

Index Page

Replies to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2023-24

Director of Bureau : Secretary for Transport and Logistics

Session No. : 15

Consolidated e-file name : TLB-1-e1.docx

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB001	0480	CHAN Hak-kan	28	(1) Flight Standards
TLB002	2836	LEUNG Hei, Edward	28	(2) Airport Standards
TLB003	2730	LEUNG Man- kwong	28	(3) Air Traffic Management
TLB004	1236	TIEN Puk-sun, Michael	28	(5) Air Services and Safety Management
TLB005	1603	YIM Kong	28	(1) Flight Standards
TLB006	1604	YIM Kong	28	(2) Airport Standards (3) Air Traffic Management (4) Air Traffic Engineering Services
TLB007	3088	HO Chun-yin, Steven	33	(2) Port and Marine Facilities
TLB008	1382	CHAN Siu-hung	42	(2) Mechanical Installations Safety
TLB009	2148	LAM Chun-sing	42	(2) Mechanical Installations Safety
TLB010	0268	LAM Siu-lo, Andrew	42	(2) Mechanical Installations Safety
TLB011	2888	CHAN Chun-ying	60	(3) Railway Development
TLB012	2046	CHAN Hak-kan	60	(3) Railway Development
TLB013	2108	CHU Kwok-keung	60	(2) District and Maintenance Works
TLB014	0984	KWOK Wai-keung	60	(1) Capital Projects
TLB015	1166	LAM Kin-fung, Jeffrey	60	(3) Railway Development
TLB016	0611	LAU Ip-keung, Kenneth	60	(3) Railway Development
TLB017	2247	LEE Tsz-king, Dominic	60	(1) Capital Projects
TLB018	1491	TANG Ka-piu	60	(4) Technical Services
TLB019	1492	TANG Ka-piu	60	(1) Capital Projects
TLB020	2626	TANG Ka-piu	60	(3) Railway Development
TLB021	0220	TSE Wai-chuen, Tony	60	(2) District and Maintenance Works
TLB022	0221	TSE Wai-chuen, Tony	60	(1) Capital Projects
TLB023	0222	TSE Wai-chuen, Tony	60	(2) District and Maintenance Works

