the western parts of Hong Kong and Shenzhen, thereby facilitating the flow of personnel between both places.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 0518)**

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 work on Air and Sea Communications and Logistics Development in the Matters Requiring Special Attention in 2022-23, will the Government inform this Committee of the following:

1. What is the progress of the work to introduce tax concessions to attract specific shipping businesses to Hong Kong based on the study by the Task Force on Commercial Principals? What are the details of the recommendations made?
2. What are the details of the work to encourage the logistics industry to enhance productivity through the application of technology? Whether serving/non-serving staff are trained to meet the needs? If yes, what are the details? If not, will plans be made for manpower training?
3. On promoting the development of the Hong Kong International Aviation Academy (HKIAA), how many talents have been trained by the authorities through the HKIAA in the past three years? Please provide a breakdown by number of admissions, course programme, education level for admission, number of graduates, gender and nationality.
4. What course programmes were rolled out under the Maritime and Aviation Training Fund in the past two years? What are the numbers of talents who have completed training and the numbers of graduates joining the industry? What are the details of the work to establish new schemes to support manpower training and development initiatives?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 8)

Reply:

1. To attract more maritime enterprises to establish business presence in Hong Kong, a task force was formed under Hong Kong Maritime and Port Board (HKMPB) in 2020 to study the economic impacts and details of the tax concession proposals for shipping commercial principals. With reference to the introduction of the ship leasing tax concession regime, the task force has made recommendations to the HKMPB for providing tax concessions. The recommendations include providing half-tax concession (i.e. tax rate being 8.25%, half of the profit tax rate for corporations at 16.5%) for specific shipping commercial principals, namely ship managers, ship agents and ship brokers, with a view to facilitating the development of the maritime industry in Hong Kong and consolidating the maritime capabilities of Hong Kong as a leading international maritime centre. Following the HKMPB's endorsement of the Task Force's recommendations in September 2021, the Government is now working on the legislative amendment exercise, with a view to introducing the relevant amendment bill to the Legislative Council in the first half of 2022.
2. To encourage the logistics industry to enhance productivity through technology application, the Government launched the Pilot Subsidy Scheme for Third-party Logistics Service Providers amounting to \$300 million in October 2020. The Pilot Subsidy Scheme is implemented on a 1:1 matching basis, providing subsidy amounting to \$1 million to each qualified third-party logistics service provider. As at 7 March 2022, 136 applications have been approved by the Management Committee with the total approved funding amounting to \$86 million.

With the support of the Hong Kong Logistics Development Council, the Government has been collaborating with different professional institutes (such as the Hong Kong Logistics Association) on organising and sponsoring tailor-made training courses to industry practitioners, so as to keep them abreast of the latest developments and equip them with necessary skills and knowledge to enhance productivity of the industry.

3. To strengthen Hong Kong's leading position as a major aviation hub in the region, the Airport Authority Hong Kong (AAHK) established the Hong Kong International Aviation Academy (HKIAA) in 2016 to nurture local and regional aviation practitioners and professionals. HKIAA currently provides a wide spectrum of over 110 foundation and professional courses to support practitioners' skills and knowledge development needs in specific aviation disciplines. These courses cover airport management and operations, aviation safety and security, air traffic management, and emergency services and crisis management. As most of the courses offered by HKIAA are designed for in-service practitioners, the majority of the participants are existing airport employees with different education levels. In 2019-20, 2020-21 and 2021-22, HKIAA respectively delivered aviation training to about 41 000, 41 500 and 30 200 (figure as of December 2021) students from Hong Kong, the Mainland, ASEAN countries (including Cambodia, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam), Australia, Bangladesh, India, Japan, Kazakhstan, Nepal, New Zealand, Oman, South Korea, Sri Lanka, the USA, etc.
4. Three new schemes have been rolled out under the Maritime and Aviation Training Fund (MATF), namely Aviation Operations Training Incentive Scheme, Local Vessel Competency Enhancement Scheme and Maritime Training Support Scheme, since 2019-20. Through providing funding support to 15 scholarship, incentive and

subsidy schemes for the two industries, MATF benefitted 4 770 in-service practitioners and students; and 96 beneficiaries of MATF / awardees of MATF-funded scholarships graduated from relevant tertiary educational institutions and joined the respective sectors in 2019-20 and 2020-21. To support and enhance the manpower development for high value-added maritime services in Hong Kong, in particular those not readily available in the job markets or qualifications which are not locally available, MATF is contemplating two new schemes, namely Maritime Services Traineeship Scheme and Maritime Specialist Scholarship Scheme, to be launched in the next financial year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)017**

**(Question Serial No. 0751)**

Head: (158) Government Secretariat:  
Transport and 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 Programme of Land and Waterborne Transport, will the Government inform this Committee of the following:

- (1) What are the details of the progress of discussions with the Shenzhen authorities on the planning of proposed cross-boundary railway projects?
- (2) What are the latest construction progress, the latest timetables and completion dates of the South Island Line (West)?
- (3) Whether the Railways Department can be formally established this year and what are the expenditures and manpower involved? Will key performance indicators be set to oversee the works progress?
- (4) Given that a number of railways will come on line in future, what is the Government's current manpower planning for training the engineering talents required?
- (5) The subsidy threshold for the Public Transport Fare Subsidy Scheme will be lowered from \$400 to \$200 while the amount of subsidy will be raised from \$400 to \$500 after the adjustment. Will the Administration allocate resources to conduct feasibility studies to convert the above adjustment into a long-term measure for implementation?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 9)

Reply:

(1)

In order to further promote the connectivity of infrastructure in the Guangdong-Hong Kong-Macao Greater Bay Area (“GBA”), the governments of Hong Kong and Shenzhen have established the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) to jointly develop the “GBA on the Rail”. The HKSAR Government is actively considering connection to the new Huanggang Port in Shenzhen via the Hong Kong-Shenzhen Innovation and Technology Park in the Lok Ma Chau Loop through the Northern Link (“NOL”) Spur Line, and has requested the MTR Corporation Limited (“MTRCL”) to submit the technical and financial proposals of the NOL Spur Line within this year, so that the Government can consider the way forward of the project in due course. At the same time, the Task Force has embarked on the study on the Hong Kong-Shenzhen Western Rail Link connecting Hung Shui Kiu and Qianhai, so as to improve connectivity between the western parts of Hong Kong and Shenzhen, thereby facilitating the flow of personnel between both places.

(2)

The Government is actively considering the project proposal for South Island Line (West) submitted by MTRCL, and will duly consider the way forward taking into account the redevelopment timetable of Wah Fu Estate and the Invigorating Island South initiative. We will announce their way forward in due course.

(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 delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects. THB’s preparatory work for the establishment of the proposed RD is covered by existing manpower resources. In view of the complexity involved in the establishment of the proposed RD, a preparation team comprising 13 non-directorate posts has been established in the HyD/RDO to make necessary arrangements for establishing the new department.

Subject to the Legislative Council’s approval for the establishment of the new department, the proposed RD will comprise 294 posts, with an overall annual salary provision at \$272.5 million upon establishment. Amongst the 294 posts, 184 posts (annual salary provision at \$168.9 million) and 59 posts (annual salary provision at \$60.6 million) are to be transferred from the HyD/RDO and EMSD/RB respectively, 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 cross-boundary and local 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.



(4)

To meet the demand for construction professional services arising from the upcoming major infrastructure development, the Government, together with post-secondary education institutions, the Construction Industry Council and other training institutions as well as the construction industry, will continue to adopt a multi-pronged approach in ensuring an adequate supply of talents, including provision of sufficient training opportunities; government support through the Construction Innovation and Technology Fund in promoting the use of innovation and technology and related training to enhance the overall productivity of the construction industry.

(5)

The policy objective of the Public Transport Fare Subsidy Scheme (“the Scheme”) is to relieve the fare burden of commuters whose public transport expenses are relatively high. In view of the impact of the fifth wave of epidemic on the local economy, the Government decided to introduce temporary special measures from 1 May to 31 October this year to temporarily relax the monthly public transport expenses threshold from \$400 to \$200, and increase the monthly subsidy cap under the Scheme from \$400 to \$500. Subsidy involves the use of public funds. Although each Octopus card is subject to a monthly subsidy cap, due to the large number of beneficiaries, the annual recurrent expenditure under the Scheme exceeds \$3 billion, excluding the expenditure for the temporary special measures. In considering the long-term arrangements of the Scheme, the Government will balance various considerations cautiously on the premise of prudent fiscal management, in order to ensure the proper use of public funds.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)018**

**(Question Serial No. 0867)**

Head: (158) Government Secretariat:  
Transport and 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:

It is mentioned in the Budget Speech that “the provision of comprehensive infrastructure support is crucial for the implementation of the major development projects mentioned above. Infrastructure-led and capacity building planning approach means that transport infrastructure will be used to drive the development of land”. In this connection, please advise on the following:

1. Regarding a) Kwu Tung North/Fanling North; b) Hung Shui Kiu/Ha Tsuen New Development Areas (NDAs); c) Yuen Long South development; d) the New Territories North development; e) Tung Chung New Town Extension; f) Artificial Islands in the Central Waters and g) Public Housing Developments at Kam Tin South, what is the latest development (such as environmental assessments, construction works, etc. if the studies have not yet commenced) of the transport infrastructure projects (including trunk roads, railways, linkage systems, etc.) in these areas and the latest estimated completion dates?

2. Whether the authorities can ensure that the transport infrastructure-led development is readily available for use after the first population intake in the communities? If yes, how will the authorities fulfil the commitment? If not, what are the criteria for the “transport infrastructure-led development” of the authorities? And

3. Whether the authorities will accord priority to the construction of large-scale transport infrastructure in the NDAs and consider introducing competition or public-private partnership, etc. so as to complete the infrastructure on time?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 2)

Reply:

(1)

To meet the expected traffic demand arising from the progressive development in the Northwest New Territories, the Government plans to complete a series of road infrastructure projects in stages from 2031 to 2036, so as to enhance the internal and external connectivity of the area. As for the connection to the urban areas, the Government has been implementing Route 11 (section between Yuen Long and North Lantau), Tsing Yi - Lantau Link and Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen). The investigation study for Route 11 (section between Yuen Long and North Lantau) commenced in September 2021, and the engineering studies for Tsing Yi - Lantau Link and Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) are being conducted in parallel. As regards road connection to the Airport and Lantau, the Government has been implementing the Tuen Mun Bypass which links up Lam Tei and Tuen Mun Area 40 as well as Tuen Mun-Chek Lap Kok Tunnel. At the same time, works to widen and add additional lane to major roads in Tuen Mun will also be implemented to enhance the capacity of the district road network. The investigation study for the road projects at Lung Fu Road, Wong Chu Road and Hoi Wing Road commenced in September 2021, whereas that for Tuen Mun Bypass commenced in March this year. Besides, to timely cope with the additional road-based traffic demand arising from the Kwu Tung North and Fanling North New Development Area, construction of Fanling Bypass Eastern Section is in progress and scheduled for completion by 2025, and the planning of Fanling Bypass Western Section is also in progress.

The Government invited the MTR Corporation Limited (MTRCL) to progressively embark on the detailed planning and design of Northern Link and Hung Shui Kiu (HSK) Station from 2020 to 2021. The environmental impact assessment of Northern Link and HSK Station has commenced. 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. The construction of HSK Station is planned to commence in 2024 for completion in 2030.

To tie in with the first population intake of Tung Chung New Town Extension (TCNTE) in 2024, relevant road network connecting the concerned public housing developments are now in progress and would be ready prior to the completion of the public housing developments. To cater for subsequent intake which will be at their peak in 2029/2030, the construction of the first part of Road P1 (i.e. Tung Chung East – Tai Ho Section) is in progress for completion by end 2026, and the engineering study of the remaining Road P1 (Tai Ho – Sunny Bay Section) is in progress with construction targeted for completion by 2030 subject to funding approval. In addition, the railway scheme of the Tung Chung Line (TCL) Extension was gazetted under the Railways Ordinance (Cap. 519) in end 2021. The construction works of the TCL Extension project are expected to commence in 2023 for completion by 2029.

For the Artificial Islands in the Central Waters, the Civil Engineering and Development Department (CEDD) commenced the investigation studies in June 2021 for completion within 42 months. The proposed transport infrastructures supporting the development under the studies comprise a priority road link and a priority rail link. On 24 December 2021, an Environmental Impact Assessment (EIA) Study Brief for the priority road link,

was issued by the Environmental Protection Department. CEDD has then commenced the statutory EIA study accordingly. The preliminary proposal on the transportation infrastructures will be available in the fourth quarter of 2022 for soliciting views from the public. The Government targets to commission the priority road link before the first population intake in 2034. The priority rail link, due to its complexity, will be commissioned a few years afterwards.

In addition, based on the development strategy of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” planning study, we are conducting the “Strategic Studies on Railways and Major Roads beyond 2030” to explore the layout of territory-wide railway and major road infrastructure and conduct preliminary engineering and technical assessments for the alignments and supporting facilities, so as to ensure that the related planning will complement or even reserve capacity to meet the overall long-term development needs of Hong Kong, including Northern Metropolis Development Strategy, etc. We plan to consolidate the preliminary study findings and commence consultation on the strategic studies in the second half of this year.

(2) and (3)

The Government has been advocating the infrastructure-led and capacity creating planning approach in spearheading transport infrastructure projects with a view to unleashing the development potentials of new development areas along the alignment of major transport infrastructure. The Transport and Housing Bureau would work in full speed with the Development Bureau and other Bureaux to ensure that adequate transport infrastructure would be provided for in accommodating the transport demand arising from population intake, employment and economic activities in the new development areas. The Government would explore the various implementation strategies and contractual arrangements with a view to expediting the delivery of transport infrastructure projects in close tandem with the new development.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)019**

**(Question Serial No. 0872)**

Head: (158) Government Secretariat:  
Transport and 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 to expedite the implementation of infrastructure works relating to transportation within the Northern Metropolis, will the Government inform this Committee of the following:

For the planning of “the eastward extension of the Northern Link” and “the extension of the East Rail Line to Lo Wu in Shenzhen” of the MTR Corporation Limited, when the specific proposals are expected to be drawn up and what are the details?

Asked by: Hon SO Cheung-wing (LegCo internal reference no.: 11)

Reply:

In order to further promote the connectivity of infrastructure in the Guangdong-Hong Kong-Macao Greater Bay Area (“GBA”), the governments of Hong Kong and Shenzhen have established the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) to jointly develop the “GBA on the Rail”. The proposed extension of the East Rail Line to Luohu in Shenzhen is being studied under the Task Force. The two governments will jointly explore different options on enhancing the Lo Wu Control Point and its transport connections for a mutually agreed proposal.

Under the Government’s infrastructure-led and capacity-creating approach, the proposed eastward extension of the Northern Link will make reference to the land use proposal to be formulated under relevant planning studies being conducted by the Civil Engineering and Development Department and the Planning Department, including the planning and engineering study for New Territories North New Town and Man Kam To, and the investigation study for San Tin / Lok Ma Chau Development Node commenced in October

2021. We will accordingly review the alignment under the Strategic Studies on Railways and Major Roads beyond 2030. We plan to consolidate the preliminary study findings and commence consultation on the strategic studies in the second half of this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)020**

**(Question Serial No. 0712)**

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 Financial Secretary states in the Budget Speech that the Hong Kong Maritime and Port Board has set up a dedicated task force to explore concrete proposals to promote the development of “Smart Port”, including further enhancing port efficiency and reducing cargo handling time and cost with the use of a digitalised system. In this connection, will the Government inform this Committee of the following:

- (1) When the task force was set up and how many meetings it has held?
- (2) What are the specific work plans of the task force? And
- (3) Whether the task force has conducted detailed studies on the development of “Smart Port” in Shanghai, Ningbo and Shenzhen and in what aspects can Hong Kong draw on to develop its “Smart Port”?

Asked by: Hon TAN Yueheng (LegCo internal reference no.: 3)

Reply:

As announced in the “The Chief Executive's 2021 Policy Address”, to enhance Hong Kong’s status as an international transportation centre, our port has to maintain its strengths of high efficiency, good connectivity and wide coverage. We will also need to promote wider application of digital technology in business processes and operations by the maritime and port industry for the development of a “Smart Port”. While the industry traditionally relies heavily on manual operations and paper-based processes, the industry has in recent years started to embrace digitisation of port operations and leverage innovative technologies to enhance their efficiency, so as to stay competitive and provide more convenient services to the customers.