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB024	0096	YANG Wing-kit	60	(1) Capital Projects
TLB025	0196	HO Chun-yin, Steven	100	(3) Local Services
TLB026	0199	HO Chun-yin, Steven	100	(3) Local Services
TLB027	1565	HO Chun-yin, Steven	100	(1) Infrastructure (3) Local Services (4) Services to Ships
TLB028	1566	HO Chun-yin, Steven	100	(1) Infrastructure (3) Local Services (4) Services to Ships
TLB029	2817	HO Chun-yin, Steven	100	(4) Services to Ships
TLB030	1569	QUAT Elizabeth	100	(3) Local Services
TLB031	1608	YIM Kong	100	(1) Infrastructure
TLB032	0207	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
TLB033	0208	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
TLB034	0213	CHAN Han-pan	158	(2) Land and Waterborne Transport
TLB035	0352	CHAN Han-pan	158	(2) Land and Waterborne Transport
TLB036	0487	CHAN Han-pan	158	(2) Land and Waterborne Transport
TLB037	0489	CHAN Han-pan	158	(2) Land and Waterborne Transport
TLB038	0490	CHAN Han-pan	158	(2) Land and Waterborne Transport
TLB039	0491	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
TLB040	0380	CHAN Pui-leung	158	(3) Air and Sea Communications and Logistics Development
TLB041	1374	CHAN Siu-hung	158	(3) Air and Sea Communications and Logistics Development
TLB042	1378	CHAN Siu-hung	158	(2) Land and Waterborne Transport
TLB043	1381	CHAN Siu-hung	158	(2) Land and Waterborne Transport
TLB044	1383	CHAN Siu-hung	158	(3) Air and Sea Communications and Logistics Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB045	2953	CHAN Wing-kwong	158	(3) Air and Sea Communications and Logistics Development
TLB046	2126	CHAN Yuet-ming	158	(2) Land and Waterborne Transport
TLB047	2127	CHAN Yuet-ming	158	(2) Land and Waterborne Transport
TLB048	2205	CHAU Siu-chung	158	(3) Air and Sea Communications and Logistics Development
TLB049	2733	CHEN Chung-nin, Rock	158	(3) Air and Sea Communications and Logistics Development
TLB050	0816	CHEUNG Yu-yan, Tommy	158	(2) Land and Waterborne Transport
TLB051	3098	CHOW Ho-ding, Holden	158	(3) Air and Sea Communications and Logistics Development
TLB052	2995	HO King-hong, Adrian Pedro	158	(2) Land and Waterborne Transport
TLB053	2996	HO King-hong, Adrian Pedro	158	(2) Land and Waterborne Transport
TLB054	0843	IP LAU Suk-yee, Regina	158	(2) Land and Waterborne Transport
TLB055	0847	IP LAU Suk-yee, Regina	158	(3) Air and Sea Communications and Logistics Development
TLB056	1694	KAN Wai-mun, Carmen	158	(3) Air and Sea Communications and Logistics Development
TLB057	2360	LAM Lam, Nixie	158	(3) Air and Sea Communications and Logistics Development
TLB058	2901	LAM San-keung	158	(3) Air and Sea Communications and Logistics Development
TLB059	0603	LAU Ip-keung, Kenneth	158	(2) Land and Waterborne Transport
TLB060	0609	LAU Ip-keung, Kenneth	158	(2) Land and Waterborne Transport
TLB061	0610	LAU Ip-keung, Kenneth	158	(2) Land and Waterborne Transport
TLB062	0523	LAU Kwok-fan	158	(2) Land and Waterborne Transport
TLB063	0524	LAU Kwok-fan	158	(2) Land and Waterborne Transport
TLB064	2715	LEE Hoey Simon	158	(3) Air and Sea Communications and Logistics Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB065	2307	LEE Tsz-king, Dominic	158	(2) Land and Waterborne Transport
TLB066	0566	LEUNG Man-kwong	158	(3) Air and Sea Communications and Logistics Development
TLB067	1936	LEUNG Yuk-wai, Kenneth	158	(3) Air and Sea Communications and Logistics Development
TLB068	2854	LEUNG Yuk-wai, Kenneth	158	(3) Air and Sea Communications and Logistics Development
TLB069	0801	LO Wai-kwok	158	(2) Land and Waterborne Transport
TLB070	0802	LO Wai-kwok	158	(2) Land and Waterborne Transport
TLB071	0803	LO Wai-kwok	158	(3) Air and Sea Communications and Logistics Development
TLB072	1048	LUK Chung-hung	158	(3) Air and Sea Communications and Logistics Development
TLB073	1052	LUK Chung-hung	158	(2) Land and Waterborne Transport
TLB074	1064	LUK Chung-hung	158	(2) Land and Waterborne Transport
TLB075	2590	LUK Chung-hung	158	(2) Land and Waterborne Transport
TLB076	1091	NG Chau-pei, Stanley	158	(2) Land and Waterborne Transport
TLB077	2821	NG Wing-ka, Jimmy	158	(2) Land and Waterborne Transport
TLB078	0761	NGAN Man-yu	158	(2) Land and Waterborne Transport
TLB079	0672	SHIU Ka-fai	158	(2) Land and Waterborne Transport
TLB080	1602	SO Cheung-wing	158	(3) Air and Sea Communications and Logistics Development
TLB081	2677	TAN Sunny	158	(3) Air and Sea Communications and Logistics Development
TLB082	1239	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
TLB083	1240	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
TLB084	1241	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
TLB085	1242	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB086	0934	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
TLB087	0951	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
TLB088	0097	YANG Wing-kit	158	(2) Land and Waterborne Transport
TLB089	0098	YANG Wing-kit	158	(2) Land and Waterborne Transport
TLB090	0099	YANG Wing-kit	158	(2) Land and Waterborne Transport
TLB091	0877	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
TLB092	2914	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
TLB093	2915	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
TLB094	2920	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
TLB095	2921	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
TLB096	2922	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
TLB097	2923	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
TLB098	1606	YIM Kong	158	(3) Air and Sea Communications and Logistics Development
TLB099	1113	YIU Pak-leung	158	(3) Air and Sea Communications and Logistics Development
TLB100	1115	YIU Pak-leung	158	(3) Air and Sea Communications and Logistics Development
TLB101	2675	YIU Pak-leung	158	(3) Air and Sea Communications and Logistics Development
TLB102	2676	YIU Pak-leung	158	(3) Air and Sea Communications and Logistics Development
TLB103	0428	YUNG Hoi-yan	158	(3) Air and Sea Communications and Logistics Development
TLB104	2885	CHAN Chun-ying	186	(1) Planning and Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB105	0474	CHAN Hak-kan	186	(1) Planning and Development
TLB106	2045	CHAN Hak-kan	186	(1) Planning and Development
TLB107	0204	CHAN Han-pan	186	(6) Public Transport Fare Subsidy Scheme
TLB108	0205	CHAN Han-pan	186	(1) Planning and Development
TLB109	0206	CHAN Han-pan	186	(1) Planning and Development
TLB110	0209	CHAN Han-pan	186	(1) Planning and Development
TLB111	0210	CHAN Han-pan	186	(1) Planning and Development
TLB112	0211	CHAN Han-pan	186	(1) Planning and Development
TLB113	0212	CHAN Han-pan	186	(1) Planning and Development
TLB114	0347	CHAN Han-pan	186	(3) District Traffic and Transport Services
TLB115	0351	CHAN Han-pan	186	(1) Planning and Development
TLB116	0353	CHAN Han-pan	186	(1) Planning and Development
TLB117	0488	CHAN Han-pan	186	(1) Planning and Development
TLB118	0155	CHAN Hok-fung	186	(1) Planning and Development
TLB119	0156	CHAN Hok-fung	186	(3) District Traffic and Transport Services
TLB120	0161	CHAN Hok-fung	186	(1) Planning and Development
TLB121	0162	CHAN Hok-fung	186	(6) Public Transport Fare Subsidy Scheme
TLB122	1400	CHAN Hok-fung	186	(1) Planning and Development
TLB123	1423	CHAN Hok-fung	186	(2) Licensing of Vehicles and Drivers
TLB124	1887	CHAN Pui-leung	186	(3) District Traffic and Transport Services
TLB125	1379	CHAN Siu-hung	186	(3) District Traffic and Transport Services
TLB126	2203	CHAU Siu-chung	186	(4) Management of Transport Services
TLB127	2204	CHAU Siu-chung	186	(3) District Traffic and Transport Services
TLB128	2208	CHAU Siu-chung	186	(2) Licensing of Vehicles and Drivers
TLB129	2209	CHAU Siu-chung	186	(2) Licensing of Vehicles and Drivers
TLB130	1179	CHIU Duncan	186	(2) Licensing of Vehicles and Drivers
TLB131	2097	CHU Kwok-keung	186	(2) Licensing of Vehicles and Drivers
TLB132	2998	HO King-hong, Adrian Pedro	186	(2) Licensing of Vehicles and Drivers
TLB133	3001	HO King-hong, Adrian Pedro	186	(2) Licensing of Vehicles and Drivers
TLB134	3002	HO King-hong, Adrian Pedro	186	(2) Licensing of Vehicles and Drivers
TLB135	3014	HO King-hong, Adrian Pedro	186	(1) Planning and Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB136	3015	HO King-hong, Adrian Pedro	186	(1) Planning and Development
TLB137	3016	HO King-hong, Adrian Pedro	186	(6) Public Transport Fare Subsidy Scheme
TLB138	2587	HO Kwan-yiu, Junius	186	(2) Licensing of Vehicles and Drivers
TLB139	0846	IP LAU Suk-yee, Regina	186	(2) Licensing of Vehicles and Drivers
TLB140	0271	LAM Siu-lo, Andrew	186	(4) Management of Transport Services
TLB141	0272	LAM Siu-lo, Andrew	186	(1) Planning and Development
TLB142	0273	LAM Siu-lo, Andrew	186	(3) District Traffic and Transport Services
TLB143	2560	LAM So-wai	186	(1) Planning and Development
TLB144	0903	LEE Tsz-king, Dominic	186	(3) District Traffic and Transport Services
TLB145	2240	LEE Tsz-king, Dominic	186	(6) Public Transport Fare Subsidy Scheme
TLB146	2241	LEE Tsz-king, Dominic	186	(2) Licensing of Vehicles and Drivers
TLB147	2242	LEE Tsz-king, Dominic	186	(3) District Traffic and Transport Services
TLB148	2243	LEE Tsz-king, Dominic	186	(3) District Traffic and Transport Services
TLB149	2244	LEE Tsz-king, Dominic	186	(3) District Traffic and Transport Services
TLB150	2245	LEE Tsz-king, Dominic	186	(3) District Traffic and Transport Services
TLB151	0577	LEUNG Man-kwong	186	(1) Planning and Development
TLB152	2679	LI Sai-wing, Stanley	186	(1) Planning and Development
TLB153	0059	LO Wai-kwok	186	(4) Management of Transport Services
TLB154	1646	LOONG Hon-biu, Louis	186	(4) Management of Transport Services
TLB155	1658	LOONG Hon-biu, Louis	186	(1) Planning and Development
TLB156	0896	LUK Chung-hung	186	(3) District Traffic and Transport Services
TLB157	1053	LUK Chung-hung	186	(1) Planning and Development
TLB158	1062	LUK Chung-hung	186	(6) Public Transport Fare Subsidy Scheme
TLB159	1063	LUK Chung-hung	186	(3) District Traffic and Transport Services
TLB160	1066	LUK Chung-hung	186	(2) Licensing of Vehicles and Drivers
TLB161	2658	LUK Chung-hung	186	(4) Management of Transport Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
TLB162	0894	MA Fung-kwok	186	(2) Licensing of Vehicles and Drivers
TLB163	0962	MA Fung-kwok	186	(2) Licensing of Vehicles and Drivers
TLB164	1068	NG Chau-pei, Stanley	186	(6) Public Transport Fare Subsidy Scheme
TLB165	1087	NG Chau-pei, Stanley	186	(3) District Traffic and Transport Services
TLB166	3090	NG Wing-ka, Jimmy	186	(1) Planning and Development
TLB167	0668	SHIU Ka-fai	186	(2) Licensing of Vehicles and Drivers
TLB168	1237	TIEN Puk-sun, Michael	186	(1) Planning and Development
TLB169	1238	TIEN Puk-sun, Michael	186	(3) District Traffic and Transport Services
TLB170	1243	TIEN Puk-sun, Michael	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
TLB171	1246	TIEN Puk-sun, Michael	186	(1) Planning and Development
TLB172	1248	TIEN Puk-sun, Michael	186	(3) District Traffic and Transport Services
TLB173	1249	TIEN Puk-sun, Michael	186	(4) Management of Transport Services
TLB174	2652	TIEN Puk-sun, Michael	186	(1) Planning and Development
TLB175	0217	TSE Wai-chuen, Tony	186	(1) Planning and Development
TLB176	1270	WONG Kwok, Kingsley	186	(1) Planning and Development
TLB177	1271	WONG Kwok, Kingsley	186	(1) Planning and Development
TLB178	0092	YANG Wing-kit	186	(1) Planning and Development
TLB179	0093	YANG Wing-kit	186	(3) District Traffic and Transport Services
TLB180	0094	YANG Wing-kit	186	(3) District Traffic and Transport Services
TLB181	0095	YANG Wing-kit	186	(3) District Traffic and Transport Services
TLB182	2912	YICK Chi-ming, Frankie	186	(1) Planning and Development
TLB183	2913	YICK Chi-ming, Frankie	186	(1) Planning and Development
TLB184	2916	YICK Chi-ming, Frankie	186	(1) Planning and Development
TLB185	2917	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
TLB186	2918	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
<u>TLB187</u>	2919	YICK Chi-ming, Frankie	186	(6) Public Transport Fare Subsidy Scheme
<u>TLB188</u>	1114	YIU Pak-leung	186	(1) Planning and Development
<u>TLB189</u>	0921	ZHANG Xinyu, Gary	186	(3) District Traffic and Transport Services
<u>TLB190</u>	2176	ZHANG Xinyu, Gary	186	(1) Planning and Development
<u>TLB191</u>	2357	ZHANG Xinyu, Gary	186	(1) Planning and Development

CONTROLLING OFFICER'S REPLY

TLB001

(Question Serial No. 0480)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Hong Kong has been relying on expatriate pilots. Due to the epidemic, there is a high wastage of expatriate pilots and technical personnel. Will the Civil Aviation Department (CAD) promote localisation of the aviation industry in Hong Kong? In this connection, please advise this Committee on:

1. the implementation details of the relevant plan and the preparation work, resources and manpower required for the plan; and
2. whether there is any plan to allocate resources to support and assist local licensed pilots and aviation practitioners to return to work in Hong Kong.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 33)

Reply:

The COVID-19 pandemic in the past few years had reduced the demand for passenger services hence the number of pilots required to operate these services. With the easing of the pandemic and gradual recovery of the aviation industry, local airlines have been gearing up their efforts to reactivate their pilots and recruit new pilots since mid to end 2022 to support the resumption of passenger services. Noting that pilots are in high demand, local airlines have also resumed their cadet pilot training programme since April 2022. CAD encourages and is supportive of the local airlines' initiatives on the localisation of pilots and personnel, and their enhanced collaboration with local institutes on the training of pilots. According to information provided by local airlines, it is estimated that more than 800 local cadet pilots will be trained by 2025.

In the meantime, CAD has been proactively responding to the industry's needs by working closely with local airlines as well as flying training institutes to facilitate consideration and approval for pilot training programmes and conversion of overseas professional licences to Hong Kong licences for local airlines. Amongst others, through processes of continuous evaluation, CAD has optimised the personnel training requirements and approval procedures, such that local airlines may refine and implement the reactivation and revalidation processes

for pilots and other technical personnel returning to service in a more timely and effective manner.

With a view to promoting and supporting the development of the Hong Kong aviation industry and maintaining Hong Kong's status as an international aviation hub, CAD will continue its efforts to encourage young people of Hong Kong to join the local aviation industry.

The above work is undertaken by the existing CAD staff as part of their normal duties under Programme (1).

- End -

CONTROLLING OFFICER'S REPLY

TLB002

(Question Serial No. 2836)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the friction values of aerodrome runway surface at test speed of 65 kilometres per hour, the average friction values in all weather shall not be lower than 0.53 in accordance with the guidance of the International Civil Aviation Organization (ICAO) to avoid slippery due to substandard surface friction conditions of runway, jeopardising the safety of aircraft taking-off and landing.

In the past, there had been an incident of aircraft veering off the runway in heavy rain at the Hong Kong International Airport (HKIA) and there were also media reports revealing that the maintenance of the runways was suspected to be affected by busy air traffic movements. Will the Government inform this Committee of:

1. the expenditure for maintaining the HKIA's runway surface friction over the past 5 years;
2. the numbers of times that the friction values of each of the HKIA's runways were lower than the minimum standards of the ICAO's guidance in each of the past 5 years;
3. the numbers of reports on substandard conditions of runway surface friction and pilot's reports on slippery wet runways received by the Civil Aviation Department (CAD) respectively in each of the past 5 years;
4. the effective measures of the CAD in monitoring runway conditions while it is the Airport Authority Hong Kong (AA) which conducts regular self-measurement of runway's surface friction conditions with own devices and clearing of aircraft tyre debris on the runways; and
5. whether the maintenance of runways will be improved after the commissioning of the Third Runway of the airport?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 48)

Reply:

In order for AA to operate the HKIA as an independent statutory body, AA is required to obtain an aerodrome licence from CAD. CAD is responsible for the safety oversight on the performance of AA to ensure its compliance with the aerodrome licensing requirements (including the establishment of a runway maintenance programme by AA). AA's runway

maintenance works include, but are not limited to, runway surface friction measurement and runway rubber removal.

1.

The implementation of a runway maintenance programme is undertaken by AA. CAD does not have a breakdown of expenditure for such work.

2. and 3.

In the past five financial years (i.e. from 2018-19 to 2022-23), the measured runway surface friction values at HKIA fully complied with the minimum friction level as specified by ICAO for the corresponding friction test equipment and test speed. For the number of pilot reports received by CAD concerning slippery wet runway at HKIA in the past five financial years, two pilot reports were received in 2018-19 while no such report had been received in the subsequent four financial years. At the time of the two pilot reports received, there were heavy showers. As per established procedure, inspection on runway surface condition and / or measurement on runway surface friction were conducted by AA shortly after the reports were received, and no anomaly was observed.

4. and 5.

Through implementing audit and inspection plans, CAD has maintained a system of monitoring the performance of AA as far as airport operations and aviation safety are concerned, and ensuring its compliance with the runway maintenance programme. Such monitoring system has already been extended to cover the Third Runway at HKIA. With such a runway maintenance programme and monitoring system in place, AA and CAD will continue to maintain the safe and efficient runway operations as HKIA handles the projected increase in air traffic.

- End -

CONTROLLING OFFICER'S REPLY

TLB003

(Question Serial No. 2730)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Following the HKSAR Government's lifting of most of the anti-epidemic restrictions, demand for flights picks up and more flights will be flying to and from Hong Kong. Will the Government inform this Committee:

1. of the specific plan and expenditure involved to "improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport" in 2023-24; and
2. given that the numbers of flights are expected to gradually pick up after a drop in the past 3 years under the impact of the epidemic, whether the current estimates and staff establishment will suffice in coping with the rising demand; and whether the Civil Aviation Department (CAD) has formulated any specific deployment plan in this regard?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 37)

Reply:

1.