Through the Task Force on Smart Port Development (TFSP) formed under the Hong Kong Maritime Port Board in November 2021, the Government is working with the trade on the concrete proposal to drive the development of the “smart port”. The proposal is conducted with a view to further enhancing port efficiency and reducing cargo handling time and cost through streamlining and optimising the multi-party coordinated processes electronically. The TFSP will, among other work, study the digitalised systems and innovative technologies adopted by other major ports, including in the Mainland and overseas, in exploring various initiatives to facilitate digitalisation and the adoption of innovative technologies in the Hong Kong Port.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)021**

**(Question Serial No. 0736)**

Head: (158) Government Secretariat:  
Transport and 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 2022-23 under Programme (2), it is mentioned that the Administration will continue to take forward the railway projects recommended under the Railway Development Strategy 2014 (RDS-2014). Regarding the development of the East Kowloon Line (EKL) proposed under the RDS-2014, will the Government inform this Committee of the following:

- (1) What are the monthly average patronage, total patronage and loadings of the Kwun Tong Line and Tseung Kwan O Line in the past three years?
- (2) What are the numbers 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) What are the respective total expenditures and staff costs incurred by the Government on the EKL from the preliminary study up to the present?
- (4) When will the MTR Corporation Limited (MTRCL) submit further proposals for the EKL, and when will the Government reveal the progress of the project and proceed to detailed planning?
- (5) Will the Government engage another railway construction company to build the EKL so as to solve the cost problem and technical difficulties? If yes, what are the specific details? If not, what are the reasons?
- (6) How will the Government improve the problems of inadequate services as well as overcrowded train compartments and platforms of the existing Kwun Tong Line before the completion of the EKL?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 2)

Reply:

(1) The monthly average patronage, total patronage and loading of Kwun Tong Line and Tseung Kwan O Line from 2019 to 2021 are listed at **Annex**.

(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 Kwun Tong Line and Tseung Kwan O Line from 2019 to 2021 is tabulated below:

**Kwun Tong Line**

<b>Year</b>	<b>Cause</b>	<b>Number of incidents</b>
2019	Equipment failure	12
	Human factors	6
2020	Equipment failure	6
	Human factors	0
2021	Equipment failure	12
	Human factors	0

**Tseung Kwan O Line**

<b>Year</b>	<b>Cause</b>	<b>Number of incidents</b>
2019	Equipment failure	6
	Human factors	0
2020	Equipment failure	14
	Human factors	1
2021	Equipment failure	13
	Human factors	1

(3)(4)(5) The East Kowloon Line (EKL) would be built in hilly terrains and constrained by the climbing capability of heavy rail, some sections of the EKL have to be built deep underground. It is anticipated that the works would have considerable technical difficulties, mainly in overcoming technicalities arising from the hilly topography.

The Government has offered comments on the EKL proposal submitted by the MTRCL and asked the MTRCL to improve the technical design of the proposal. The MTRCL is considering our comments and exploring feasible options for the design improvement of the project. The Government will continue to follow up with the MTRCL and announce the way forward of the project in due course. As the imminent task is to tackle the technical difficulties in order to formulate the feasible options, we do not have a plan to engage another corporation to take forward the project at the moment.

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.

(6) The MTRCL will continue to closely monitor the patronage of railway lines, and adopt a multipronged approach to improve passenger flow and enhance passengers' travelling experience, including flexible adjustment of train service, strengthening of passenger flow control measures, and improvement of the station layout, etc..

To alleviate the crowdedness at Kwun Tong Station, the MTRCL has installed and relocated ticket gates at some exits to improve passenger flow. Moreover, additional staircase and lift between the concourse and the platform at Kwun Tong Station are being retrofitted. The works are scheduled for completion in the second half of 2023.

With the commissioning of the cross-harbour section of the East Rail Line around June or July this year, East Rail Line passengers may travel to Hong Kong Island directly and this could help relieve the congestion of Kwun Tong Line. The MTRCL will continue to closely monitor passengers' travel patterns.

		2019 (Note 1)		2020 (Note 2)		2021 (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 2019 to 2021 (in million)</b>							
Monthly Average Patronage		18.3	9.8	14.0	7.5	17.2	9.4
Total Patronage		219.9	117.2	167.8	90.0	206.1	113.3
<b>2019-2021 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	Existing carrying capacity (6 ppsm) (c)	71 400	67 600	71 400	67 600	71 400	67 600
4	Difference between (a) and (b) (Note 3)	13 600	17 400	13 600	17 400	13 600	17 400
5	Difference between (b) and (c)	0	0	0	0	0	0
6	Current patronage (d)	49 100	47 400	44 000	42 200	40 000	43 300
7	Current loading (1) (6 ppsm) [(d)/(c)] { } critical link	69% {Shek Kim Mei to Prince Edward}	70% {Yau Tong to Quarry Bay}	62% {Shek Kip Mei to Prince Edward}	62% {Yau Tong to Quarry Bay}	56% {Shek Kip Mei to Prince Edward}	64% {Yau Tong to Quarry Bay}
8	Current loading (2) (4 ppsm) [(d)/(c)÷71.2%] (Note 4) (For the critical links mentioned in item (7))	97%	98%	87%	88%	79%	90%

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

- Note 2: 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 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)022**

**(Question Serial No. 0462)**

Head: (158) Government Secretariat:  
Transport and 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 inform this Committee of the following:

- a) the maximum carrying capacity of each MTR line, including both the heavy rail and the Light Rail, in 2021 (loading at four and six persons (standing) per square metre (ppsm));
- b) the patronage of each MTR line, including both the heavy rail and the Light Rail, in 2021 (loading at four and six ppsm);
- c) the patronage of each MTR line, including both the heavy rail and the Light Rail, during peak hours in 2021 (loading at four and six ppsm); and
- d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines, including both the heavy rail and the Light Rail, in 2021.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 4)

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 2021 is as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour in the morning in 2021</b>	<b>Passenger loading of the busiest section in the morning (Note 1)</b>
505	2 993	81%
507	2 544	81%
610	1 995	98%
614 (Note 2)	873	84%
614P (Note 2)	1 388	
615 (Note 2)	998	83%
615P (Note 2)	1 388	
705	4 240	78%
706	5 088	72%
751	2 650	79%
751P	205	40%
761P	4 625	70%

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading of individual Light Rail routes by projecting the route chosen by the passengers based on their entry/exit records, 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 observations 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. Within the Tuen Mun District, the alignments of Routes 614 and 614P overlap completely, same for Routes 615 and 615P. However, 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. The busiest sections of these two routes are normally located along the overlapping sections 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. Therefore, using average loading of the Light Rail routes can more accurately reflect the actual situation.

**2021 Statistics for the Heavy Rail System  
(the busiest one hour in the morning per direction for critical links) (Note 1)**

		East Rail Line	Tuen Ma Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line (Note 2)	Airport Express (Note 2 and 3)
1.	Design capacity (6 ppsm) (a)	NA (Note 4)	70 000	85 000	85 000	27 000	85 000	85 000	10 800	66 000	10 000
2.	Maximum carrying capacity when train frequency is maximized (6 ppsm) (b)	NA (Note 4)	70 000	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
3.	Existing carrying capacity (6 ppsm) (c)	73 300	58 800	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
4.	Difference between (a) and (b) (Note 5)	NA	0	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 6)	NA	11 200	0	0	10 200	0	0	5 300	2 500	1 600
6.	Current patronage (d)	30 100	36 100	43 300	47 800	9 200	40 000	52 200	1 700	23 600	800



		East Rail Line	Tuen Ma Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line (Note 2)	Airport Express (Note 2 and 3)
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	41% {Sha Tin to Tai Wai}	61% {Tsuen Wan West to Mei Foo}	64% {Yau Tong to Quarry Bay}	60% {Tin Hau to Causeway Bay}	55% {Admiralty to Ocean Park}	56% {Shek Kip Mei to Prince Edward}	70% {Yau Ma Tei to Jordan}	39% {Sunny Bay to Disneyland Resort}	55% {Kowloon to Hong Kong}	25%
8.	Current loading (2) (4 ppsm) [(d)/(c)÷71.2%] (Note 7) (For the critical links mentioned in item (7))	58%	86%	90%	84%	77%	79%	98%	55%	78%	NA

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: The design of the Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

Note 4: The East Rail Line was operated with a mixed fleet of the existing 12-car trains and new nine-car trains during the period. The design capacity and maximum capacity are thus not applicable.

Note 5: This was because platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds.

Note 6: This was because the service frequency has not been increased to the maximum level permitted under 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 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)023**

**(Question Serial No. 0470)**

Head: (158) Government Secretariat:  
Transport and 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 major tasks of the Transport Branch is to oversee the implementation of the Shatin to Central Link (SCL). The MTR Corporation Limited (MTRCL) has also announced earlier that the SCL will be commissioned in the second quarter of this year. In this connection, will the Government inform this Committee of the following:

- a) The current works progress, the latest timetables and completion dates of the SCL;
- b) At present, there is a fare differential of 15% per kilometre between Tuen Mun Station and Sheung Shui Station using Admiralty as the destination. If the Government rationalise the fare differential per kilometre by way of subsidy, i.e. a reduction of 15% fare differential per kilometre for the Tuen Ma Line, what is the Government's estimated expenditure on the subsidy?
- c) Given that the Government has signed the Entrustment Agreement with the MTRCL, will the Government subsidise the East Rail revenue after the commissioning of the SCL so as to make up for the current fare differential per kilometre between the East Rail and the West Rail?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 10)

Reply:

(a)

The MTR Corporation Limited (MTRCL) has commenced the trial operations of East Rail Line (EAL) cross-harbour extension. The new 9-car trains have been delivered to Hong Kong in batches and put into service progressively. According to the latest estimate by MTRCL, EAL cross-harbour extension is anticipated to commission in June to July 2022.

(b) and (c)

Generally speaking, fares of the MTR heavy rail system are determined basically according to distance, while taking into account other factors including market competitiveness, trip nature (for example whether cross-harbour journeys are involved) and the existing overall fare structure. Fares of EAL and former West Rail Line (WRL) were already determined according to their own fare structures before the rail merger. In particular, EAL commenced service as early as in 1910. Its fare determination was influenced by historical factors and involved the co-existence of domestic and cross-boundary services; hence it is difficult to directly compare its fare structure with other railway lines.

If the Government subsidises, or requests the MTRCL to use revenue from EAL to subsidise and lower the fares of Tuen Ma Line (including the original WRL section), apart from distorting the overall fare structure of the MTR network, this is in essence subsidising the MTRCL through public moneys, thus upsetting the market and hampering the competitiveness of other public transport modes.

To alleviate the burden of public transport expenses of passengers, the Government offers direct subsidy to the public through the Public Transport Fare Subsidy Scheme, which is non-means-tested and covers major local public transport modes. The MTRCL also offers various promotions and concessions to cater for the commuting needs of passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)024**

**(Question Serial No. 0020)**

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 further utilise the resources of boundary control points, what specific measures, such as the establishment of the “Smart Port”, will be taken and resources allocated to further improve the infrastructure of sea-air passenger and cargo transport?

Asked by: Hon WONG Ying-ho, Kennedy (LegCo internal reference no.: 3)

Reply:

The Government has been taking various measures to improve the sea-air transport.

On smart port, the Government is working with the trade on a common platform for deployment by port operators and other stakeholders to further enhance port efficiency and reduce cargo handling time and cost through streamlining and optimising the multi-party coordinated processes electronically. The Task Force on Smart Port Development formed under the Hong Kong Maritime and Port Board will advise the Government on the way forward.

On aviation, the Airport Authority Hong Kong (AAHK) is taking forward various projects to transform the Hong Kong International Airport (HKIA) into an “Airport City”, including the construction of the Three Runway System, SKYCITY, various developments on the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge, as well as the Airport City Link connecting the Airport Island with the HKBCF Island, together with Airport Tung Chung Link, its extension.

In terms of air cargo, AAHK has been pursuing different projects to increase HKIA’s cargo handling capacity, including the expansion of the express air cargo terminal and the development of a premium logistics centre and the Transit Mail Centre. AAHK is also

developing sea-air intermodal cargo transshipment between HKIA and Dongguan to enlarge the catchment of air cargo of HKIA.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)025**

**(Question Serial No. 0021)**

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 order to enhance the operational efficiency of the airport and tie in with the Mainland's operational arrangements for cross-boundary travel, will the Hong Kong Special Administrative Region Government consider implementing the "co-location arrangement" at the boundary control point in the Hong Kong airport? If yes, what are the estimated resources required for implementing the work? If not, what are the reasons?

Asked by: Hon WONG Ying-ho, Kennedy (LegCo internal reference no.: 4)

Reply:

Under the 14<sup>th</sup> Five-Year Plan, Hong Kong is given the positioning as an international aviation hub. The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) also clearly stated that a world-class airport cluster in the GBA should be developed, Hong Kong's status as an international aviation hub should be consolidated and enhanced, and differential development and positive interaction of airports in the GBA should be pursued. Taking heed of the national development strategy, the Government has been working with the Airport Authority Hong Kong (AAHK) to explore and take forward various initiatives with a view to enhancing the hub status of the Hong Kong International Airport (HKIA), having regard to the potential synergy amongst airports in the GBA. These initiatives include increasing HKIA's connectivity with the GBA, improving clearance efficiency at HKIA, and expanding the catchment of passengers and cargoes of HKIA.

Specifically, SkyPier at HKIA provides seamless ferry services for passengers travelling between HKIA and other cities in the GBA. At the nine GBA ports with SkyPier ferry services, passengers from the GBA can complete airline check-in procedures, thereby saving time on baggage checks at HKIA. HKIA passengers travelling to the GBA

using SkyPier services can also enjoy a hassle-free transfer, with their baggage tagged through from the origin cities all the way to one of the nine GBA ports. In terms of immigration clearance, since SkyPier is located within HKIA's restricted area and all nine GBA ports have dedicated customs, immigration and quarantine (CIQ) facilities, passengers using SkyPier services only need to go through CIQ formalities once each way. Upon arriving at SkyPier, passengers from the GBA transferring for international flights at HKIA can disembark and proceed directly to the boarding gates after going through the security screening channel without the need to go through Hong Kong's CIQ formalities. The same applies to HKIA passengers travelling to other cities in the GBA upon transiting at HKIA, who can go directly to SkyPier for ferry services to one of the nine GBA ports.

For passengers using land transport options, AAHK has set up city terminals in strategic locations in the GBA. Like in-town check-in facilities in Hong Kong, these city terminals provide upstream check-in service and hence convenience for passengers from the GBA travelling at HKIA. Passengers from the GBA can check in and get their boarding passes at the city terminals before taking transportation for HKIA. Baggage drop-off can be conveniently done at HKIA.

When the SkyPier Terminal is commissioned in 2023, passengers travelling to and from HKIA by land will be able to enjoy the same convenience offered by SkyPier. Passengers from the GBA can complete immigration clearance at Macao or Zhuhai Port of the Hong Kong-Zhuhai-Macao Bridge, travel to the SkyPier Terminal by dedicated bonded bus, enter the restricted area of HKIA and proceed to the boarding gates directly without the need to go through Hong Kong's immigration clearance. The streamlined clearance process is also applicable to passengers travelling to Macao or the Mainland through the reverse process. Baggage tag-through service similar to the one currently offered to SkyPier ferry passengers will also be available.

In terms of cargo, AAHK is developing sea-air intermodal cargo transshipment between HKIA and Dongguan, so that export cargo can complete security screening, palletisation and cargo acceptance by cargo terminal operators in Dongguan and then be shipped directly to the restricted area of HKIA for onward export to overseas destinations by plane without the need to undergo further security screening in Hong Kong. International cargo may also be imported into the GBA through the reverse process.

In addition, AAHK is exploring cooperation with Zhuhai Airport over passenger services, whereby Mainland passengers can fly to Zhuhai Airport for seamless onward international flight connections at HKIA via bonded transfer using the Hong Kong-Zhuhai-Macao Bridge. International flight passengers at HKIA can also go to various Mainland cities via Zhuhai Airport through the reverse process. Under such an arrangement, HKIA will be able to offer its passengers convenient access to Mainland cities that do not have direct connections to HKIA.