With the implementation of enhanced Wake Turbulence Separation (eWTS) in 2020 and commencement of operational trials using the Approach Spacing Management System (ASMS), air traffic controllers are provided with an augmentation tool in conjunction with the eWTS scheme to deliver a more efficient and accurate final approach sequence into the Hong Kong International Airport (HKIA), while maintaining high safety standards. The enhancement in final approach spacing under eWTS would marginally increase the runway capacity of HKIA. The capacity of HKIA has been increased from the previous maximum of 68 air traffic movements (ATM) per hour to the current maximum of 69 ATM per hour for busy hours, and will progressively increase to other hours in the coming years. Since eWTS and ASMS have already been implemented, no additional expenses will be involved in financial year 2023-24. Upon commencement of the Three-Runway System (3RS) operations, the capacity of HKIA could further increase accordingly to satisfy the growing traffic demands in longer term.

2.

Based on the Airport Authority Hong Kong's traffic forecast, HKIA is expected to recover to pre-pandemic levels by 2024-25. The current Interim Two-Runway System mode of operations is capable of handling such traffic demand. In preparation for the 3RS operations in 2024, CAD will continue to make robust effort in recruiting and training air traffic personnel to ensure that there is sufficient manpower to meet the increased traffic demand in the longer term.

- End -

CONTROLLING OFFICER'S REPLY

TLB004

(Question Serial No. 1236)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Civil Aviation Department (CAD) is responsible for monitoring the noise and flight tracks of aircraft and implementing the noise abatement programme. However, this Council has received reports from residents in the vicinity of Siu Lam, Tai Lam and So Kwun Wat from time to time about long term aircraft noise impacts. In this connection, please advise this Committee on:

- a) the number of aircraft departures and arrivals of each runway per hour before and after the commissioning of the three-runway system;
- b) the details and expenditure involved in implementing aircraft noise and flight tracks in the past and in the future, and the effect of such;
- c) the data recorded monthly by each aircraft noise monitoring terminal between 11 pm and 7 am the following day on aircraft noise levels reaching 70 to 74 decibels (dB), 75 to 79 dB and 80 dB or above in each of the past 5 years;
- d) the number of complaints lodged by residents of Castle Peak Road and Tuen Mun Road, including but not limited to those in the vicinity of Siu Lam, Tai Lam and So Kwun Wat, in each of the past 5 years and their percentages in the total number of aircraft noise complaints in Hong Kong;
- e) further to the above, the number of confirmed noise cases, noise emission time and the ways of handling;
- f) whether regular reviews will be made on the impact of flight tracks on the residents. If yes, what is the progress? If no, what are the reasons?
- g) whether flight tracks will be changed to prevent residents from being affected by aircraft noise. If yes, what is the progress? If no, what are the reasons?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 17)

Reply:

The Three-Runway System (3RS) project of Hong Kong International Airport (HKIA) is vital to maintaining Hong Kong's competitiveness as an international aviation hub and meeting growing air traffic demand. In taking forward the project, CAD and the Airport Authority

Hong Kong (AA) attach great importance to the environmental issues arising from the 3RS project, including potential impact of aircraft noise on relevant stakeholders. To this end, with due consideration of relevant factors, CAD and AA have been taking a balanced approach and various mitigating measures to alleviate the aircraft noise issues.

(a) to (e)

As part of the 3RS project of HKIA, the Third Runway has commenced operation familiarisation since 8 July 2022 and was officially commissioned on 25 November 2022. In order to facilitate the development of the 3RS project, the Centre Runway has been temporarily closed for reconfiguration. The whole 3RS project is targeted for completion in 2024. In the meantime, an Interim Two-Runway System (I-2RS) is in place whereby HKIA will maintain its two-runway operation (i.e. the Third Runway and South Runway). Currently, the maximum capacity of the I-2RS is 69 air traffic movements (ATM) per hour (i.e. total number of aircraft departures and arrivals per hour). The ultimate target runway capacity of HKIA under 3RS operation would be about 102 ATM per hour.

During the design stage of the 3RS project, AA conducted a statutory Environmental Impact Assessment (EIA) study, covering a wide range of aspects including aircraft noise and air quality. To gauge the views of stakeholders and foster proactive engagement with the community, AA had organized various engagement activities during the EIA study stage such as meetings with District Councils and setting up of Community Liaison Groups (CLGs) in the neighbouring districts of HKIA, including Tuen Mun (Siu Lam / Tai Lam Chung / So Kwun Wat). As part of AA's engagement activities, briefings to Tuen Mun District Council and CLGs on the 3RS project and initial flight path designs were conducted. Relevant details can be found in the 3RS EIA study report published under AA's 3RS website (<https://env.threerunwaysystem.com/en/index.html>).

Separately, CAD monitors the aircraft noise situation through a computerized Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises multiple outdoor noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of HKIA, as well as a computer which correlates noise data collected with the aircraft flight tracks detected by CAD's radar system. In view of the commencement of operation familiarisation of the Third Runway from 8 July 2022 and its official commissioning on 25 November 2022, CAD has expanded the ANFTMS through installation of additional NMTs at locations close to the flight paths of the Third Runway. Specifically, two new NMTs in Tuen Mun and Siu Lam respectively have been put into operation since July 2022. CAD will continue with the expansion of ANFTMS in order to monitor the aircraft noise situation. Summary of the latest data measured at the NMTs is uploaded every three months onto CAD's website for information of general public. The aircraft noise events recorded between 11 pm and 7 am the following day by the NMTs between 2018 and 2022 are set out at Annex I.

In 2023-24, the estimated expenditure for maintenance of ANFTMS and procurement / installation of additional NMTs are \$2.45 million and \$6.0 million respectively. The monitoring and implementation of the above noise mitigating measures are undertaken by the existing CAD staff as part of their normal duties under Programme (5).

As for complaint handling, CAD will follow the established procedures to timely investigate and follow up on each complaint and advise the complainant of the details of the investigation

results. The aircraft noise complaint figures handled by CAD between 2018 and 2022 are set out at Annex II.

(f) and (g)

All flight paths for HKIA were developed through careful and comprehensive studies. In accordance with international standards and recommended practices, their development must take into account various safety and operational factors including but not limited to runway direction, terrain environment, obstacle clearances, location of navigation aids, aircraft operating criteria, environmental consideration and airspace co-ordination with nearby airports, etc. When designing flight paths for the 3RS, a balanced approach has been adopted with due regard to the aforesaid factors as well as its potential impact on different stakeholders including the effect of aircraft noise. Nonetheless, Hong Kong is small in size, hilly in topography and densely populated. All things considered, it is not feasible to design flight paths which are completely clear of residential developments without compromising aviation safety, while still being able to meet all international aviation safety requirements.

CAD and AA have initiated and implemented various aircraft noise mitigating measures based on the guidelines of the International Civil Aviation Organization to reduce the potential noise disturbance to local communities, including Tuen Mun (Siu Lam / Tam Lam Chung / So Kwun Wat). These measures include:

- (1) aircraft that do not comply with the noise standards stipulated in Chapter 3 of Annex 16 Volume I, Part II to the Convention on International Civil Aviation (“Chapter 3 noise standards”) are not allowed to land or take off in Hong Kong;
- (2) airlines are not allowed to schedule aircraft whose noise levels only marginally meet Chapter 3 noise standards to land or take off in Hong Kong;
- (3) airlines are forbidden from scheduling aircraft that do not comply with the more stringent noise standards stipulated in Chapter 4 of Annex 16 Volume I, Part II to the Convention on International Civil Aviation, or equivalent, to land or take off in Hong Kong between 10 pm and 7 am;
- (4) to further restrict aircraft operation with higher noise level during the above-mentioned night period, i.e. between 10 pm and 7 am, a Noise Quota Count Scheme imposing restrictions on operating hours has been implemented with a view to augmenting the above and further reducing noise disturbance to local communities; and
- (5) subject to acceptable wind direction and safety consideration, arriving aircraft between midnight and 7 am are normally instructed to land from the southwest over the water. This measure aims to reduce the number of aircraft overflying populated areas including Tuen Mun (Siu Lam / Tai Lam Chung / So Kwun Wat) during the overnight period.

With the advancement of aviation technology, aircraft engines are quieter than before and the improved design of airframe has also helped reduce noise significantly. It is noted that more airlines have introduced quieter passenger and cargo aircraft, and the ratios of newer-model aircraft in their fleets are on the rise. This will alleviate the aircraft noise impact in the long run. Apart from taking the above noise mitigating measures, CAD will also continue to monitor the progress made by airlines in their aircraft fleet replacement and their deployment of quieter aircraft.

**Noise Events Recorded by the Noise Monitoring Terminals between 2018 and 2022
(between 11 pm and 7 am the following day)**

Noise Monitoring Terminal	2018												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	0	0	0	4	43	37	26	85	11	0	1	0
	75 - 79	0	0	0	0	1	0	1	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	0	0	1	0	1	2	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	0	0	0	0	1	0	0	3	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	2	0	0	1	0	0	0	2	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	0	0	0	0	1	1	1	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	147	189	154	88	479	568	492	587	153	96	183	115
	75 - 79	7	8	4	2	19	21	23	26	8	4	14	7
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2018												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Sha Lo Wan	70 - 74	630	424	493	567	474	573	514	587	694	548	500	374
	75 - 79	305	75	127	271	107	173	200	194	264	153	178	262
	≥80	36	4	4	32	6	19	14	15	34	10	6	24
Tung Chung	70 - 74	115	89	57	52	43	15	38	33	69	92	101	161
	75 - 79	0	5	3	1	1	0	3	0	2	5	1	3
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ting Kau	70 - 74	6	20	36	8	255	330	215	318	80	5	26	11
	75 - 79	0	0	0	0	4	5	5	10	3	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	404	364	384	332	471	369	355	557	317	286	390	419
	75 - 79	53	72	31	30	72	64	59	95	66	28	53	44
	≥80	4	2	2	2	2	2	1	1	3	1	1	0
Tai Lam Chung	70 - 74	16	8	9	0	1	5	2	9	4	8	19	17
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	0	7	23	4	152	222	137	228	63	4	11	0
	75 - 79	0	0	2	1	7	6	4	6	2	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	0	1	0	9	149	135	96	234	52	0	8	4
	75 - 79	0	0	0	0	3	5	5	11	2	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	270	222	307	236	63	45	101	76	79	179	249	304
	75 - 79	5	1	4	1	0	0	1	1	2	2	2	13
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2018												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Jardine's Lookout	70 - 74	1	0	1	0	0	1	0	2	2	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	1	0	0	4	37	46	27	57	21	0	1	1
	75 - 79	0	0	0	0	0	0	0	1	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	9	0	6	15	4	54	65	59	20	7	0	1
	75 - 79	0	0	0	0	0	1	0	1	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	1	0	0	0	4	4	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	2	1	2	3	1	0	0	1	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	2	1	5	3	0	0	1	4	2	0	0	0
	75 - 79	0	0	1	1	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	0	1	0	1	0	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	179	71	204	366	324	789	983	606	96	90	113	151
	75 - 79	12	4	13	24	20	33	36	24	4	2	2	6
	≥80	0	0	0	0	0	1	0	0	0	0	0	0
Sha Lo Wan	70 - 74	530	460	535	432	523	355	384	558	665	418	737	748
	75 - 79	175	105	172	59	97	72	38	117	165	66	186	165
	≥80	12	5	5	2	4	4	4	7	11	1	14	11
Tung Chung	70 - 74	131	92	72	84	26	32	35	71	18	40	74	91
	75 - 79	1	2	0	1	0	0	2	0	0	0	1	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	30	15	35	143	122	426	522	351	44	87	6	13
	75 - 79	1	1	2	3	1	10	3	11	1	0	0	0
	≥80	0	0	1	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	425	232	474	425	274	419	485	443	253	298	319	378
	75 - 79	51	9	75	71	38	88	73	64	29	34	32	34
	≥80	6	0	4	4	0	1	6	2	0	0	1	2
Tai Lam Chung	70 - 74	28	8	23	15	2	1	9	11	1	3	20	20
	75 - 79	0	0	1	0	0	0	0	0	0	0	1	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	21	7	20	86	61	267	311	212	33	0	0	2
	75 - 79	0	0	1	6	2	9	2	14	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	27	2	35	60	18	163	154	181	54	40	0	2
	75 - 79	15	0	1	2	0	5	6	4	3	1	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	251	129	216	183	124	86	48	69	79	117	192	182
	75 - 79	5	4	4	9	1	2	0	3	2	3	6	5
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	1	1	0	1	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	7	0	5	6	1	22	28	33	3	3	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2020												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	13	3	3	0	133	104	99	14	10	0	0	4
	75 - 79	0	0	0	0	1	1	0	0	0	0	0	2
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	2	1	0	0	0	3	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	0	0	0	0	0	0	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	1	0	0	0	0	0	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	1	0	0	0	0	0	1	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	176	76	114	134	172	531	553	237	116	88	118	137
	75 - 79	23	2	4	4	13	90	68	20	8	3	3	3
	≥80	0	0	0	1	0	1	0	0	0	0	0	0
Sha Lo Wan	70 - 74	1,021	552	536	642	431	88	189	347	401	564	477	636
	75 - 79	271	188	156	274	96	12	25	68	74	142	104	190
	≥80	22	30	9	27	14	2	1	4	4	8	3	20
Tung Chung	70 - 74	86	47	22	46	43	13	8	19	28	40	44	71
	75 - 79	0	1	0	1	1	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2020												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	57	12	17	2	44	327	340	98	19	3	13	11
	75 - 79	7	0	1	0	0	7	5	3	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	371	143	354	282	284	400	356	210	237	284	339	454
	75 - 79	38	14	40	34	84	108	83	25	29	29	55	73
	≥80	0	0	0	3	4	5	1	2	3	0	1	3
Tai Lam Chung	70 - 74	29	7	14	17	14	13	3	8	10	11	24	44
	75 - 79	1	0	0	2	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	49	13	11	0	0	252	299	58	18	0	0	8
	75 - 79	1	0	1	0	0	4	3	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	21	18	8	1	381	249	262	40	23	0	0	6
	75 - 79	4	0	2	0	34	27	15	4	4	0	0	4
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	168	108	136	102	55	17	21	61	64	145	172	247
	75 - 79	4	3	1	7	4	2	0	3	5	6	9	8
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	0	0	0	0	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	10	8	3	2	69	69	50	7	5	0	2	10
	75 - 79	1	0	0	0	1	1	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2021												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	12	0	4	3	44	63	34	35	13	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	0	0	1	2	0	1	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	1	0	0	0	0	0	1	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	1	0	0	1	0	0	0	0	0	0	1	1
	75 - 79	0	0	1	0	0	0	0	0	0	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	1	0	0	0	0	1	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	1	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	138	69	114	91	483	575	401	375	179	189	154	89
	75 - 79	3	4	8	7	40	47	31	26	9	11	6	2
	≥80	0	0	0	0	0	0	0	0	1	0	0	0
Sha Lo Wan	70 - 74	776	467	616	340	147	234	224	260	321	401	519	559
	75 - 79	279	184	176	64	33	34	32	39	80	96	146	187
	≥80	27	14	9	6	3	0	4	2	4	6	4	9