The Government and AAHK will continue to explore other possible measures to facilitate more efficient clearance at HKIA, including studying the feasibility and merits of implementing the colocation of Hong Kong and Mainland customs, immigration and quarantine facilities at HKIA.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)026**

**(Question Serial No. 0245)**

Head: (158) Government Secretariat:  
Transport and 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 vehicles, will the Government advise on:

1. the numbers of enforcement actions and vehicle detained, with their vehicle licences suspended after conviction by the court for illegal carriage of passengers for hire or reward in the past two years.
2. what measures will the Administration put in place to step up efforts in illegal carriage of passengers for hire or reward in the 2022-23 financial year? What is the estimated variations in expenditure and resources involved?
3. under Section 52(3) of the Road Traffic Ordinance (Cap. 374), any person or organization intending to arrange a vehicle for the carriage of passengers for hire or reward must hold a valid hire car permit in respect of the vehicle concerned; otherwise, it will be an offence. Nowadays, there are many car-hailing platforms suspected of providing vehicles without valid hire car permits for carriage of passengers for hire or reward. However, the Administration only holds the driver responsible when combating illegal carriage passengers for fire or reward. What actions will the Administration take to combat car-hailing platform for providing illegal passenger service? Will the Administration consider legislation amendment to effectively prevent the car-hailing platform from providing illegal passenger service?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 1)

Reply:

1. The Police takes 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. While the total number of such operations is not specifically kept, the enforcement figures of such an offence were 49 and 19 in 2020 and 2021 respectively. In connection with convicted cases of illegal carriage of passengers for hire or reward, in 2020 and 2021, the Transport Department (TD) detained 44 and 91 vehicles, with their vehicle licences suspended after conviction by the court.

2. In addition to operations and law enforcement actions taken by the Police, TD has put in place a number of education and publicity 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.

In order to enhance the safety and safeguard the interests of passengers and other road users, TD has proposed to increase the penalties for illegal carriage of passengers for hire or reward as stipulated in the Road Traffic Ordinance (Cap. 374) for enhancing the deterrent effect, which include raising the maximum fine and lengthening the period of suspension of vehicle licence and impoundment of vehicle. The legislative amendment exercise is under way and the Government will introduce the amendment bill into the Legislative Council in due course.

The relevant tasks set out above have been undertaken by the existing staff of THB and TD as part of their established duties. There is no separate breakdown of resources involved.

3. The Government welcomes the use of new technology including the use of internet or mobile applications for hailing/booking of hire cars. The relevant laws and regulations must be followed when using the new technology or platform in order to protect the safety and interest of passengers, 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.

Section 52(3) of Cap. 374 stipulates that no person shall drive or use a motor vehicle, or suffer or permit a motor vehicle to be driven or used, for the carriage of passengers for hire or reward unless specified conditions are met, including a HCP is in force in respect of the vehicle concerned. It is illegal for a person who drives or uses a motor vehicle, or suffers or permits a motor vehicle to be driven or used, 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 internet or mobile applications as the platform). The Government

will continue to keep in view the use of internet or mobile applications for hailing/booking of transport services, and adopt a multi-pronged approach comprising enforcement, education and publicity in combating the illegal carriage of passengers for hire or reward.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)027**

**(Question Serial No. 0248)**

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 strengthening of Hong Kong's status as an international and regional aviation centre, will the Government inform this Committee of the following:

1. In 2022-23, the authorities will continue to work with the Airport Authority Hong Kong in taking forward the Three-Runway System (3RS) project at the Hong Kong International Airport towards commissioning in 2024. Given that the epidemic has dealt a heavy blow to the aviation industry in the past two years, the continued staff wastage of airlines and airport service operators has resulted in a shrinkage of industry scale. What are the supporting measures taken by the authorities in the past two years and the latest ones to ensure that airlines and airport complementary services can meet the needs of the 3RS project? What are the expenditures involved?

2. Since the 14th Five-Year Plan expressly supports Hong Kong in enhancing its status as an international aviation hub, the Hong Kong Special Administrative Region Government will continue to take forward the development of the aviation industry in Hong Kong. Eighty percent of Hong Kong's air cargoes involve the Mainland and they are carried mainly through land-based cross-boundary transport. However, since the outbreak of the Coronavirus Disease 2019 epidemic, the land-based cross-boundary transport has been disrupted, thereby affecting Hong Kong's air cargo throughput. What measures will be taken by the Government to rationalise air-to-land intermodal operation? What are the resources involved in the work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 4)

Reply:

1. The Coronavirus Disease 2019 (COVID-19) pandemic has drastically reduced air traffic at the Hong Kong International Airport (HKIA) and severely impacted the business of the aviation industry. To help the aviation sector mitigate the impact of the COVID-19, the Government has offered one-off non-accountable subsidies for aviation industry under the second, third and fifth round of Anti-epidemic Fund<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 (AAHK) at the HKIA respectively. The total amount of subsidies amount to around \$464 million. The Government has also waived the fees payable in respect of the renewal of air operator's certificate, the issue or renewal of certificate of airworthiness and the renewal of approval of approved maintenance organization for two years, accounting to about \$144 million. Taken all together, the aforesaid measures involve a total amount of \$608 million.

The Government has also put in place support measures under the Maritime and Aviation Training Fund, into which the Government has injected a total of \$300 million, to help preserve the talent pool for various aviation-related services, and nurture new blood to support the recovery of aviation sector after the pandemic.

The Government and AAHK will continue to closely monitor the on-going economic and market situation, and will introduce measures to prepare the aviation industry for the post-epidemic recovery.

The “Outline of the 14th Five-Year Plan for National Economic and Social Development of the People’s Republic of China and the Long-Range Objectives Through the Year 2035” (the 14th Five-Year Plan) raises the support for Hong Kong to enhance its status as an international aviation hub. Against this backdrop, the Three Runway System (3RS) project will be of strategic importance to consolidating and enhancing the status of the HKIA internationally as well as the development of a world-class airport cluster in the Greater Bay Area.

Notwithstanding the impact arising from the COVID-19 pandemic, the AAHK endeavours to maintain its target to commission the Third Runway in 2022 and complete the entire 3RS project in 2024 within budget.

2. The Government's Task Force of Supplies from the Mainland has been working closely with the Guangdong Provincial Government and the Shenzhen Municipal People's Government to explore various means to stabilise the supply of goods from the Mainland to Hong Kong. In addition to vigorously developing water transportation and promoting the use of railway transportation, the Government has also been improving land transportation arrangements by introducing various measures. The Government will continue to facilitate and implement various measures with the Mainland authorities to ensure a stable goods supply to Hong Kong as well as to optimise the operation of cross-boundary transportation.

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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.

In addition, AAHK has been developing new ways to enhance HKIA's cargo handling throughput, including sea-air intermodal cargo transshipment between HKIA and Dongguan to allow Mainland export cargoes to be transported seamlessly by sea to the restricted area of HKIA for direct transshipment to overseas destinations, thereby expanding HKIA's catchment of air cargoes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)028**

**(Question Serial No. 0249)**

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 provision of sites for logistics development, will the Government inform this Committee of the following:

1. In 2022-23, the authorities will continue to identify suitable sites and examine their feasibility for modern logistics development. In addition to the plan of launching two sites in Tsing Yi and Kwai Chung for developing a multi-storey complex for container storage and cargo handling and a multi-storey heavy goods vehicle carpark-cum-modern logistics complex, what are the work plan and the resources involved? What are the current timetables planned for putting the logistics sites on the market?

2. Regarding the building of multi-storey complexes on the two sites in Tsing Yi and Kwai Chung, to avoid raising the operating costs of the logistics industry due to the tendering method of awarding the sites to the highest bidders, will the Government consider abandoning that tendering method for putting the sites on the market? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 5)

Reply:

1. The Government has been actively identifying suitable sites for supporting modern logistics development. As announced in the Chief Executive's 2021 Policy Address Supplement, 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. We released the aforementioned Tsing Yi site through public tender on 17 December 2021, but the public tender was cancelled on 23 February 2022

due to the identification of the Tsing Yi site as one of the five locations for constructing community isolation and treatment facilities in support of the Government's anti-epidemic work. With a view to promoting modern logistics development progressively, the Government will continue to identify more suitable sites for the development of multi-storey modern logistics facilities, so as to strengthen Hong Kong's role as a regional logistics hub. The aforementioned Kwai Chung site will soon be put up for sale by way of public tender shortly. Subject to the market reaction to the land disposal of the aforementioned Kwai Chung site, we will conduct a feasibility study on another logistics site in Kwai Tsing area. Furthermore, under the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan, about 37 hectares of land have been designated by the Government for logistics development as well. In 2022-23, we will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments. 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.

2. We note that logistics enterprises of different sizes all have a strong demand for space. As such, when putting up a logistics site for open tender, it is stipulated in the lease conditions that the land can only be used for provision of logistics services. In fact, the aforementioned Tsing Yi site and Kwai Chung site have been restricted for modern logistics and port back up uses in the lease conditions, which may help lower the bidding price.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)029**

**(Question Serial No. 0674)**

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 advise whether the Government will consider providing certain subsidies to the Smart Port projects in which the existing port operators have already invested? Whether complementary logistics facilities and smart facilities will be included in the development of the Smart Port? Whether the Government will also consider providing certain subsidies to the port operators for their smart storage systems? Does the Government encourage co-operation with the nearby leading Smart Ports in the Greater Bay Area?

Asked by: Hon YIM Kong (LegCo internal reference no.: 8)

Reply:

As announced in the “The Chief Executive's 2021 Policy Address”, to enhance Hong Kong’s status as an international transportation centre, our port has to maintain its strengths of high efficiency, good connectivity and wide coverage. We will also need to promote wider application of digital technology in business processes and operations by the maritime and port industry for the development of a “Smart Port”. While the industry traditionally relies heavily on manual operations and paper-based processes, the industry has in recent years started to embrace digitisation of port operations and leverage innovative technologies to enhance their efficiency, so as to stay competitive and provide more convenient services to the customers.

Through the Task Force on Smart Port Development (TFSP) formed under the Hong Kong Maritime Port Board, the Government is working with the trade on the concrete proposal to drive the development of the “smart port”. The proposal is conducted with a view to further enhancing port efficiency and reducing cargo handling time and cost through streamlining and optimising the multi-party coordinated processes electronically. The TFSP will, among other work, study the digitalised systems and innovative technologies

adopted by other major ports, such as those in the Guangdong-Hong Kong-Macao Greater Bay Area, in exploring various initiatives to facilitate digitalisation and the adoption of innovative technologies in the Hong Kong Port.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)030**

**(Question Serial No. 0407)**

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 (AAHK) for the airport industry in the light of the raging epidemic will end at the end of March, while the implementation period of the Government's suspension mechanism for nine countries will be extended to 20 April. Will the Government inform this Committee of the following:

- (1) The expenditures on the various relief measures of the AAHK;
- (2) Whether support for the airport shareholders will be extended and continued after the epidemic has stabilised; and
- (3) What measures will be taken by the Government and the AAHK in enhancing Hong Kong's status as an international aviation hub? What are the expenditures involved?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 8)

Reply:

(1) and (2)

The Coronavirus Disease 2019 (COVID-19) pandemic has drastically reduced air traffic at the Hong Kong International Airport (HKIA) and severely impacted the business of the aviation industry. To help the aviation sector mitigate the impact of the COVID-19, apart from the relief provided by the Government through the Anti-Epidemic Fund<sup>1</sup> and waiver of

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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.

various fees, AAHK has 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. AAHK has also extended the waiver or reduction of various fees and rental for the aviation industry to March 2022. Taken all together, the aforesaid measures provided by the Government and AAHK involve a total amount of about \$12.4 billion.

The Government together with AAHK will continue to closely monitor the business situation of the aviation industry and implement relevant measures at appropriate junctures to support the industry, as well as to prepare it for the post-pandemic recovery.

(3)

Hong Kong is an international and regional aviation hub, a status that has been confirmed by the Central Government vide the 14th Five-year Plan. To consolidate and enhance the hub status of the HKIA, the Government has been working closely with the AAHK in implementing various initiatives to increase HKIA's capacity, functionality and connectivity.

In particular, AAHK is taking forward various projects to transform HKIA into an "Airport City", including the construction of the Three Runway System, SKYCITY, various developments on the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge, as well as the Airport City Link connecting the Airport Island with the HKBCF Island, together with Airport Tung Chung Link, its extension. The Government is also discussing with the relevant Guangdong and Zhuhai authorities AAHK's equity injection into Zhuhai Airport and the establishment of a high-end aviation industrial cluster in Zhuhai to enhance synergy between HKIA and Zhuhai Airport.

In terms of air cargo, AAHK has been pursuing different projects to increase HKIA's cargo handling capacity, including the expansion of the express air cargo terminal and the development of a premium logistics centre and the Transit Mail Centre. AAHK is also developing sea-air intermodal cargo transshipment between HKIA and Dongguan to enlarge the catchment of air cargo of HKIA.

AAHK will fund these projects in line with its prudent commercial principles. There is no Government expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)031**

**(Question Serial No. 0839)**

Head: (158) Government Secretariat:  
Transport and 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 upgrading and enhancement works of the signalling system of the East Rail Line, will the Government inform this Committee of the following:

- a) What is the designed maximum carrying capacity per direction before and after the upgrading of the signalling system of the East Rail Line?
- b) What is the designed maximum number of trains that are allowed to run on the system at the same time after the upgrading of the signalling system and the minute interval for the highest train frequency?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 1)

Reply:

To tie in with the upcoming commissioning of the East Rail Line (ERL) Cross-Harbour Extension, the new ERL signalling system commenced service in February 2021. The ERL is currently under mixed-fleet operation of new nine-car trains and old 12-car trains and the old 12-car trains will be replaced progressively by the new nine-car trains to meet the operational need of the Cross-Harbour Extension.

According to information provided by the MTRCL, the ERL trains ran at a headway of about three minutes during peak hours before the fifth wave of the pandemic, while the maximum headway under the new signalling system is about two minutes, with 42 trains running on the system simultaneously. The design maximum capacity of the old and new signalling system are 101 000 and 82 500 passenger trips per hour per direction respectively. It should be pointed out that these are based on predefined conditions. The actual carrying capacity will be affected by the design of the trains, the train frequency and

service arrangement, passenger demand etc.. Hence, any comparison of these two design capacity figures which involve different network development, will need to be considered in the context of all relevant information. For example, with the full line commissioning of the Tuen Ma Line (TML) in June 2021, about 30% of the ERL southbound passengers switched to the TML for destinations in East Kowloon. This has brought significant diversion effect on the ERL southbound trains. The patronage of the busiest section of the ERL (i.e. Sha Tin to Tai Wai) during the morning peak hours was about 30 100 before the fifth wave of the pandemic, an almost 50% drop compared to the figure in 2017.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)032**

**(Question Serial No. 0840)**

Head: (158) Government Secretariat:  
Transport and 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 is actively taking forward a series of new railway projects, among which the environmental impact assessment studies for the Northern Link project have commenced. In this connection, will the Government inform this Committee of the following:

- 1) What are the specific implementation timetables and commencement dates for other subsequent works?
- 2) Whether the current works progress falls behind the progress expected earlier? If yes, what are the details/reasons?
- 3) What are the current expenditures and works progress regarding the Northern Link as well as its peripheral and ancillary roads? And
- 4) What are the job opportunities to be created under the works projects of the Northern Link?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 2)

Reply:

(1) & (2)

In taking forward the Northern Link project, a series of works, including detailed planning and design, environmental impact assessment, financial assessment, gazettal of schemes and objection resolution, as well as tendering procedures, would be carried out before commencement of construction of the project and the relevant works are in progress as scheduled. Having considered the time required for the above processes, the construction of 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 that of NOL Phase 2 (i.e. the Main Line connecting the existing Kam Sheung Road Station with Kwu Tung Station) may commence in 2025.

(3)

The Northern Link including its ancillary road around future stations and associated facilities is still under detailed planning and design. No construction expenditure had been incurred so far.

(4)

The number of job opportunities to be created by the Northern Link would depend on the railway design scheme which is being developed.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)033**

**(Question Serial No. 0347)**

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:

After the full commissioning of the Central-Wan Chai Bypass (CWB) in 2019, what are the changes in traffic volumes of Connaught Road Central and Gloucester Road during morning and evening peak hours on weekdays? What is the average daily number of vehicles? (Please specify the yearly figures.) What is the traffic accident situation of CWB?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 7)

Reply:

After the full commissioning of the Central-Wan Chai Bypass (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 27% and 20% respectively. The average daily number of vehicles using CWB on weekdays was about 53 700 in 2021. Since its commissioning, the numbers of traffic accidents<sup>1</sup> in CWB in 2019, 2020 and 2021 are 7, 3 and 5 respectively.