Noise Monitoring Terminal	2021												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tung Chung	70 - 74	33	27	24	15	5	9	7	14	17	1	13	35
	75 - 79	0	0	2	0	0	0	0	0	0	0	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ting Kau	70 - 74	17	6	22	32	326	359	285	339	124	102	9	6
	75 - 79	1	0	1	2	13	5	10	11	0	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	356	241	246	179	243	294	248	188	277	249	377	319
	75 - 79	48	25	44	18	41	69	36	34	39	25	42	54
	≥80	0	0	1	0	1	2	2	1	0	4	2	0
Tai Lam Chung	70 - 74	29	14	16	7	8	2	7	7	3	10	15	15
	75 - 79	0	0	2	0	0	0	0	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	14	0	10	22	223	252	167	229	76	47	1	2
	75 - 79	0	0	0	2	3	9	6	8	1	3	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	13	0	14	3	103	170	75	74	110	0	0	0
	75 - 79	4	0	0	2	3	4	5	2	2	0	0	0
	≥80	0	0	0	0	1	1	0	0	0	0	0	0
Sunny Bay	70 - 74	169	117	100	46	12	25	39	38	30	65	75	97
	75 - 79	4	11	6	0	1	1	3	1	1	2	2	7
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	1	0	0	0	0	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2021												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tsing Yi #2	70 - 74	13	1	1	1	15	21	8	13	9	1	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2022												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	14	0	4	0	19	55	88	19	66	0	0	0
	75 - 79	0	0	0	0	1	0	1	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	0	0	1	2	1	1	5	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	0	0	0	0	1	0	0	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	1	1	0	0	1	0	0	0	1	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	0	0	0	0	0	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	119	62	109	72	121	559	136	6	7	10	14	27
	75 - 79	6	3	5	1	15	76	35	0	0	0	0	0
	≥80	0	0	0	0	0	1	0	0	0	0	0	0
Sha Lo Wan	70 - 74	420	368	398	271	306	189	282	530	507	945	853	705
	75 - 79	152	162	88	77	60	27	43	97	179	456	351	266
	≥80	19	23	5	6	1	1	1	3	16	49	41	26
Tung Chung	70 - 74	18	25	0	7	10	1	7	8	8	28	8	60
	75 - 79	0	0	0	0	0	0	0	1	0	1	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2022												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	29	3	50	27	57	277	95	0	0	0	1	1
	75 - 79	11	0	2	0	4	2	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	307	212	143	205	174	275	306	128	228	161	129	310
	75 - 79	48	15	15	17	34	54	66	17	57	2	0	12
	≥80	1	0	0	0	0	2	3	0	1	0	0	0
Tai Lam Chung	70 - 74	4	5	3	1	0	2	32	9	0	1	3	3
	75 - 79	0	0	0	0	0	0	2	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	35	0	25	31	41	72	30	17	29	0	0	0
	75 - 79	1	0	0	0	1	1	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	25	0	3	23	47	152	182	71	138	0	0	0
	75 - 79	2	0	2	3	4	5	4	0	16	0	0	0
	≥80	0	0	0	0	0	1	0	0	0	0	0	0
Sunny Bay	70 - 74	63	74	37	32	27	22	14	37	19	113	87	171
	75 - 79	1	2	1	0	0	0	1	0	2	1	0	3
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	0	0	0	0	0	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	10	1	1	5	9	18	5	1	59	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2022												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tuen Mun^	70 - 74	-	-	-	-	-	-	-	0	0	0	0	1
	75 - 79	-	-	-	-	-	-	-	0	0	0	0	0
	≥80	-	-	-	-	-	-	-	0	0	0	0	0
Siu Lam^	70 - 74	-	-	-	-	-	-	-	7	1	0	1	17
	75 - 79	-	-	-	-	-	-	-	2	0	0	0	0
	≥80	-	-	-	-	-	-	-	0	0	0	0	0

^ Portable NMTs in Tuen Mun and Siu Lam have been put into operation since July 2022.

Number of Complaints Handled by CAD

Year	Total (per thousand flight movements)
2018	0.8
2019	0.9
2020	1.7
2021	2.2
2022	3.6 [^]

[^] The increase in 2022's figure is due to the decrease in the flight movements and the increase in the number of complaints, including Tuen Mun, after the Third Runway commenced operation familiarisation on 8 July 2022. CAD will continue to closely monitor the noise situation and implement noise mitigating measures to minimize aircraft noise disturbance.

- End -

CONTROLLING OFFICER'S REPLY

TLB005

(Question Serial No. 1603)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

As indicated in the programme on flight standards, the estimated expenditure for 2023-24 is 8.5% higher than the revised estimate and 4.1% lower than the original estimate last year. As the current pandemic situation has notably improved, air operators are making preparation for the strong recovery of the aviation industry this year, thereby generating additional workload associated with flight standards for the Government. For example, as airlines recommence recruitment for flight crew, it is anticipated that the number of local and overseas flight crew examination papers to be processed by the Government will increase several times; the number of flight crew and aircraft maintenance licences to be processed by the Government and the number of flight operations and cabin safety inspections to be conducted by the Government will also increase significantly.

In this connection, please inform this Committee of how the Government should enhance efficiency to meet the increasing demand of the corresponding business in a high quality manner with limited expenditure.

Asked by: Hon YIM Kong (LegCo internal reference no.: 1)

Reply:

In line with the safety management principles of the International Civil Aviation Organization and the industry's best practices, the Civil Aviation Department (CAD) adapts a risk-based approach and has in place a comprehensive safety oversight and surveillance programme to closely monitor the operating standards and safety performance of local airlines. To support the continuing recovery of air traffic from the impact of COVID-19, CAD has enhanced its safety oversight and surveillance activities on local airlines, including but not limited to stepping up the department's inspections and audits on their flight operations, cabin safety, maintenance, personnel training and checking arrangements, etc., so as to ensure that they maintain high safety and operational standards.

Noting that pilots are in high demand, local airlines have also resumed their cadet pilot training programme since April 2022. CAD encourages and is supportive of the local airlines' initiatives on the localisation of pilots and personnel, and their enhanced

collaboration with local institutes on the training of pilots. According to information provided by local airlines, it is estimated that more than 800 local cadet pilots will be trained by 2025.

In this connection, CAD has been proactively responding to the industry's needs by working closely with local airlines as well as flying training institutes to facilitate consideration and approval for pilot training programmes and conversion of overseas professional licences to Hong Kong licences for local airlines. Amongst others, through processes of continuous evaluation, CAD has optimised the personnel training requirements and approval procedures, such that local airlines may refine and implement the reactivation and revalidation processes for pilots and other technical personnel returning to service in a more timely and effective manner. Hence, the number of examinations to be administered and conducted under the respective training programmes will also increase. Amongst others, the number of local flight crew examination papers to be processed is expected to increase from 1 073 in 2022 to 4 900 in 2023.