Note 1: The accidents included are those with casualties reported to the Police. Damage-only accidents are not included.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)034****(Question Serial No. 0348)**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:

The Government has provided support to the public transport sectors through the Anti-epidemic Fund (AEF). Please provide the details of the measures to support the transport sectors under the previous five rounds of the AEF, including: (1) subsidy items; (2) target transport sectors; (3) the average approval time; (4) the number of successful applicants/beneficiaries; (5) the amount of subsidy received by each applicant; and (6) the difference between the approved funding allocation and the actual amount of subsidies disbursed. What are the details of the measures to support the transport sectors under the sixth round of the AEF?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 9)Reply:

The financial impact of measures under the Anti-epidemic Fund (AEF) does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Details of the measures implemented by the Transport Department to support the transport sectors under various rounds of the AEF as well as the special further support to the cross-boundary passenger transport trade under the AEF are set out in the tables below:

**Measures under the first round of the AEF**

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity	Five franchised bus companies and Hong Kong Tramways (HKT)	1,194.61	1,192.62 (About 99.8% of the funding allocation)

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
	cost for 12 months from 1 July 2019 to 30 June 2020			
Non-franchised bus (NFB) <u>Note (1)</u>	One-off non-accountable subsidy of \$20,000 for each NFB	Registered owners of 7 072 NFBs		
School private light bus (SPLB) and hire car <u>Note (2)</u>	One-off non-accountable subsidy of \$10,000 for each SPLB and hire car	Registered owners of 2 184 SPLBs and 1 240 hire cars		
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 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	46 000 taxi drivers, 2 500 red minibus (RMB) drivers, and 164 green minibus (GMB) passenger service licence (PSL) holders		
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		

Note (1): Cross-boundary coaches were covered.

Note (2): Cross-boundary hire cars were covered.

**Measures under the second round of the AEF**

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
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	3,136.65	3,110.60 (About 99.2% of the funding allocation)
<u>NFB Note (1)</u>	One-off non-accountable subsidy of \$30,000 for each NFB	Registered owners of 6 978 NFBs		
<u>SPLB and hire car Note (2)</u>	One-off non-accountable subsidy of \$30,000 for each SPLB and hire car	Registered owners of 2 192 SPLBs and 1 238 hire cars		
Taxi and PLB	One-off non-accountable subsidy of \$30,000 for each taxi, RMB and GMB	Registered owners of 18 135 taxis and 995 RMBs and 164 GMB PSL holders		
	Monthly subsidy of \$6,000 for six months from 1 April 2020 to 30 September 2020 for each eligible active taxi and RMB driver or a lump sum of \$7,500	46 000 taxi drivers and 2 500 RMB drivers		
	Wage subsidy of \$6,000 for six months from 1 June 2020 to 30 November 2020	155 GMB operators covering 3 024 employees (first tranche)		

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
	to GMB operators in respect of hiring each eligible employee aged 65 or above	154 GMB operators covering 2 528 employees (second tranche)		
Local ferry	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020	Nine local ferry operators		
	Wage subsidy of \$6,000 for six months from 1 June 2020 to 30 November 2020 to local ferry operators in respect of hiring each eligible employee aged 65 or above	Eight local ferry operators covering 133 and 49 employees for the first and second tranche of application respectively		
	One-off non-accountable subsidy of \$20,000 for each vessel deployed in kaito services	55 kaito operators		

Note (1): Cross-boundary coaches were covered.

Note (2): Cross-boundary hire cars were covered.

**Measures under the third round of the AEF**

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
<u>NFB Note (1)</u>	One-off non-accountable subsidy of \$15,000 for each NFB	Registered owners of 6 874 NFBs	154.8	154.8 (100% of the funding allocation)
<u>SPLB and hire car Note (2)</u>	One-off non-accountable subsidy of \$15,000 for each SPLB and hire car	Registered owners of 2 200 SPLBs and 1 246 hire cars		

Note (1): Cross-boundary coaches were covered.

Note (2): Cross-boundary hire cars were covered.

**Special further support measures to cross-boundary passenger transport trade under the AEF (announced in August 2021)**

<b>Transport Sectors</b>	<b>Subsidy Items and Details</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
Cross-boundary coach (CBC)	One-off non-accountable subsidy of \$30,000 for each CBC	Registered owners of about 1 500 CBCs	63.0	50.3 (as at 2 March 2022; application for subsidy and disbursement are in progress)
Cross-boundary hire car (CBHC)	One-off non-accountable subsidy of \$30,000 for each CBHC	Registered owners of about 600 CBHCs		

### Measures under the fifth round of the AEF

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>	<b>Funding Allocation (\$ million)</b>	<b>Actual Amount of Subsidy Disbursed (\$ million)</b>
CBC	One-off non-accountable subsidy of \$30,000 for each CBC	Registered owners of about 1 500 CBCs	63.0	3.99 (as at 2 March 2022; application for subsidy and disbursement are in progress)
CBHC	One-off non-accountable subsidy of \$30,000 for each CBHC	Registered owners of about 600 CBHCs		

The processing and approval time for each subsidy application varies on a case-to-case basis depending on the nature of the subsidy item and whether the applicant has submitted all the required information and supporting documents.

In respect of the measures to support the public transport trades under the sixth round of the AEF, the approved funding allocation is \$2,133.6 million and the details of the measures are provided in the table below:

### Measures under the sixth round of the AEF

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>
Franchised bus and tram	Fuel subsidy to reimburse 40% of actual fuel/ electricity cost for five months from 1 February to 30 June 2022	Five franchised bus companies and HKT
	One-off non-accountable subsidy of \$30,000 for each franchised bus registered under the five franchised bus companies/each tramcar of HKT	
NFB	One-off non-accountable subsidy of \$30,000 for each local NFB	Registered owners of 5 500 local NFBs
	One-off non-accountable subsidy of \$30,000 for each CBC	Registered owners of 1 500 CBCs

<b>Transport Sectors</b>	<b>Subsidy Items and Level of Subsidy</b>	<b>Beneficiaries</b>
SPLB and hire car	One-off non-accountable subsidy of \$30,000 for each SPLB and local hire car	Registered owners of 2 112 SPLBs and 732 local hire cars
	One-off non-accountable subsidy of \$30,000 for each CBHC	Registered owners of 600 CBHCs
Taxi and PLB	Fuel subsidy of \$2.0 discount per litre of LPG for LPG taxis and PLBs and reimburse 40% of the actual fuel cost for petrol taxis and diesel PLBs for five months	46 000 taxi drivers, 2 600 RMB drivers, and 165 GMB PSL holders
	One-off non-accountable subsidy of \$30,000 for each taxi, RMB and GMB	Registered owners of 18 163 taxis, 1 015 RMBs and 165 GMB PSL holders
Local ferry	Fuel subsidy to reimburse 40% of actual fuel cost for five months from 1 February to 30 June 2022	11 local ferry operators
	One-off non-accountable subsidy of \$30,000 for each vessel deployed in franchised or licensed ferry services	
	One-off non-accountable subsidy of \$20,000 for each vessel deployed in kaito services	55 kaito operators

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)035**

**(Question Serial No. 0349)**

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 “water taxi” ferry service (WTFS) in Hong Kong was launched on 1 July 2021. However, due to the epidemic, there were numerous occasions whereby the service could not be provided as usual.

In this connection, please advise the patronage since the launch of WTFS; whether the patronage meets the expectation; the number of staff hired by the operator for providing WTFS; whether the operator is able to sustain its operation; whether the Government has provided subsidy to WTFS to help the ferry operator tide over the difficulties.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 10)

Reply:

The “water taxi” ferry service (WTFS) is primarily for sightseeing and tourism purpose. Amidst the ongoing COVID-19 pandemic and related border control measures, WTFS commenced operation on 1 July 2021 with limited services, providing one departure plying between Hung Hom and Central via Tsim Sha Tsui East on Saturdays. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator also introduced another short-working route with two departures plying between Central and Tsim Sha Tsui East via West Kowloon on Sundays and public holidays starting from 12 November 2021. The total patronage of WTFS in 2021 was 3 569. Twelve staff, who were mostly redeployed from other inner harbour routes run by the same operator, were involved in operating WTFS. In light of the new wave of COVID-19 pandemic and related social distancing measures since January 2022, the two WTFS routes via West Kowloon and Tsim Sha Tsui East were temporarily suspended since 16 January and 9 February 2022 respectively. The Government and the operator will continue to closely monitor the situation.

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. The operator of

WTFS is eligible for the above measures. Furthermore, in view of the difficult business environment facing public transport operators during the 5<sup>th</sup> wave of the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund (AEF) 6.0, under which the operator of WTFS is entitled to receive a 40% subsidy on fuel costs for a period of five months and a one-off non-accountable subsidy of \$30,000 per vessel. The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)036**

**(Question Serial No. 0374)**

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 (The Scheme has been enhanced since 1 January 2020. Please give the amounts before and after the Scheme enhancement);
2. the numbers 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 to claim the subsidy at present.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 8)

Reply:

1. The Public Transport Fare Subsidy Scheme (the Scheme) was first launched on 1 January 2019, and enhanced on 1 January 2020. From 1 July 2020 to 31 December 2021, special measures were introduced to temporarily relax the monthly public transport expenses threshold and/or increase the monthly subsidy cap under the Scheme. The amount of subsidy and the number of beneficiaries during different periods are set out below:
  - (a) From 1 January 2019 to 31 December 2019 - When the Scheme was first introduced, the fare subsidy rate was one-fourth of the monthly public transport expenses in excess of \$400 and the subsidy cap was \$300 per month per Octopus. The total subsidy amount was about \$1,873.6 million, involving an average of

around 2.14 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$73.

- (b) From 1 January 2020 to 30 June 2020 (after Scheme enhancement) - With Scheme enhancement starting from 1 January 2020, the fare subsidy rate was increased to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised to \$400 per month per Octopus. The total subsidy amount was about \$764.8 million, involving an average of around 1.43 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$89.
- (c) From 1 July 2020 to 31 December 2021 (with special measures) - To alleviate the public's burden of transport expenses during the epidemic, the Government had implemented special measures to temporarily relax the monthly public transport expenses threshold from \$400 to \$200 from 1 July 2020 to 31 December 2021 and to temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021. During the period from July 2020 to December 2021, the total subsidy amount was about \$5,091.1 million, involving an average of around 2.84 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$99.
- (d) January 2022 (after the expiry of special measures) - At present, the Government provides a subsidy amounting to one-third of the commuters' monthly public transport expenses in excess of \$400, subject to a cap of \$400 per month per Octopus. In January 2022, the total subsidy amount was about \$145.8 million, involving an average of around 1.60 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$91.

The distribution of beneficiaries by subsidy amount before and after the Scheme enhancement and implementation of the special measures is listed below:

Subsidy amount	Number of beneficiaries (rounded off to the nearest thousand)			
	Monthly average from January to December 2019	Monthly average from January to June 2020 (after the Scheme enhancement)	Monthly average from July 2020 to December 2021 (with special measures)	January 2022 (after the expiry of special measures)
\$0.1-\$100.0	1 583 000	949 000	1 715 000	1 040 000
\$100.1-\$200.0	438 000	343 000	771 000	398 000
\$200.1-\$300.0	117 000	100 000	260 000	118 000
\$300.1 or above	N/A	37 000	92 000 (Note)	41 000

Note:

The figure includes the monthly average from 1 April 2021 to 31 December 2021, when the monthly subsidy cap was temporarily increased to \$500.

2. Under the Scheme, the subsidy for each month is valid for collection within three months. On average, over 80% of beneficiaries collected the subsidy within the three-month collection period and the subsidy collected amounted to over 90% of the monthly total subsidy amount. The number of beneficiaries with expired subsidy from January 2019 to October 2021 are listed below (the subsidy for November 2021 onwards remains valid for collection as at the end of February 2022 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
June 2020	241 000
July 2020	530 000
August 2020	402 000
September 2020	527 000
October 2020	721 000
November 2020	693 000
December 2020	430 000
January 2021	403 000
February 2021	374 000
March 2021	457 000
April 2021	345 000
May 2021	340 000
June 2021	304 000
July 2021	322 000
August 2021	307 000
September 2021	335 000
October 2021	313 000

3. The average monthly subsidy amount before and after the Scheme enhancement and the implementation of the special measures are listed below:

<b>Period</b>	<b>Average monthly subsidy amount (\$ million)</b>
January to December 2019	156.1
January to June 2020 (after Scheme enhancement)	127.5
July 2020 to December 2021 (with special measures)	282.8
January 2022 (after the expiry of special measures)	145.8

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2021-22 is \$42.0 million.

4. In 2021, around 32% of commuters entitled to the subsidy used Personalised Octopus.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)037**

**(Question Serial No. 0376)**

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 continued introduction of practicable measures to enhance traffic management and to alleviate road traffic congestion, will the Government inform this Committee of the following:

1. the expenditure and staff establishment involved in the relevant projects in the past three years, with a breakdown of the staff establishment by type, and the effectiveness of the projects;
2. details of the measures to be implemented in 2022-23; whether these will include, for example, putting in place major comprehensive Park-and-Ride systems at the exits of tunnels such as Tai Lam Tunnel and Siu Lam Tunnel so as to reduce traffic flow to and from the urban areas, and introduction of time variant charging systems for tunnels to charge time-varying tolls or waive tolls; and the estimated expenditure involved and means of effectiveness evaluation; and
3. details of the operation of the Smart Traffic Fund and implementation of automated parking systems (APS) in the past three years, including information on the relevant projects and the expenditure and staff establishment involved, with a breakdown of the staff establishment by type; details of the measures to be implemented in 2022-23, the APS locations, and the estimated expenditure involved and means of effectiveness evaluation.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 4)

Reply:

1. In 2021, the Transport Department (TD) continued to adopt a multi-pronged strategy to alleviate road traffic congestion, including efforts to expand and enhance the public transport system and manage the use of roads. For example, with effect from 24 February 2021, the First Registration Tax rates and Vehicle Licence Fee levels for private cars have been increased by 15% and 30% respectively, as a fiscal disincentive to curb growth of private cars. TD also continued to study the hierarchy and level of tolls of government tolled tunnels and Control Areas, and take forward a host of measures to increase car parking spaces. The expenditures and manpower involved in

implementing the multi-pronged strategy are absorbed under the overall provision and establishment for TD and cannot be separately identified.

2. TD commenced the Traffic and Transport Strategy Study (TTSS) in December 2021. It will map out a Transport Strategy Blueprint with a planning horizon up to 2050 to provide a safe, reliable, environmentally friendly and efficient traffic and transport system. One of the major study directions is to provide people-centric and efficient public transport services. To this end, the TTSS will explore the feasibility of providing new generation Transport Interchange Hubs (TIHs) in new development areas or at strategic traffic locations, including the tunnel area, with a wide range of passenger facilities under the ‘single site, multiple use’ principle to improve overall connectivity and to enable passengers to enjoy a pleasant travel experience. Park-and-ride facilities will be considered when promoting TIHs with a view to encouraging drivers to park their cars and change to public transport, thereby reducing road traffic to urban areas.

The study on “Congestion Charging” will comprehensively review the toll levels of government tolled tunnels and Control Areas, and explore implementing time-varying tolls with a view to regulating traffic flows and alleviating traffic congestion during peak hours. TD plans to consult the public and Legislative Council (LegCo) on the preliminary proposal of Congestion Charging in 2022. Besides, as announced in the 2019 Policy Address, the Government will waive the existing toll of the Tseung Kwan O Tunnel upon the commissioning of the Tseung Kwan O – Lam Tin Tunnel.

3. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for application. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. As regards TD’s manpower resources, two time-limited civil service posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer) have been created for the period from 2020-21 to 2026-27.

The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has approved 10 applications, with a total funding amount of about \$38 million. Details of the approved projects are at **Annex**.

Six of the approved projects are related to improving road safety, while the other three related to enhancing the efficiency of road network and the remaining one related to enhancing convenience of motorists. Five of the approved projects are anticipated to be completed in 2022-23 and the rest in 2023-24.

The Government has been actively implementing automated parking system (APS) in short-term tenancy (STT) car parks and public works projects. The first APS project taken forward by the Government is located at an STT site on Hoi Shing Road in Tsuen Wan and the system was commissioned in November 2021. For the site at Pak Shek Kok in Tai Po, the Government awarded the tender in December 2021 and the system is expected to be commissioned in the fourth quarter of 2022.



For the APS in public works projects, the construction works in the Joint-user Government Office Building in Area 67 in Tseung Kwan O have commenced for completion in 2025. For the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the Town Planning Board (TPB) approved its planning application in September 2021 and tender preparation is in progress. The District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong is planned to seek funding from LegCo in the second quarter of 2022. For the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan, TD targets to apply to TPB for planning permission by the end of 2022.

The Transport and Housing Bureau (THB) / TD will continue to explore the use of APS as far as possible in their future public vehicle park projects and in suitable STT car parks, taking into account the site constraints, cost-effectiveness, etc. For future public works projects with public car parks, THB / TD will invite the responsible departments to consider the feasibility of using APS at the planning stage.

For the past three years, the preparatory work for the APS projects is undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved. The estimated expenditures in 2022-23 is \$2.0 million for the engagement of consultants which will offer technical advice on APS for the projects undertaken by THB / TD.

**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data	This project aims to develop a framework for predicting the short-term parking vacancy for both on-street and off-street parking spaces in Hong Kong and disseminate the information to the public via a website and a mobile application.	\$985,034.47
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model	This project aims to develop a 3D geo-spatial model that can be used for safety assessment in driving simulation experiments with an evidence-based decision support tool to identify accident-prone locations and recommend safety improvement measures.	\$1,456,137.92
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO)	This project will extend the developed DISCO prototype for general traffic scenarios, speed up optimisation by parallelisation, AI-based engine, and machine learning, scale up applications to network-wide junctions by decentralisation algorithms and cloud computing, and establish a software-in-the-loop connection with a micro-simulation software for validation. The project will also link the DISCO software platform to an actual traffic signal controller used in Hong Kong for validation, and establish linkage between DISCO and a cloud sensor database, in which traffic data will be imported and used in DISCO for model calibration and optimal signal plan calculation.	\$7,982,521.45
Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	\$3,240,000.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	\$3,240,000.00
Big Data AI System for Taxi Safe Driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	\$11,835,000.00
HKSafeDriver	This project aims to collect driving data and analyse the driving behaviours of drivers through mobile application and driving data analytics system.	\$1,162,850.00
Network-wide Traffic Speed-Flow Estimator	This project proposes a model-based data-driven approach to develop a network-wide traffic speed-flow estimator for estimating traffic speeds and traffic flows simultaneously.	\$1,976,187.18
Investigation of an Online Data-driven Intelligent Automation Platform for Drivers Considering the Psychological Condition Instability and Behaviours for a Sustainable and Safe Transportation System	This project aims to develop an online data-driven risk-taking behavioural prediction mechanism by identifying the driver's psychological condition instability using intelligent automation techniques.	\$4,990,230.13

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)038**

**(Question Serial No. 0307)**

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:

Matters Requiring Special Attention in 2022-23 include the continuous monitoring of the implementation of the "Franchised Bus Toll Exemption Fund" (the Fund) established by the franchised bus companies for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and road. Will the Government inform this Committee of the following:

1. the operating expenses since the Fund was established in 2019; and list out the withdrawal details of each franchised bus operator (FBO);
2. please advise the Fund's investment strategy; whether it is directly managed by the Transport and Housing Bureau or managed by other organisations; and the investment return in the past two years; and
3. please advise whether the Government has formulated a 5-year budget plan for the Fund. If affirmative, please advise if the financial sustainability of the Fund has been evaluated, in order to achieve the original intention of mitigating fare increase pressure of the corresponding FBO so as to relieve financial burden of bus passengers. If no, please advise the reason.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 8)

Reply:

1. 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 (FBO) is required to set up its own dedicated fund account for keeping the toll saved. When the FBO applies for fare increase and the Chief Executive in Council considers that there is prima facie a justifiable case for fare adjustment, the FBO 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.

Since the implementation of the Fund and up to 31 December 2021, the amounts being deposited and withdrawn as well as the balance of the Fund by FBOs are tabulated below.

<b>Franchised bus company</b>	<b>Amount deposited (\$'000) <sup>(Note)</sup></b>	<b>Amount withdrawn (\$'000)</b>	<b>Balance of the Fund (\$'000)</b>
The Kowloon Motor Bus Company (1933) Limited	493,034	76,450	416,584
New World First Bus Services Limited	126,534	126,534	0
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	104,624	100,340	4,284
Citybus Limited (Franchise for Airport and North Lantau bus network)	34,624	34,080	544
Long Win Bus Company Limited	50,102	49,428	674
New Lantao Bus Company (1973) Limited	18	0	18

Note:

The amount deposited includes the interest (if any) received for the period between 17 February 2019 and 31 December 2021 by the dedicated fund account.

2.&3. In accordance with the agreement with the Government, each FBO should keep its toll saved in a designated bank account of the FBO. The account is an interest-bearing saving account, in which the balance of the Fund is reserved for relieving fare increase pressure of the corresponding FBO and no any other kinds of investment would be made. The operating expenses of maintaining the designated bank accounts are minimal.

The extent of the mitigating effect hinges on the balance of the Fund as well as the frequency and level of fare increases by individual FBOs. 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 Kowloon Motor Bus Company (1933) Limited, implemented on 4 April 2021, was reduced from 8.5% to 5.8%.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)039****(Question Serial No. 0414)**

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:

It is mentioned in the Budget that, during 2022-23, the Transport and Housing Bureau (Transport Branch) will continue to oversee the progress and development of Smart Mobility initiatives including the operation of the Smart Traffic Fund (the Fund) and the implementation of automated parking system (APS) projects. In this connection, will the Government advise this Committee of the following:

- (1) the specific measures to be rolled out by the Government regarding the launch of Smart Mobility initiatives, and the manpower and the expenditures to be involved in 2022-23; and
- (2) the popularity of the “HKeMobility” mobile application among the general public at present and the amount of resources allocated for maintaining the service of the mobile application in each of the past three years.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 7)

Reply:

- (1) 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 estimated expenditures in 2022-23 of the various smart mobility initiatives are tabulated as follows:

<b>Smart mobility initiatives</b>	<b>Estimated expenditures in 2022-23</b>
<b>Smart Transport Infrastructure</b>	
1. Implement Free-flow Tolling System at government tolled tunnels and Tsing Sha Control Area	\$345.3 million

Smart mobility initiatives	Estimated expenditures in 2022-23
2. Install about 1 200 traffic detectors along strategic routes and major roads for collection of real-time traffic information for incident management and dissemination to the public	\$10.4 million
3. Continue to implement pilot real-time adaptive traffic signal system with sensors for pedestrians and vehicles at five road junctions to optimise the green time allocated to vehicles and pedestrians	The estimated expenditure for implementation of the system at the five road junctions is \$1.1 million in 2022-23. Meanwhile, TD will extend the trial of the system to cover eight linked junctions in Tung Chung town centre with an estimated expenditure of \$3.7 million in 2022-23.
4. Continue to facilitate trial and use of autonomous vehicles	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
5. Complete the trial of geo-fencing technology on vehicles, and continue to study the feasibility of implementing the technology on franchised buses to enhance bus safety	The initiative has been completed and no additional expenditure will be required.
<b>Data Sharing and Analytics</b>	
6. Extend the walking route search function in TD's mobile application "HKeMobility" to cover all 18 districts	The extension of the walking route search function to cover all 18 districts was completed. 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.
7. Disseminate the real-time arrival information of all green minibus routes by the end of 2022 and continue to encourage public transport (PT) operators to open up their data	\$13.6 million

Smart mobility initiatives	Estimated expenditures in 2022-23
8. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	It is funded by the Office of the Government Chief Information Officer. No additional expenditure will be incurred by TD.
9. Release real-time information of franchised buses through information display panels at 1 300 covered bus stops or government PT interchanges by 2022	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
10. 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	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
<b>Applications and Services</b>	
11. Encourage PT 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. There is no separate breakdown of the expenditure involved.
12. Set up \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$209.5 million
13. Continue to install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment with a new mobile app "HKeMeter") and provide real-time parking vacancy information	\$116.3 million
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	\$2.0 million <sup>1</sup>
15. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information by 2022	\$0.83 million

Note 1: The estimated expenditure is for the engagement of consultants which will offer technical advice on APS for the projects undertaken by the Transport and Housing Bureau / TD, while funding for the capital cost of the APS projects will be sought from the Legislative Council.



Except for item 12 about the Fund, the work of TD as tabulated above is undertaken by its existing staff and there is no separate breakdown of the manpower involved. For the Fund, two time-limited civil service posts (including one Senior Engineer and one Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer) have been created from 2020-21 to 2026-27 to assist in implementing 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.

- (2) As at February 2022, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate in 2021 was about 50 000.

The operating expenditures incurred (including maintenance, system hosting services and system enhancement) in the last three years are set out below:

<b>Financial Year</b>	<b>Operating Expenditure</b>
2019-20	\$3,320,000
2020-21	\$3,250,000
2021-22	\$4,522,000

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)040**

**(Question Serial No. 0626)**

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 2022-23 under Programme (2), it is mentioned that the Government will “continue to oversee the progress and development of Smart Mobility initiatives including the operation of the Smart Traffic Fund (the Fund) and the implementation of automated parking system (APS) projects”. In this connection, will the Government inform this Committee of the following:

1. It is noted that the Government has earmarked \$1 billion for the Fund which has started to accept applications since 31 March 2021. Please provide the following information of the Fund (from its launch up to the present): (a) number of applications received; (b) number of applications approved; (c) approved amount; and (d) number of approved projects that have commenced;
2. In the past three years, for APS, (a) the expenditure, (b) the number of projects involved, and (c) the location of the projects; and
3. In the coming year, how many APS are expected to be (a) commissioned, and (b) included in planning?

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 4)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for applications. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has received 35 applications and approved 10 applications, with a total funding amount of about \$38 million. Two of the approved projects have commenced their work.

- 2.&3. The Government has been actively implementing automated parking system (APS) in short-term tenancy (STT) car parks and public works projects. The first APS project taken forward by the Government is located at an STT site on Hoi Shing Road in Tsuen Wan and the system was commissioned in November 2021. For the site at Pak Shek Kok in Tai Po, the Government awarded the tender in December 2021 and the system is expected to be commissioned in the fourth quarter of 2022.

For APS in public works projects, the construction works in the Joint-user Government Office Building in Area 67 in Tseung Kwan O have commenced for completion in 2025. For the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the Town Planning Board (TPB) approved its planning application in September 2021 and tender preparation is in progress. The District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong is planned to seek funding from the Legislative Council in the second quarter of 2022. For the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan, the Transport Department (TD) targets to apply to TPB for planning permission by the end of 2022.

The Transport and Housing Bureau (THB) / TD will continue to explore the use of APS as far as possible in their future public vehicle park projects and in suitable STT car parks, taking into account the site constraints, cost-effectiveness, etc. For future public works projects with public car parks, THB / TD will invite the responsible departments to consider the feasibility of using APS at the planning stage.

For the past three years, the preparatory work for the APS projects is undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved. The estimated expenditure in 2022-23 is \$2.0 million for the engagement of consultants which will offer technical advice on APS for the projects undertaken by the THB / TD.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)041**

**(Question Serial No. 0396)**

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:

Matters Requiring Special Attention of the Transport and Housing Bureau (Transport Branch) in 2022-23 include those related to the franchises for three bus companies. Will the Government inform this Committee of the following:

- (a) Whether safeguarding terms specifying remuneration, working hours, occupational safety, etc., for bus captains will be added in the discussion with the concerned bus companies on the new franchises? If yes, what are the details? If no, what are the reasons?
- (b) Whether the Government has reserved provision for expenditure on promoting the bus companies in implementing various measures to safeguard the interests of bus captains, and subsidising the bus captains who are also the frontline staff in the fight against the virus? If so, what is the amount of subsidy for the bus captains? If no, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 6)

Reply:

- (a) Franchised buses in Hong Kong are operated by private companies in accordance with commercial principles. The specific employment terms and arrangements for franchised bus captains are subject to agreement between the companies and their staff.

That being said, the Government attaches great importance to enhancing the working environment and occupational safety and health of bus captains, which is also important to the delivery of quality franchised bus services to the public. Besides, the Government has all along been appealing to the franchised bus companies to, as responsible enterprises, show care for the needs of their staff and respond to their requests in respect of remuneration packages where practicable so as to foster a friendly working environment and harmonious labour relations.

To ensure that bus captains have sufficient rest time, the Transport Department (TD) has promulgated the Guidelines on Bus Captain Working Hours, Rest Times, and Meal

Breaks (the Guidelines) since 1983, and has updated it from time to time for compliance of the franchised bus companies. Following the completion of a comprehensive review, a new set of Guidelines with improvements made in terms of working hours, driving hours and rest times has been fully implemented since mid-2019.

In addition to imposing requirements on working hours, the Government requires franchised bus companies to conduct regular health checks for bus captains. All serving bus captains of franchised bus companies aged 50 or above will be offered annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram as an additional item in the annual health check. To further enhance the health and well-being of bus captains, TD is conducting a consultancy study to carry out a comprehensive research on identification and management of fatigue driving in the franchised bus industry in Hong Kong, and will consider measures to tackle fatigue driving of bus captains as necessary and appropriate in the light of the study findings.

With a view to providing a better working environment for bus captains, the Government granted approval to 26 applications made by franchised bus companies for providing working spaces/rest rooms/resting facilities in 2021, making available a total of 280 bus termini/public transport interchanges over the territory with such facilities.

The current franchises of the Long Win Bus Company Limited and the Citybus Limited in respect of its franchise for the Airport and North Lantau bus network will expire on 1 May 2023, whilst that of New World First Bus Services Limited will expire on 1 July 2023. We are now negotiating with the three franchisees on matters relating to the new franchises. The Government will strive for franchise terms that can meet public demand, including attending to the interests of the frontline staff of franchised bus companies, while taking into account the actual franchised bus operating environment to ensure the sustainability of the bus networks both operationally and financially.

- (b) In light of the impact brought about by the COVID-19 pandemic on the livelihood of individuals and business operation, the Government has launched several rounds of support measures under the Anti-epidemic Fund (AEF) to assist the affected industries and the public. Under the first two rounds of AEF, franchised bus companies received the following subsidies:
- (1) reimbursement of a total amount of about \$340 million being one-third of the actual fuel cost between 1 July 2019 and 30 June 2020;
  - (2) reimbursement of a total amount of about \$320 million being the actual regular repair and maintenance costs and insurance premium from 1 April to 30 September 2020; and
  - (3) disbursement of a total amount of about \$980 million under the Employment Support Scheme for paying wages of their staff from June to November 2020.

Under the sixth round of AEF announced on 14 February 2022, the franchised bus companies will receive reimbursement of 40% of their actual fuel cost incurred during the five-month period between 1 February and 30 June 2022 and a one-off

non-accountable subsidy of \$30,000 for each franchised bus to cope with the operating pressure in the prevailing economic environment. The financial impact of the above measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Apart from financial support, the Government also provided rapid antigen test kits to franchised bus companies for distribution to their frontline staff.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)042**

**(Question Serial No. 0794)**

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 response to recommendations, the Government commissioned a consultancy study on Automated Parking Systems (APSs) in 2018, in order to promote "smart mobility" and increase the number of parking spaces. The Government subsequently decided to take forward seven projects in different districts. Four years have passed and up till now, only the APS at Hoi Shing Road in Tsuen Wan has commenced operation in November 2021, providing about 78 parking spaces. In this connection, will the Government advise this Committee of the following:

1. Please provide information for the seven APS projects, including the construction and anticipated commissioning timetable, the number of parking spaces, the estimated expenditure, the types of APSs, the monthly parking fee and the average parking time.
2. It is estimated that the APS project at Yen Chow Street in Sham Shui Po will provide 200 parking spaces, which is more than the one at Hoi Shing Road in Tsuen Wan. Has the Government estimated the amount of increase in parking time, if there are vehicles queuing up for parking?
3. Will there be any measures to reduce the nuisance caused by the waiting vehicles to the nearby residents when drivers have to queue up for parking their vehicles in the APSs? Will there be a booking system for the parking spaces?
4. Please list the shortfall of parking spaces for private cars and commercial vehicles in different districts in Kowloon West, according to the Hong Kong Planning Standards and Guidelines. Please also provide measures to increase the supply of parking spaces in Kowloon West.
5. Please list the numbers of fixed penalty notices issued and the figures of complaints on illegal parking for Kowloon West in the past three years.

6. The Transport Department has been taking forward the Universal Accessibility Programme and pedestrian-friendly initiative. Please list the project items, together with their details, for Kowloon West in the coming two years.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 6)

Reply:

1. Information of the seven Automated Parking System (APS) projects are listed at **Annex I**.
2. For the APS project at Yen Chow Street West in Sham Shui Po, according to the assessments conducted by the consultants, it is estimated that, a driver's parking time will increase by two minutes for every vehicle in front of him/her in the queue.
3. Waiting area for vehicles will be provided, which is designed to be large enough to accommodate the anticipated number of vehicles waiting to enter the car park in order to avoid causing a tail-back onto the public road. Thus, nuisance to the nearby residents will be minimal. Booking system may be considered depending on the future operation needs of the car park. Meanwhile, drivers will be able to access real-time parking vacancy information of the car park via the "HKeMobility" mobile application.
4. The parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) are subject to review from time to time to cope with the prevailing social and economic situation in order to provide a reference for assessing the parking provision for new developments. The Transport Department (TD) has all along been adhering to the prevailing standards under HKPSG when considering the parking provision for developments. To err on the side of caution, we wish to point out that it is not appropriate to apply the latest standards to determine the shortfall of parking spaces of certain districts with developments which were designed in different times according to the prevailing standards.