The estimated expenditure for 2023-24 under the programme on flight standards has already taken into consideration CAD's anticipated increase in workload in light of the recovery of the aviation industry. CAD will continue its efforts to closely monitor the operational safety and standards of local airlines and facilitate their personnel training activities to support the recovery of air traffic from the impact of COVID-19.

- End -

CONTROLLING OFFICER'S REPLY

TLB006

(Question Serial No. 1604)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards, (3) Air Traffic Management, (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Logistics

Question:

As indicated in the programmes this year, the estimated expenditures on airport standards, air traffic management and air traffic engineering services are merely 1.3%, 1.5% and 3.7% higher than the original estimates last year respectively. The Government should note the apparent post-pandemic recovery of air traffic volume and the continuous growth in air traffic handling capacity upon the commissioning of the Third Runway at the Hong Kong International Airport (HKIA) at the end of last year.

In this regard, please advise on how the Government should enhance efficiency to ensure that a high level of quality service can be maintained with a limited increase in expenditure despite a rise in the corresponding business.

Asked by: Hon YIM Kong (LegCo internal reference no.: 2)

Reply:

The Civil Aviation Department (CAD) has implemented various measures to enhance efficiency in providing a high level of quality service within the budget provided.

In order to maintain a high quality air navigation service to cope with the increasing traffic demand associated with post-pandemic recovery of the aviation industry as well as the implementation of the Three-Runway System (3RS) of HKIA, CAD has implemented new air navigation service equipment employing advanced technologies in accordance with the International Civil Aviation Organization (ICAO)'s Global Air Navigation Plan to further enhance safety and operational efficiency. CAD has also made good use of the low traffic environment during the pandemic to introduce more efficient operational procedures and to conduct operational trials on advanced technologies in a cost effective manner. For example, CAD has implemented the new initiatives of enhanced Wake Turbulence Separation (eWTS) and Digital Tower Facilities (DTF). eWTS is deployed to increase the hourly capacity of HKIA by reducing the final approach spacing between aircraft in a safe and efficient manner; while DTF utilizes advanced video processing and digital tower technologies to provide air traffic controllers with ultra-high resolution real-time panoramic

view of the airfield and runways of HKIA with aircraft and vehicle information displayed on the digitized video. With the enhancement in final approach spacing under eWTS, the capacity of HKIA has been increased from the previous maximum of 68 air traffic movements (ATM) per hour to the current maximum of 69 ATM per hour. For DTF, operational trials on the advanced digital tower technologies were conducted at HKIA during the low traffic periods in early 2020. With successful outcomes of the trials, DTF was implemented and commissioned to support operational familiarisation and official commissioning of the Third Runway of HKIA in July and November 2022 respectively. Implementation of DTF has further enhanced safety and operational efficiency in managing aircraft and vehicle movements at HKIA, especially during night time and in low visibility conditions.

CAD is also responsible for the regulatory functions in respect of airport safety and aviation security. For the implementation of the 3RS of HKIA, in light of CAD's advice as a regulator, the Airport Authority Hong Kong (AA) has established various taskforces to strengthen the co-ordination among its works departments responsible for HKIA's expansion to 3RS. With enhanced works site supervision from an airport safety management perspective effected by AA, CAD's regulatory manpower / resources can be more effectively deployed to other aspects relating to airport safety (such as the monitoring of airport safety at HKIA under the Interim Two-Runway System while 3RS-related construction works are ongoing).

In respect of aviation security, with the successful implementation of the ICAO's policy direction on air cargo security from July 2021, namely 100% security screening for export air cargo, Hong Kong's status as one of the most secure air cargo hubs in the world has been further enhanced. As the global aviation industry is recovering during the post-pandemic era, the volume of export air cargo is anticipated to show a strong growth. The enhanced air cargo security in Hong Kong's air cargo industry has facilitated CAD's effective deployment of regulatory manpower / resources to other aspects relating to aviation security (such as the assessment of aviation security enhancement initiatives associated with implementation of 3RS).

- End -

CONTROLLING OFFICER'S REPLY

TLB007

(Question Serial No. 3088)

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding piers, please advise on the following:

- (a) the number and the locations of piers (please provide a list by district) for various kinds of fishing vessels in Hong Kong;
- (b) which of the aforementioned piers had undergone maintenance in the past 3 years (2020-21 to 2022-23), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past 3 years (2020-21 to 2022-23) and the estimated staffing and expenditure in 2023-24.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 54)

Reply:

(a) and (b)

Fishing vessels may use over 190 public piers and landing facilities which are situated all over Hong Kong. The Civil Engineering and Development Department (CEDD) regularly inspects these public piers and landing facilities and carries out maintenance works as necessary. The locations and maintenance records of these public piers and landing facilities in the past three years are set out at **Annex**. In addition, fishing vessels may use the piers at Aberdeen Wholesale Fish Market and Cheung Sha Wan Wholesale Fish Market managed and maintained by the Fish Marketing Organization (FMO).

(c)

The total expenditure of CEDD on maintaining public piers and landing facilities in the past three years (2020-21 to 2022-23) was about \$45 million. The estimated expenditure for 2023-24 is \$16 million. As for staffing, around three professional and 15 technical in-house members of staff of CEDD handle the maintenance work of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by FMO.

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

(a) Public Piers

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
1	Central Pier No. 9	Central & Western	✓	✓	✓
2	Central Pier No. 10	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	Eastern	✓	✓	✓
4	Cheung Chau Public Pier	Islands	✓	✓	✓
5	Chi Ma Wan Pier	Islands	✓	✓	✓
6	Lo Tik Wan Pier	Islands	✓	✓	✓
7	Luk Chau Tsuen Pier	Islands	✓	✓	✓
8	Pak Kok Pier	Islands	N/A ⁽ⁱⁱ⁾	N/A ⁽ⁱⁱ⁾	✓
9	Peng Chau Public Pier	Islands	✓	✓	✓
10	Po Toi Public Pier	Islands	✓	✓	✓
11	Sai Wan Jetty	Islands	✓	✓	✓
12	Sha Lo Wan Pier	Islands	✓	✓	✓
13	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
14	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
15	Tai Lei Island Pier	Islands	✓	✓	✓
16	Tai O Public Pier	Islands	✓	✓	✓
17	Tai Shui Hang Pier	Islands	✓	✓	✓
18	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
19	Tung Chung Public Pier	Islands	✓	✓	✓
20	Yung Shue Wan Development Pier	Islands	✓	✓	✓
21	Yung Shue Wan Public Pier	Islands	✓	✓	✓
22	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
23	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
24	Ap Chau Public Pier	North	✓	✓	✓
25	Kat O Chau Pier	North	✓	✓	✓
26	Sha Tau Kok Public Pier	North	✓	✓	✓
27	Hap Mun Bay Public Pier	Sai Kung	—	✓	✓
28	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
29	Pak A Pier	Sai Kung	✓	✓	—
30	Pak Sha Wan Pier No. 2	Sai Kung	✓	✓	✓
31	Po Toi O Pier No. 2	Sai Kung	✓	—	—