Moreover, the Government has been actively pursuing a host of short- and medium- to long-term measures to increase the supply of parking spaces in the Kowloon West area, 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 new developments to provide more ancillary parking facilities in accordance with the newly revised HKPSG promulgated in August 2021, including increasing the number of ancillary parking spaces for private cars (PCs) in private and subsidised housing developments as well as the type and number of parking spaces for commercial vehicles (CVs) in subsidised housing developments;



- (d) 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, including the projects of the Open Space with Public Vehicle Park at Yen Chow Street West in Sham Shui Po, Open Space cum Public Vehicle Park at To Wah Road in West Kowloon, and Hoi Ting Road Joint User Complex in Yau Tsim Mong. These projects will provide parking spaces for both CVs and PCs; and
  - (e) taking forward APS in suitable public works projects, including the Open Space with Public Vehicle Park at Yen Chow Street West in Sham Shui Po.
5. The numbers of fixed penalty notices issued by the Hong Kong Police Force (HKPF) against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) for Kowloon West in 2019 to 2021 are tabulated below:

Police Region	Year		
	2019	2020	2021
Kowloon West	339 549	631 593	862 992

HKPF does not keep any records on complaint figures about illegal parking.

6. The Highways Department will continue to take forward the lift retrofitting items under the Universal Accessibility Programme in Kowloon West in the coming two years as listed at **Annex II**.

Besides, in line with the pedestrian-friendly initiative, TD will continue to take forward the walkability enhancement measures in Kowloon West in the coming two years as listed at **Annex III**.

**Annex I**

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
Short-term tenancy (STT) scar park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	The installation of APS commenced in 2020	November 2021 (actual)	245	Funded by the STT operator
STT car park at Pak Shek Kok, Tai Po	Puzzle stacking	The installation of APS commenced in 2021	End-2022	About 240	Funded by the STT operator
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300	\$5,228.4 M <sup>1</sup> in money-of-the-day (MOD) prices
District Open Space, Sports Centre cum Public Vehicle Park at Sze Mei Street, San Po Kong	Vertical lifting and horizontal sliding	Q2-Q3 2022	2026	About 300	\$1,605.0 M <sup>2</sup> in MOD prices
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2023	2026	About 200	To be determined
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	2024	2028	About 200	To be determined
Joint-user Complex at Chung Kong Road, Sheung Wan	Under planning and to be determined				

Note 1: The figure was for the entire project approved by the Finance Committee in 2020.

Note 2: The figure is the estimated figure for the entire project and will be submitted to the Finance Committee for approval after consulting the Panel on Development and the Public Works Subcommittee, tentatively in Q2 2022.

Remarks : For the APS at Hoi Shing Road in Tsuen Wan, according to the information from the car park operator, the monthly parking fee is \$3,100 for APS parking spaces on the ground level and first level, whereas the monthly parking fee is \$2,900 for APS parking spaces on the topmost level. The parking fees for the other APS projects are yet to be determined. As regards the parking time, it is estimated that the average parking time for these APSs is around two to three minutes.

**Annex II**

<b>Structure No.</b>	<b>Location</b>	<b>Walkway Type</b>	<b>Tentative Completion Date</b>	<b>Status</b>
<b>Sham Shui Po</b>				
KF98	Across Lung Yuet Road near Chak On Road	Footbridge	Dec 2022	Under construction
SSP02	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Footbridge	Jun 2023	Under construction
SSP01	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Footbridge	Sept 2023	Under construction
KF80	Across Shek Kip Mei Street near Berwick Street	Footbridge	Jul 2026	Under investigation
<b>Yau Tsim Mong</b>				
KF93	Across Jordan Road near Sorrento	Footbridge	Jul 2026	Under design

<b>Walkability Enhancement Measures</b>	<b>Tentative Works Commencement Date</b>
Local footpath widening with new crossing at junction of Hai Tan Street and Kweilin Street	Q2 2022
Provision of new crossing and build-outs at junction of Fuk Wing Street and Pratas Street	Q3 2022
Provision of new crossing and build-outs at junction of Fuk Wing Street and Camp Street	Q3 2022
Crossing widening at junction of Un Chau Street and Kweilin Street	Q3 2022
Crossing build-outs at junction of Ki Lung Street and Maple Street	Q4 2022
Provision of new crossing and build-out at junction of Nam Cheong Street and Tai Nan Street	Q4 2022
Widening of crossing with build-outs at junction of Tai Nan Street and Wong Chuk Street	Q4 2022
Crossing build-outs at junction of Ki Lung Street and Wong Chuk Street	Q4 2022
Provision of cover at walkway along Woh Chai Street between MTR Shek Kip Mei Station Exit A and Mei Leong House, Shek Kip Mei Estate	Works in progress, scheduled to complete in Q2 2022
Provision of cover at walkway along Gascoigne Road between Labour Tribunal and Queen Elizabeth Hospital	Works in progress, scheduled to complete in Q2 2022
Area crossing at junction of Yu Chau Street near Pei Ho Street	Q4 2022
Crossing build-outs at junction of Ki Lung Street and Shek Kip Mei Street	Q1 2023 subject to the results of local consultation
Crossing build-outs at junction of Tai Nan Street and Shek Kip Mei Street	Q1 2023 subject to the results of local consultation

<b>Walkability Enhancement Measures</b>	<b>Tentative Works Commencement Date</b>
Crossing build-outs at junction of Yu Chau Street and Shek Kip Mei Street	Q2 2023 subject to the results of local consultation
Footpath widening along Fuk Wing Street between Yen Chow Street and Kweilin Street	Q2 2023 subject to the results of local consultation
Crossing build-outs at junction of Nam Cheong Street and Ki Lung Street	Q2 2023 subject to the results of local consultation
Crossing build-out at junction of Nam Cheong Street and Fuk Wa Street	Q3 2023 subject to the results of local consultation
Crossing build-out at junction of Maple Street and Yu Chau Street	Q3 2023 subject to the results of local consultation
Widening of crossing at junction of Un Chau Street and Pei Ho Street	Q3 2023 subject to the results of local consultation
Crossing build-out at junction of Tai Nan Street and Maple Street	Q3 2023 subject to the results of local consultation
Widening of crossing with build-outs at junction of Po On Road and Tonkin Street	Q4 2023 subject to the results of local consultation

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)043**

**(Question Serial No. 0080)**

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 continuing to implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology, please inform this Committee of the following:

1. the projects approved, the number of modes of transport benefitted and the estimated expenditure involved since the launch of the Fund;
2. the names, progress and outcomes of the research projects and new measures to be rolled out in the coming year;
3. whether the Government has encouraged public transport operators to open up their data e.g. big data platform covering the arrival time of all public transport services; if yes, what are the details; if no, what are the reasons; and
4. the amount of resources allocated for promoting intelligent traffic management.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 4)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for applications. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has approved 10 applications, with a total funding amount of about \$38 million. Details of the approved projects are at **Annex**.

2. Out of the 10 approved projects, five of them (related to improving road safety and enhancing the efficiency of road network) are anticipated to be completed in 2022-23. The Management Committee of the Fund will closely monitor the progress of the approved projects. Where appropriate, the Transport Department (TD) will consider applying the results of these projects to improve its services to the public.
3. 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 (covering Airport Express, Tung Chung Line, Tseung Kwan O Line, Tuen Ma Line, all Light Rail Transit Lines and MTR buses) and 10 licensed ferry operators have opened up their data on the estimated time of arrival (ETA) via “HKeMobility” and the Public Sector Information Portal “DATA.GOV.HK”.

Furthermore, as at February 2022, TD has disseminated the real-time arrival information of 313 green minibus (GMB) routes through “HKeMobility” and “DATA.GOV.HK”, with a view to covering all GMB routes by the end of 2022.

4. TD has been promoting intelligent traffic management through various smart mobility initiatives. In 2022-23, around \$493 million will be allocated to smart mobility initiatives covering implementation of the Free-flow Tolling System, extension of the trial on real-time adaptive traffic signal system, open-up of the ETA data of buses and GMBs, dissemination of the real-time traffic information collected by traffic detectors, installation of new parking meters and enhancement of “HKeMeter”, wider application of automated parking systems, and trial of installing sensors at some non-metered on-street parking spaces, which altogether help drive the development of intelligent traffic management in Hong Kong.



**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data	This project aims to develop a framework for predicting the short-term parking vacancy for both on-street and off-street parking spaces in Hong Kong and disseminate the information to the public via a website and a mobile application.	\$985,034.47
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model	This project aims to develop a 3D geo-spatial model that can be used for safety assessment in driving simulation experiments with an evidence-based decision support tool to identify accident-prone locations and recommend safety improvement measures.	\$1,456,137.92
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO)	This project will extend the developed DISCO prototype for general traffic scenarios, speed up optimisation by parallelisation, AI-based engine, and machine learning, scale up applications to network-wide junctions by decentralisation algorithms and cloud computing, and establish a software-in-the-loop connection with a micro-simulation software for validation. The project will also link the DISCO software platform to an actual traffic signal controller used in Hong Kong for validation, and establish linkage between DISCO and a cloud sensor database, in which traffic data will be imported and used in DISCO for model calibration and optimal signal plan calculation.	\$7,982,521.45
Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	\$3,240,000.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	\$3,240,000.00
Big Data AI System for Taxi Safe Driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	\$11,835,000.00
HKSafeDriver	This project aims to collect driving data and analyse the driving behaviours of drivers through mobile application and driving data analytics system.	\$1,162,850.00
Network-wide Traffic Speed-Flow Estimator	This project proposes a model-based data-driven approach to develop a network-wide traffic speed-flow estimator for estimating traffic speeds and traffic flows simultaneously.	\$1,976,187.18
Investigation of an Online Data-driven Intelligent Automation Platform for Drivers Considering the Psychological Condition Instability and Behaviours for a Sustainable and Safe Transportation System	This project aims to develop an online data-driven risk-taking behavioural prediction mechanism by identifying the driver's psychological condition instability using intelligent automation techniques.	\$4,990,230.13

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)044****(Question Serial No. 0081)**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:

The Government strives to promote “Smart Mobility” and advocates three major strategies, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. In this regard, please inform this Committee of the following:

1. the progress of various specific measures, timetables and breakdown of the estimated expenditures for the three major strategies in the past year;
2. the amount of new resources allocated for the three major strategies in the coming year, the areas covered and the names of the projects involved (e.g. central management system, infrastructure development, portable data); and
3. the utilisation of HKeMobility and whether there are new services or information available to the public in the coming year. If yes, what are the details?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 5)

Reply:1. & 2.

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 progress, planned targets and estimated expenditures in 2022-23 of respective smart mobility initiatives are tabulated as follows:

<b>Smart mobility initiatives</b>	<b>Progress and planned targets</b>	<b>Estimated expenditures in 2022-23</b>
<b>Smart Transport Infrastructure</b>		
1. Implement Free-flow Tolling System (FFTS) at government tolled tunnels and Tsing	- The contract for design and development of the backend system commenced in January 2021 for completion by the fourth quarter of 2022.	\$345.3 million

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
Sha Control Area	<ul style="list-style-type: none"> <li>- A toll service provider was engaged in October 2021 for handling toll-related matters.</li> <li>- The Government targets to commission FFTS at government tolled tunnels and Tsing Sha Control Area gradually starting from the end of 2022.</li> </ul>	
2. Install about 1 200 traffic detectors along strategic routes and major roads for collection of real-time traffic information for incident management and dissemination to the public	The installation of traffic detectors has been completed. TD is disseminating real-time traffic snapshots and data to the public via “HKeMobility” and “DATA.GOV.HK”.	\$10.4 million
3. Continue to implement pilot real-time adaptive traffic signal system with sensors for pedestrians and vehicles at five road junctions to optimise the green time allocated to vehicles and pedestrians	<ul style="list-style-type: none"> <li>- The installation of the system at the five road junctions was completed. In general, the system can reduce congestion and delay to pedestrians and traffic.</li> <li>- TD will extend the trial of the real-time adaptive traffic signal system to cover eight linked junctions in Tung Chung town centre.</li> </ul>	<p>\$1.1 million</p> <p>\$3.7 million</p>
4. Continue to facilitate trial and use of autonomous vehicles (AVs)	- TD is preparing legislative amendments to establish a regulatory framework to facilitate wider trial and use of AVs in Hong Kong, and plans to put forward the draft Bill to the Legislative Council (LegCo) in the second half of 2022.	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
	<ul style="list-style-type: none"> <li>- TD continuously works with the industry, including research and development institutions involved in autonomous driving systems to examine the feasibility of conducting trials of new AVs and related technology on public roads.</li> </ul>	
<p>5. Complete the trial of geo-fencing technology on vehicles, and continue to study the feasibility of implementing the technology on franchised buses to enhance bus safety</p>	<p>The trial of geo-fencing technology has been successfully completed, and the findings have been shared with franchised bus operators for further development of their bus control and monitoring system. The franchised bus operators have already started deploying the technology in actual operation on a trial basis.</p>	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>
<b>Data Sharing and Analytics</b>		
<p>6. Extend the walking route search function in TD's mobile application "HKeMobility" to cover all 18 districts</p>	<p>The walking route search function has been extended to cover all 18 districts since December 2020.</p>	<p>The walking route information is based on the 3D Pedestrian Network produced by the Lands Department (LandsD), which will update the information regularly. No additional expenditure will be incurred by TD.</p>
<p>7. Disseminate the real-time arrival information of all green minibus (GMB) routes by the end of 2022 and continue to encourage public transport (PT) operators to open up their data</p>	<ul style="list-style-type: none"> <li>- As at February 2022, TD has disseminated the real-time arrival information of 313 GMB routes through "HKeMobility" and "DATA.GOV.HK", with a view to covering all GMB routes by the end of 2022.</li> <li>- The estimated time of arrival data of all franchised buses, the Airport Express, Tung</li> </ul>	<p>\$13.6 million.</p>

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
	<p>Chung Line, Tuen Ma Line and Tseung Kwan O Line, all Light Rail Transit Lines and buses of the MTR Corporation Limited (MTRCL), and 10 licensed ferry services have been opened up via “HKeMobility” and “DATA.GOV.HK”.</p>	
<p>8. Develop a Traffic Data Analytics System to enhance traffic management and efficiency</p>	<p>The traffic data processing and analytics functions of the Traffic Data Analytics System were launched in November 2021 for trial use by TD. TD targets to disseminate analytics results relevant to the public via “HKeMobility” and “DATA.GOV.HK” starting from the second half of 2022.</p>	<p>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.</p>
<p>9. Release real-time information of franchised buses through information display panels at 1 300 covered bus stops or government public transport interchanges</p>	<ul style="list-style-type: none"> <li>- All franchised bus operators have been providing real-time arrival information through their websites and mobile applications, “HKeMobility” and “DATA.GOV.HK”.</li> <li>- The production, delivery and installation of the display panels have been affected by the COVID-19 pandemic situation. As at the end of February 2022, display panels at 1 018 covered bus stops and government public transport interchanges have been installed. We target to complete the remaining installation works by the second quarter of 2022.</li> </ul>	<p>The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.</p>
<p>10. Continue to encourage operators of public car parks to provide real-time parking vacancy</p>	<ul style="list-style-type: none"> <li>- The number of public car parks releasing parking vacancy information via “HKeMobility” has increased from about 220 in July 2018 to</li> </ul>	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>

<b>Smart mobility initiatives</b>	<b>Progress and planned targets</b>	<b>Estimated expenditures in 2022-23</b>
<p>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</p>	<p>510 as at the end of February 2022, of which 387 are non-government car parks.</p> <ul style="list-style-type: none"> <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 provide TD with real-time parking vacancy information after completion of the developments.</li> </ul>	
<b>Applications and Services</b>		
<p>11. Encourage 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 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 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	Progress and planned targets	Estimated expenditures in 2022-23
12. Set up \$1 billion Smart Traffic Fund to promote research and application of vehicle-related innovation and technology	As at the end of February 2022, 10 applications have been approved, with a total funding amount of about \$38 million.	\$209.5 million
13. Continue to install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment with a new mobile app “HKeMeter”) and provide real-time parking vacancy information	The installation of all 10 000 new parking meters was completed in January 2022.	\$116.3 million
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>- The APS project located at a STT site on Hoi Shing Road in Tsuen Wan was commissioned in November 2021. For the site at Pak Shek Kok in Tai Po, the Government awarded the tender in December 2021 and the system is expected to be commissioned in the fourth quarter of 2022.</li> <li>- For the APS in public works projects, the construction works in the Joint-user Government Office Building in Area 67 in Tseung Kwan O have commenced for completion in 2025.</li> <li>- For the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the Town Planning Board approved the planning</li> </ul>	\$2.0 million <sup>1</sup>



Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
	<p>application in September 2021, and tender preparation is in progress.</p> <p>- The District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong is planned to seek funding from LegCo in the second quarter of 2022. For the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan, TD targets to apply to the Town Planning Board for planning permission by the end of 2022.</p>	
15. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information by 2022	The contract for installing sensors at about 250 non-metered on-street parking spaces commenced in November 2020. TD targets to disseminate real-time parking vacancy information to the public via “HKeMobility” and “DATA.GOV.HK” in 2022.	\$0.83 million

Note 1: The estimated expenditure is for the engagement of consultants which will offer technical advice on APS for the projects undertaken by the Transport and Housing Bureau / TD, while funding for the capital cost of the APS projects will be sought from the LegCo.

### 3.

As at February 2022, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate in 2021 was about 50 000.

TD will continue to bring in new functions and enhance existing functions of “HKeMobility” to address the need of users. For example, we will add traffic / transport information for cross-boundary travellers and cycling route search function to “HKeMobility” in 2022.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)045**

**(Question Serial No. 0291)**

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 Transport Department's work in co-ordinating the maintenance and renovation works of ferry piers, will the Government inform this Committee of the following:

1. whether there were any ferry piers which have the relevant works completed in the past two years. If yes, what were the details;
2. what is the completion timetable for the relevant works; and
3. what is the staff establishment involved and the estimated expenditure of the works.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 9)

Reply:

Regarding the maintenance and renovation works of ferry piers, the Transport Department (TD) takes up the co-ordinating role while the relevant works departments such as the Architectural Services Department (ArchSD), 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.

TD, supported by ArchSD, carried out a pilot renovation project for upgrading the Yung Shue Wan Ferry Pier starting from July 2019. The project included refurbishment of the whole ferry pier to enhance passenger waiting environment and provision of new facilities such as toilets and a baby-care room for the convenience of passengers. The project was substantially completed in December 2021. The total expenditure for the project was around \$29 million. There is no separate breakdown on the manpower involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)046****(Question Serial No. 0292)**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 bus route rationalisation programmes, will the Government inform this Committee of the following:

- (a) the numbers of bus routes involved in each district regarding the planned bus route rationalisation programmes within this financial year;
- (b) the staff establishment involved; and
- (c) In view of the decreased passenger demand for franchised bus services due to COVID-19 pandemic, what are the measures to be taken by the Government to ensure that the bus route rationalisation programmes implemented during the pandemic can meet the passengers' commuting needs when the pandemic alleviate?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 10)

Reply:

- (a) The numbers of bus routes involved in each district under the annual bus route rationalisation programme planned in 2022 is set out below:

<b>District</b>	<b>Numbers of Bus Routes</b> <sup>(Note)</sup>
Central and Western	7
Eastern	11
Southern	13
Wan Chai	3
Kowloon City	6
Kwun Tong	11
Sham Shui Po	9
Wong Tai Sin	4
Yau Tsim Mong	2
Islands	3
Kwai Tsing	15
North	10

<b>District</b>	<b>Numbers of Bus Routes</b> <sup>(Note)</sup>
Sai Kung	8
Sha Tin	34
Tai Po	11
Tsuen Wan	8
Tuen Mun	10
Yuen Long	10
<b>Total</b>	<b>175</b>

Note : As many routes travel across more than one district, the counting is based on the origins of the routes to avoid double counting.

- (b) The work in relation to bus route rationalisation is undertaken by the existing staff of the Transport Department (TD) as part of their normal duties. There is no separate breakdown of manpower involved.
- (c) When formulating the annual bus route rationalisation programmes, TD would strive to optimise the existing bus service network having regard to factors including local developments, demographic changes, completion of new transport facilities, existing and planned public transport services in the districts concerned, etc. Meanwhile, in the light of the development of COVID-19 pandemic and associated social distancing measures, the resulting drop in patronage and higher staff absence rates due to infection or isolation/quarantine requirements, the franchised bus companies were approved to temporarily adjust their service levels to cope with the situations and make better use of resources. TD will continue to closely monitor the pandemic development and changes in passenger demand, and make timely adjustments to the bus service levels in order to meet the travelling needs of commuting passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)047**

**(Question Serial No. 0102)**

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 Matters Requiring Special Attention in 2022-23, it is mentioned that the Government will “continue to enhance the safety of franchised bus, including providing subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses, monitoring the safety performance of franchised bus companies, studying new initiatives in respect of bus captain training, fatigue management and working environment, exploring the latest technology development on vehicles and for assisting safe driving, implementing traffic management and road improvement measures, and implementing measures to enhance bus maintenance”. In this connection, will the Government inform this Committee of the following:

- a. the amount of resources and the staff establishment involved in realising this policy initiative; and
- b. the latest progress of measures to enhance the safety of franchised bus implemented by franchised bus companies.

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 10)

Reply:

The Government strives to ensure that safe and reliable franchised bus service is provided to public. To strengthen the Transport Department (TD)'s effort 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:

1. installing and enhancing in-vehicle devices/technologies to assist safe driving;
2. enhancing the work environment of bus captains; and
3. 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 belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function). As for the existing buses, having regard to the results of cost-benefit analyses, franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all seats on the upper deck of 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 the end of February 2022, the numbers of buses installed with seat belts, ESC and speed limiting retarder were 1 025, 1 506 and 1 521 respectively, involving a total government subsidy of around \$210.2 million. The number of buses installed with safety devices by respective franchised bus operators are set out in the table below:

Franchised bus operators	Total numbers of buses installed with safety devices (Position as at the end of February 2022)		
	Seat belts	ESC	Speed limiting retarder
The Kowloon Motor Bus Company (1933) Limited (KMB)	579	901	921
New World First Bus Services Limited (NWFB)	156	214	214
Citybus Limited (CTB)	214	321	321
Long Win Bus Company Limited (LWB)	65	65	65
The New Lantao Bus Company (1973) Limited (NLB)	11	5	0
<b>Total</b>	<b>1 025</b>	<b>1 506</b>	<b>1 521</b>

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 the end of February 2022, KMB has installed the devices on about 1 100 buses travelling via expressway, while 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 26 applications made by franchised bus operators for providing working spaces/rest rooms/resting facilities at bus termini/public transport interchanges in 2021, making a total of 280 such facilities over the territory. The numbers of applications approved in 2021 for respective franchised bus operators are set out in the table below:

<b>Franchised bus operators</b>	<b>Numbers of applications approved in 2021</b>
KMB	20
LWB	1
NWFB	1
CTB	3
NLB	1

To further enhance the health and well-being of bus captains, TD is conducting a consultancy study to carry out a comprehensive research on identification and management of fatigue driving in the franchised bus industry in Hong Kong. In addition, TD is reviewing the franchised bus operators’ training course modules and syllabi for bus captains to ensure the quality of training provided for bus captains.

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.

Also, franchised bus operators conduct route risk assessment on each bus route on a regular basis, 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.

Road safety and bus-friendly measures

In addition to the above measures implemented by the franchised bus operators, TD has all along been taking a proactive role in formulating road safety and bus-friendly measures and

conducting comprehensive review on franchised bus-related accident trends, with a view to enhancing the safety performance of franchised bus operators.

TD set up a dedicated Bus Safety Team responsible for enhancing bus safety in 2021. As at the end of February 2022, the Team comprises two directorate officers (one Principal Transport Officer and one Chief Electrical and Mechanical Engineer) and nine non-directorate officers (viz. one Chief Transport Officer, one Senior Transport Officer, one Senior Electrical and Mechanical Engineer, one Senior Traffic Engineer, one Traffic Engineer, one Statistician, two Electrical and Mechanical Engineers and one Transport Officer II). The Team is to be headed by a Safety Director, for which an open recruitment exercise is being conducted to fill the post. The staff costs for the Bus Safety Team in terms of notional annual mid-point salary is \$15.752 million in 2022-23.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)048**

**(Question Serial No. 0737)**

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 2022-23 under Programme (2), it is mentioned that the Transport and Housing Bureau will continue to oversee the addition of public car parks in suitable "Government, Institution or Community" facilities and public open space projects in line with the principle of "single site, multiple uses". In this connection, will the Government inform this Committee of the following:

- (1) the numbers, locations and charges of additional public parking spaces provided by the Government under the principle of "single site, multiple uses" in the past three years;
- (2) the numbers, locations and charges of additional public parking spaces to be provided by the Government under the principle of "single site, multiple uses" in the next five years, and their percentages in the total number of parking spaces; and
- (3) the implementation progress of various recommendations set out in the consultancy study on parking for commercial vehicles, whether parking demand has been relieved, and the manpower and estimated expenditure involved.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 10)

Reply:

(1) & (2)

Following the principle of "single site, multiple uses", the Transport Department (TD) has been proactively exploring the incorporation of new public car parks in suitable "Government, Institution or Community" facilities and public open space projects. Subject to the technical feasibility assessments 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.

Several projects, including the Joint-user Government Office Building in Area 67 in Tseung Kwan O, Water Supplies Department Headquarters with Hong Kong and Islands Regional Office and Correctional Services Department Headquarters Building

in Chai Wan, Public Vehicle Park at Areas 4 and 30 (Site2) in Sheung Shui, Public Vehicle Park at Area 99 in Tung Chung and Chinese Medicine Hospital have already commenced construction, while the construction of Kwun Tong Composite Development is going to commence soon.

As regards other projects including the District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong, Redevelopment of Yuen Long Stadium, New Territories East Cultural Centre in Area 11 in Fanling, and Joint-user Complex at Site G2 of Anderson Road Quarry, the Government plans to obtain funding approval from the Legislative Council in 2022.

The fees of public parking spaces to be provided by these projects have yet to be determined. Generally speaking, when setting the parking fees of government public car park, a number of factors will be taken in account including charges of nearby public car parks operated by the private sector, public acceptability, and the utilisation rate, etc.

- (3) The recommendations arising from the consultancy study on parking for commercial vehicles (CVs) are being taken forward by TD as continuous measures to increase the provision of parking spaces for CVs. The recommendations and the latest progress of implementation are tabulated at Annex. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their regular duties and hence there is no separate breakdown of the expenditure involved.

**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	As at December 2021, TD has designated a total of 1 737 and 860 on-street parking spaces for night-time CV parking and coaches respectively. A total of 405 picking-up/setting-down facilities have also been provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	So far, a cumulative total of 32 schools have provided about 95 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 2021, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 38 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 potential sites are identified for providing CV parking spaces. The latest progress of taking forward four out of the eight sites as at the end of March 2022 is as follows:</p> <p><u>(1) Amenity Complex in Area 103, Ma On Shan, and (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai</u></p> <p>Consultations with relevant District Councils and technical feasibility assessments have been completed. The projects are in the design stage.</p> <p><u>(3) Open Space cum Public Vehicle Park at To Wah Road, West Kowloon, and (4) Sports Centre and Open Space at Aldrich Bay, Shau Kei Wan</u></p> <p>Relevant District Councils have been consulted and technical feasibility assessments are being conducted.</p> <p>The remaining four sites in Tung Chung,</p>

Recommendations	Latest Progress
	Tuen Mun, Kowloon City and Hung Hom are currently in the preliminary planning stage. Subject to technical feasibility assessments, TD will work out the layouts of the proposed public CV parks and the number of parking spaces for consultation with relevant stakeholders.
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) with a view to increasing the parking provision	TD has completed the review of the standards on parking spaces and loading/unloading spaces stipulated in the HKPSG in July 2021 and the revised parking standards were promulgated in August 2021 on Planning Department's website. The revision has increased the number of parking spaces for private cars in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments.
(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 incorporated in the Conditions of Sale for suitable new Government land sale sites.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)049**

**(Question Serial No. 0460)**

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 responsibilities and the work of the Transport and Housing Bureau include overseeing the implementation of the subsidy scheme for retrofitting safety devices on the existing franchised buses. In this connection, will the Government inform this Committee of the following:

- a) the numbers of safety devices installed on franchised buses in the past three years (by franchised bus companies and by subsidised items);
- b) What is the timetable for the completion of the retrofitting of existing franchised buses with safety devices?
- c) What was the total amount of subsidy for retrofitting existing franchised buses with safety devices in the past three financial years?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 2)

Reply:

a) and b)

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 belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

As for the existing buses, having regard to the results of cost-benefit analyses, franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing 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.

The subsidy scheme for the retrofitting of safety devices on existing buses started from 2020-21. 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 with safety devices by respective franchised bus operators in 2020-21 and 2021-22 (up to February 2022), is set out in the table below:

Franchised bus operators	Total numbers of buses installed with safety devices					
	Seat belts		ESC		Speed limiting retarder	
	2020-21	2021-22 (up to Feb 2022)	2020-21	2021-22 (up to Feb 2022)	2020-21	2021-22 (up to Feb 2022)
The Kowloon Motor Bus Company (1933) Limited	150	429	147	754	147	774
New World First Bus Services Limited	23	133	76	138	76	138
Citybus Limited	37	177	45	276	45	276
Long Win Bus Company Limited	0	65	0	65	0	65
The New Lantao Bus Company (1973) Limited	6	5	3	2	0	0
<b>Total</b>	<b>216</b>	<b>809</b>	<b>271</b>	<b>1 235</b>	<b>268</b>	<b>1 253</b>

c)

The total amount of government subsidy for retrofitting existing franchised buses with safety devices in 2020-21 and 2021-22 (up to February 2022) are set out in the table below:

Financial Year	Total Amount of Subsidy (\$ million)
2020-2021	40.6
2021-2022 (up to February 2022)	169.6

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 0464)**

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 2021-22, the work of the Transport Branch included overseeing the planning or implementation of a number of road projects. It is noted that the planning and implementation of some of the road projects may have great implications on the external traffic of Yuen Long and Tuen Mun districts. In this connection, will the Government inform this Committee of the following:

- a) the specific implementation timetable for (i) the Tuen Mun Bypass; (ii) the widening and addition of slip roads at Lung Fu Road / Tuen Mun Road / Wong Chu Road / Hoi Wing Road; (iii) the widening of Fuk Hang Tsuen Road (between Castle Peak Road - Lam Tei and Fuk Hang Tsuen Lane); (iv) Route 11 (section between Yuen Long and North Lantau); (v) Tsing Yi - Lantau Link; (vi) the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen); and
- b) the projected increase in traffic volume and the relevant road capacity when residents of Tuen Mun and Yuen Long travel to urban areas upon completion of the traffic and road planning work mentioned in item a) above.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 6)

Reply:

- a) To meet the expected traffic demand arising from the progressive development in the Northwest New Territories, the Government plans to complete a series of road infrastructure projects in stages from 2031 to 2036, so as to enhance the internal and external connectivity of the area. As for the connection to the urban areas, the Government has been implementing Route 11 (section between Yuen Long and North Lantau), Tsing Yi - Lantau Link and Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen). The investigation study for Route 11 (section between Yuen Long and North Lantau) commenced in September 2021, and the engineering studies for Tsing Yi - Lantau Link and Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) are conducted in parallel. As regards road connection to the Airport and Lantau, the Government has

been implementing the Tuen Mun Bypass which links up Lam Tei and Tuen Mun Area 40 as well as Tuen Mun-Chek Lap Kok Tunnel. At the same time, works to widen and add additional lane to major roads in Tuen Mun will also be implemented to enhance the capacity of the district road network. The investigation study for the road projects at Lung Fu Road, Wong Chu Road and Hoi Wing Road commenced in September 2021, whereas that for Tuen Mun Bypass commenced in March this year.

Meanwhile, the Government plans to consult the Panel on Transport tentatively in the second quarter of 2022 on the Widening of Fuk Hang Tsuen Road (between Castle Peak Road - Lam Tei and Fuk Hang Tsuen Lane) for target completion in 2025.

- b) The projected volume/capacity (v/c) ratios of major roads connecting the Northwest New Territories with the urban areas during morning peak hours in 2036 before and after completion of the road projects mentioned in part (a) are tabulated at **Annex**.



<b>Volume/Capacity Ratios<sup>1</sup> during Morning Peak Hours in 2036</b>		
<b>Major Roads</b>	<b>Before Completion of Road Projects<sup>2</sup></b>	<b>Upon Completion of Road Projects<sup>2</sup></b>
Tuen Mun Road (Siu Lam Section)	1.2	1.0
Tuen Mun Road (Sham Tseng Section)	1.2	1.1 <sup>3</sup>
Tai Lam Tunnel	1.2	0.7
Ting Kau Bridge	1.1	0.7
Lantau Link	1.1	1.0
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	1.1	0.9

Note 1 The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.

Note 2 The road projects are those mentioned in part (a) of the reply.

Note 3 This value is the v/c ratio for lanes other than the bus-only lane on Tuen Mun Road (Sham Tseng Section). The v/c ratio for the bus-only lane on Tuen Mun Road (Sham Tseng Section) will be below 1.0, indicating smooth traffic on the bus-only lane.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)051****(Question Serial No. 0281)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

- Under Programme (1) Planning and Development of the Transport Department, the provision for 2022-23 is \$1,530 million higher than the revised estimate for 2021-22, which is increased by 119%, mainly due to net increase of three posts in 2022-23, additional provision of Special Helping Measures for outlying island ferry routes under the long-term operation model for outlying island ferry services, increased requirement in operating expenses and increase in non-recurrent expenditure. In this connection, please provide the respective expenditures of the above three reasons; and
- The Government announced the setting up of the Smart Traffic Fund in 2019. Its balance at present is over \$1 billion. Please provide in table form the following information up to 2021: the names and content of the projects approved, how they can be applied to facilitate Smart Mobility, and the funding involved.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 30)

Reply:

- The increase in provision for 2022-23 over the revised estimate for 2021-22 under Programme (1) are due to:

<b>Items</b>	<b>\$ million</b>
Additional net non-recurrent expenditure mainly for the provision of funding to the Vessel Subsidy Scheme for outlying island ferry routes	1,218.2
Additional requirement in operating expenses mainly for providing COVID-19 testing services to frontline staff of public transport operators and subsidising cross-boundary goods vehicle drivers to undergo nucleic acid tests	206.8
Additional provision for Special Helping Measures under the long-term operation model for outlying island ferry services	101.3

<b>Items</b>	<b>\$ million</b>
Net increase of three posts in 2022-23	3.3
<b>Total</b>	<b>1,529.6</b>

2. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for applications. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has approved 10 applications, with a total funding amount of about \$38 million. Details of the approved projects are at [Annex](#).

Six of the approved projects are related to improving road safety, while the other three related to enhancing the efficiency of road network and the remaining one related to enhancing convenience of motorists. Five of the approved projects are anticipated to be completed in 2022-23 and the rest in 2023-24.

**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data	This project aims to develop a framework for predicting the short-term parking vacancy for both on-street and off-street parking spaces in Hong Kong and disseminate the information to the public via a website and a mobile application.	\$985,034.47
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model	This project aims to develop a 3D geo-spatial model that can be used for safety assessment in driving simulation experiments with an evidence-based decision support tool to identify accident-prone locations and recommend safety improvement measures.	\$1,456,137.92
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO)	This project will extend the developed DISCO prototype for general traffic scenarios, speed up optimisation by parallelisation, AI-based engine, and machine learning, scale up applications to network-wide junctions by decentralisation algorithms and cloud computing, and establish a software-in-the-loop connection with a micro-simulation software for validation. The project will also link the DISCO software platform to an actual traffic signal controller used in Hong Kong for validation, and establish linkage between DISCO and a cloud sensor database, in which traffic data will be imported and used in DISCO for model calibration and optimal signal plan calculation.	\$7,982,521.45
Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	\$3,240,000.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	\$3,240,000.00
Big Data AI System for Taxi Safe Driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	\$11,835,000.00
HKSafeDriver	This project aims to collect driving data and analyse the driving behaviours of drivers through mobile application and driving data analytics system.	\$1,162,850.00
Network-wide Traffic Speed-Flow Estimator	This project proposes a model-based data-driven approach to develop a network-wide traffic speed-flow estimator for estimating traffic speeds and traffic flows simultaneously.	\$1,976,187.18
Investigation of an Online Data-driven Intelligent Automation Platform for Drivers Considering the Psychological Condition Instability and Behaviours for a Sustainable and Safe Transportation System	This project aims to develop an online data-driven risk-taking behavioural prediction mechanism by identifying the driver's psychological condition instability using intelligent automation techniques.	\$4,990,230.13

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)052**

**(Question Serial No. 0175)**

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 illegal parking, will the Government advise this Committee of the following:

1. the numbers of fixed penalty notices (FPNs) issued by the Hong Kong Police Force (HKPF) against illegal parking in each of the past three years with a breakdown by District Council district;
2. the current numbers of on-street, Government and privately operated parking spaces with a breakdown by District Council district and vehicle type;
3. the annual numbers of electronic FPNs withdrawn due to human errors since the launch of the e-Ticketing Pilot Scheme;
4. the effectiveness of the pilot scheme on Intelligent Traffic Enforcement Robot (ITER) implemented by the Traffic Hong Kong Island of HKPF; and whether the pilot scheme will be extended to all districts. If yes, what are the details; if no, what are the reasons;
5. whether modern underground smart carparks will be provided at "Government, Institution or Community" sites or park sites following the principle of "single site, multiple uses". If yes, what are the details; if no, what are the reasons; and
6. whether the parking standards under the Hong Kong Planning Standards and Guidelines (HKPSG) will be reviewed to increase the provision of parking spaces in newly built housing estates. If yes, what are the details; if no, what are the reasons.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 9)

Reply:

1. The Hong Kong Police Force (HKPF) keeps information on fixed penalty notices (FPNs) issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by Police Region. The relevant enforcement figures in each of the five Police Regions in 2019 to 2021 are tabulated below:

<b>Numbers of FPNs issued against illegal parking</b>			
<b>Police Region</b>	<b>Year</b>		
	<b>2019</b>	<b>2020</b>	<b>2021</b>
Hong Kong Island	287 149	599 218	688 592
Kowloon East	251 430	489 901	570 466
Kowloon West	339 549	631 593	862 992
New Territories South	296 732	512 831	584 706
New Territories North	249 884	474 326	595 404
<b>Total</b>	<b>1 424 744</b>	<b>2 707 869</b>	<b>3 302 160</b>

- The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks as at February 2022 in each of the 18 districts by vehicle type are tabulated at **Annex 1**, **Annex 2** and **Annex 3** respectively.
- In March 2020, the e-Ticketing Pilot Scheme commenced and frontline officers may print FPNs using portable printers after capturing details of the traffic contraventions using the smart phones. Under the pilot scheme, the number of FPNs issued against illegal parking that have to be withdrawn due to human errors in 2020 and 2021 are tabulated below:

	<b>Year</b>	
	<b>2020</b>	<b>2021</b>
Number of electronic FPNs issued	1 068 795	2 366 658
Number of electronic FPNs withdrawn due to human errors (%)	160 (0.015%)	400 (0.017%)

- Trial of Intelligent Traffic Enforcement Robot is currently taking place on different road sections in Hong Kong Island Region. Subject to the trial result, HKPF will further consider how to take forward the trial.
- The Government has been actively pursuing the introduction of Automated Parking Systems (APS) in public works projects under the principle of “single site, multiple uses”, as listed below.

<b>Project</b>	<b>Current Status</b>
Joint-user Government Office Building in Area 67 in Tseung Kwan O	Construction works have commenced and are expected to be completed in 2025.
District open space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong	Funding is planned to be sought from the Legislative Council in the second quarter of 2022.
Open space with public vehicle park at Yen Chow Street West in Sham Shui Po	The Town Planning Board (TPB) approved its planning application in September 2021 and tender preparation is in progress.
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan	The Transport Department (TD) targets to apply to TPB for planning permission by the end of 2022.

The Transport and Housing Bureau / TD will continue to explore the use of APS as far as possible in our future public vehicle park projects, taking into account the project characteristics, design requirements, site constraints and cost-effectiveness. For future public works projects with public vehicle parks, we will ask the responsible departments to consider the feasibility of adopting APS at the planning stage.

6. TD completed the review of the standards for the provision of ancillary parking spaces for commercial vehicles (CVs) and private cars (PCs) under the Hong Kong Planning Standards and Guidelines (HKPSG) in July 2021, and the revised parking standards were promulgated in August 2021 on Planning Department's website. The revision has increased the number of parking spaces for PCs in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments.

TD will continue to conduct regular review on the parking standards under HKPSG and make timely amendments to cope with the latest changes in social and economic environment.



**Numbers of on-street parking spaces in 18 districts by vehicle type as at February 2022**

<b>District</b>	<b>Private Car*</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total <sup>μ</sup></b>
Central and Western	520	191	14	609	1 334
Wan Chai	991	25	17	684	1 717
Eastern	514	91	62	779	1 446
Southern	625	53	135	442	1 255
Yau Tsim Mong	1 491	368	137	1 311	3 307
Sham Shui Po	1 213	223	15	801	2 252
Kowloon City	2 274	135	143	931	3 483
Wong Tai Sin	301	144	0	463	908
Kwun Tong	446	117	37	769	1 369
Tsuen Wan	814	52	31	600	1 497
Tuen Mun	1 302	332	44	869	2 547
Yuen Long	1 216	431	87	681	2 415
North	1 258	380	21	426	2 085
Tai Po	1 539	336	84	218	2 177
Sai Kung	1 993	385	165	439	2 982
Sha Tin	1 548	310	66	511	2 435
Kwai Tsing	393	368	21	694	1 476
Islands	496	44	65	175	780
<b>Total</b>	<b>18 934</b>	<b>3 985</b>	<b>1 144</b>	<b>11 402</b>	<b>35 465</b>

\* The figures refer to on-street parking spaces for vehicles such as private cars, taxis, light buses, tricycle and light goods vehicles with similar vehicle dimensions while medium and heavy goods vehicles, buses, motor cycles and pedal cycles are not included according to the Road Traffic (Parking) Regulations (Cap. 374C).

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 provided at the Government car parks in 18 districts  
by vehicle type as at February 2022<sup>^</sup>**

<b>District</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
Central and Western	3 926	428	14	335	4 703
Wan Chai	2 754	227	11	280	3 272
Eastern	3 150	351	33	373	3 907
Southern	2 670	182	11	483	3 346
Yau Tsim Mong	1 064	254	20	39	1 377
Sham Shui Po	3 844	1 183	33	481	5 541
Kowloon City	3 198	134	5	237	3 574
Wong Tai Sin	4 245	296	25	563	5 129
Kwun Tong	7 744	468	37	1 425	9 674
Tsuen Wan	1 906	122	4	232	2 264
Tuen Mun	3 494	142	46	166	3 848
Yuen Long	3 353	104	39	236	3 732
North	2 687	374	27	113	3 201
Tai Po	787	210	8	73	1 078
Sai Kung	1 841	70	62	167	2 140
Sha Tin	4 378	170	33	441	5 022
Kwai Tsing	4 836	563	10	840	6 249
Islands	1 717	181	17	102	2 017
<b>Total</b>	<b>57 594</b>	<b>5 459</b>	<b>435</b>	<b>6 586</b>	<b>70 074</b>

<sup>^</sup> The above parking information is collated from the data provided by various departments or the concerned car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, 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 provided at privately-operated car parks in 18 districts  
by vehicle type as at February 2022<sup>^</sup>**

<b>District</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
Central and Western	34 065	464	57	480	35 066
Wan Chai	35 483	85	97	352	36 017
Eastern	42 750	1 388	238	1 451	45 827
Southern	36 610	877	189	1 008	38 684
Yau Tsim Mong	33 351	869	107	747	35 074
Sham Shui Po	25 133	1 900	362	794	28 189
Kowloon City	44 296	962	112	848	46 218
Wong Tai Sin	16 192	880	63	1 285	18 420
Kwun Tong	40 159	2 766	45	2 323	45 293
Tsuen Wan	35 108	1 817	387	773	38 085
Tuen Mun	37 595	2 007	93	808	40 503
Yuen Long	38 001	1 516	236	989	40 742
North	17 610	825	30	343	18 808
Tai Po	28 674	619	54	827	30 174
Sai Kung	40 273	1 129	132	2 553	44 087
Sha Tin	68 768	2 224	144	2 139	73 275
Kwai Tsing	30 808	9 876	399	1 350	42 433
Islands	13 732	697	190	370	14 989
<b>Total</b>	<b>618 608</b>	<b>30 901</b>	<b>2 935</b>	<b>19 440</b>	<b>671 884</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 carpark providers, 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.

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**CONTROLLING OFFICER'S REPLY**

**THB(T)053**

**(Question Serial No. 0246)**

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 issue of parking for commercial vehicles (CVs), will the Government inform this Committee of the following:

1. During 2021-22, the Transport Department took forward the recommendations of the study on parking for CVs. Please advise the latest progress in this regard, including the number of additional parking spaces provided as a result of implementing various measures and the expenditure involved.
2. The latest vehicle-to-parking space ratios for various types of CVs.
3. During the COVID-19 pandemic, the anti-epidemic measures imposed by the Government have resulted in an abrupt decline in the flow of people in the street at night time and thus a keen demand for overnight parking facilities among public transport vehicles such as taxis and public light buses (PLBs). At present, taxis and PLBs are ticketed from time to time by the Hong Kong Police Force for illegal parking even when parked at taxi stands and light bus stands. What is the latest progress on the Government's initiative of gradually opening up taxi stands and light bus stands for overnight parking by taxis and PLBs? Will temporary car parks be provided for overnight parking by public transport vehicles? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 2)

Reply:

1. The recommendations arising from the consultancy study on parking for commercial vehicles (CVs) are being taken forward by the Transport Department (TD) as continuous measures to increase the provision of parking spaces for CVs. The recommendations and latest progress of implementation are tabulated at **Annex**. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their regular duties and hence there is no separate breakdown of the expenditure involved.

2. As at the end of December 2021, there were 63 702 licensed goods vehicles (excluding van-type light goods vehicles that can be parked at private car parking spaces) and 6 958 licensed coaches/buses in Hong Kong, while there were a total of 40 329 and 4 578 parking spaces for goods vehicles and coaches/buses respectively. The ratios of the number of parking spaces to the number of the licensed vehicles are therefore 0.63 and 0.66 for goods vehicles and coaches/buses respectively.
3. The Government has all along been implementing measures and identifying suitable land to meet the parking demand of public light buses (PLBs) and taxis.

As for PLBs, to cater for the operational needs and optimise the use of limited land resources, the Government permits PLBs to park at some designated PLB stands during night time provided that the parking would not affect road safety or cause obstruction to road users. TD will continue to liaise with the PLB trade to assess the feasibility for provision of PLB parking spaces at other PLB stands.

As for taxis, they generally operate round the clock. However, the pandemic situation has resulted in reduced demand for taxi services especially during the night shift. Currently, the taxi trade can park taxis at some government multi-storey car parks managed by TD at a fee per month or per quarter. The taxi trade may also use the concessionary night parking service (\$55/\$65 per night) provided at some TD's car parks (namely, Rumsey Street Car Park, Star Ferry Car Park, City Hall Car Park and Kwai Fong Car Park). Moreover, TD has arranged with the MTR Corporation Limited to release 480 parking spaces at Hong Kong West Kowloon Station for storage of idle taxis at a fee per month.

In addition to the measures provided by the Government as mentioned above, there are short-term tenancy (STT) car parks in various districts providing parking spaces for different types of vehicles including PLBs and taxis. Taking into consideration the limited land resources in Hong Kong and the pandemic situation, the Government will continue to closely monitor the parking demand of such vehicles and liaise with relevant departments for exploring the feasibility of providing more parking spaces for use by PLBs and taxis.

**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	As at December 2021, TD has designated a total of 1 737 and 860 on-street parking spaces for night-time CV parking and coaches respectively. A total of 405 picking-up/setting-down facilities have also been provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	So far, a cumulative total of 32 schools have provided about 95 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 2021, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 38 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 potential sites are identified for providing CV parking spaces. The latest progress of taking forward four out of the eight sites as at the end of March 2022 is as follows:</p> <p><u>(1) Amenity Complex in Area 103, Ma On Shan, and (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai</u></p> <p>Consultations with relevant District Councils and technical feasibility assessments have been completed. The projects are in the design stage.</p> <p><u>(3) Open Space cum Public Vehicle Park at To Wah Road, West Kowloon, and (4) Sports Centre and Open Space at Aldrich Bay, Shau Kei Wan</u></p> <p>Relevant District Councils have been consulted and technical feasibility assessments are being conducted.</p> <p>The remaining four sites in Tung Chung,</p>

<b>Recommendations</b>	<b>Latest Progress</b>
	Tuen Mun, Kowloon City and Hung Hom are currently in the preliminary planning stage. Subject to technical feasibility assessments, TD will work out the layouts of the proposed public CV parks and the number of parking spaces for consultation with relevant stakeholders.
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) with a view to increasing the parking provision	TD has completed the review of the standards on parking spaces and loading/unloading spaces stipulated in the HKPSG in July 2021 and the revised parking standards were promulgated in August 2021 on Planning Department's website. The revision has increased the number of parking spaces for private cars in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments.
(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 incorporated in the Conditions of Sale for suitable new Government land sale sites.

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