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
32	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
33	Sai Kung Public Pier	Sai Kung	✓	✓	✓
34	Sha Kiu Public Pier	Sai Kung	—	—	—
35	Sharp Island Pier	Sai Kung	—	✓	—
36	Tai Tau Chau Pier	Sai Kung	✓	—	—
37	Tiu Keng Leng Pier	Sai Kung	✓	—	—
38	Tso Wo Hang Pier	Sai Kung	✓	✓	✓
39	Tung Lung Chau (North) Pier	Sai Kung	✓	✓	✓
40	Tung Lung Chau Public Pier	Sai Kung	✓	✓	✓
41	Yim Tin Tsai Pier	Sai Kung	✓	✓	✓
42	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	✓
43	Wu Kai Sha Pier	Sha Tin	✓	✓	✓
44	Blake Pier at Stanley	Southern	✓	✓	✓
45	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
46	Tai Tam Bay Pier	Southern	✓	✓	✓
47	Chek Keng Pier	Tai Po	—	✓	✓
48	Kei Ling Ha Hoi Pier	Tai Po	—	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	✓	✓
50	Lai Chi Chong Pier	Tai Po	✓	—	—
51	Sam Mun Tsai Village Pier	Tai Po	✓	—	—
52	Sham Chung Pier	Tai Po	—	—	✓
53	Tai Mei Tuk Pier No. 1	Tai Po	✓	✓	—
54	Tai Mei Tuk Pier No. 2	Tai Po	—	✓	—
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓
57	Tung Ping Chau Public Pier	Tai Po	✓	✓	✓
58	Wong Shek Public Pier	Tai Po	✓	✓	✓
59	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
60	Sham Tseng Public Pier	Tsuen Wan	✓	✓	✓
61	Tai Pai Tsui Pier	Tsuen Wan	✓	✓	✓
62	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	✓	✓
63	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	✓	✓
64	Yau Kom Tau Pier	Tsuen Wan	✓	✓	✓
65	Kadoorie Pier	Tuen Mun	✓	✓	✓
66	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

(b) Public Landing Facilities

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
67	Central Landing No. 10	Central & Western	✓	✓	✓
68	Sai Ning Street Landing No. 1	Central & Western	—	✓	✓
69	Sai Ning Street Landing No. 2	Central & Western	—	✓	✓
70	Sheung Wan Landing No. 1	Central & Western	—	✓	✓
71	Sheung Wan Landing No. 2	Central & Western	—	✓	✓
72	Western PCWA Landing No. 1	Central & Western	—	✓	✓
73	Chai Wan Cargo Handling Basin Landing	Eastern	—	✓	✓
74	Quarry Bay Park Landing No. 1	Eastern	—	✓	✓
75	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern	✓	✓	✓
76	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern	✓	✓	✓
77	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern	—	✓	✓
78	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern	—	✓	✓
79	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern	—	✓	✓
80	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern	—	✓	✓
81	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern	—	✓	✓
82	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	—	✓	✓
83	Siu Sai Wan Landing No. 1	Eastern	—	✓	✓
84	Siu Sai Wan Landing No. 2	Eastern	—	✓	✓
85	Cheung Chau Complex Landing	Islands	—	✓	✓
86	Mui Wo Landing No. 1	Islands	—	✓	✓
87	Mui Wo Landing No. 2	Islands	—	✓	✓
88	Mui Wo Landing No. 3	Islands	—	✓	✓
89	Pak She Praya Road Landing	Islands	—	✓	✓
90	Peng Chau Landing No. 1	Islands	—	✓	✓
91	Peng Chau Landing No. 2	Islands	—	✓	✓
92	Peng Chau Landing No. 3	Islands	—	✓	✓
93	Peng Chau Landing No. 4	Islands	—	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
94	Peng Chau Landing No. 5	Islands	—	✓	✓
95	Peng Chau Landing No. 6	Islands	—	✓	✓
96	Peng Chau Landing No. 7	Islands	—	✓	✓
97	Peng Chau Landing No. 8	Islands	—	✓	✓
98	Peng Chau Landing No. 9	Islands	—	✓	✓
99	Praya Street Landing	Islands	—	✓	✓
100	Sai Wan Landing	Islands	✓	✓	✓
101	Tai A Chau Landing No. 1	Islands	—	✓	—
102	Tai A Chau Landing No. 2	Islands	—	✓	—
103	Tai A Chau Landing No. 3	Islands	—	✓	—
104	Tai Hing Tai Road Landing No. 1	Islands	—	✓	✓
105	Tai Hing Tai Road Landing No. 2	Islands	—	✓	—
106	Tai O Promenade Landing No. 1	Islands	✓	—	—
107	Tai O Promenade Landing No. 2	Islands	✓	—	—
108	Tung Chung Development Seawall Landing No. 1	Islands	—	✓	✓
109	Hung Hom Landing No. 8	Kowloon City	—	✓	✓
110	Kai Tak Landing No. 1	Kowloon City	—	✓	—
111	Kai Tak Landing No. 2	Kowloon City	—	✓	—
112	King Wan Street Landing	Kowloon City	—	✓	✓
113	Kwei Chow Street Landing No. 1	Kowloon City	—	—	✓
114	Kwei Chow Street Landing No. 2	Kowloon City	—	—	✓
115	Tai Wan Shan Landing	Kowloon City	—	✓	✓
116	Runway Park Pier Landing No. 1	Kowloon City	—	✓	✓
117	Runway Park Pier Landing No. 2	Kowloon City	—	✓	✓
118	Sam Ka Tsuen Landing No. 1	Kwun Tong	—	✓	✓
119	Sam Ka Tsuen Landing No. 2	Kwun Tong	—	✓	✓
120	Sam Ka Tsuen Landing No. 3	Kwun Tong	—	✓	✓
121	Sha Tau Kok Landing No. 1	North	—	✓	✓
122	Sha Tau Kok Landing No. 2	North	—	✓	✓
123	Sai Kung Town Landing No. 1	Sai Kung	—	✓	✓
124	Sai Kung Town Landing No. 2	Sai Kung	—	✓	✓
125	Sai Kung Town Landing No. 3	Sai Kung	—	✓	✓
126	Sai Kung Town Landing No. 5	Sai Kung	—	✓	✓
127	Sha Ha Landing No. 1	Sai Kung	—	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
128	Sha Ha Landing No. 2	Sai Kung	–	✓	✓
129	Sha Ha Landing No. 3	Sai Kung	–	✓	✓
130	Sha Ha Landing No. 4	Sai Kung	–	✓	✓
131	Tseung Kwan O South Landing	Sai Kung	✓	✓	✓
132	Tui Min Hoi Landing No. 1	Sai Kung	–	✓	✓
133	Tui Min Hoi Landing No. 2	Sai Kung	–	✓	✓
134	Ma Liu Shui Landing No. 1	Sha Tin	–	✓	✓
135	Ma Liu Shui Landing No. 2	Sha Tin	–	✓	✓
136	Ma Liu Shui Landing No. 3	Sha Tin	–	✓	✓
137	Shatin Area 77 Landing	Sha Tin	–	✓	✓
138	Tai Shui Hang Landing	Sha Tin	–	✓	–
139	Cheung Sha Wan Landing No. 3	Sham Shui Po	–	✓	✓
140	Aberdeen Praya Road Landing No. 1	Southern	✓	✓	✓
141	Aberdeen Praya Road Landing No. 2	Southern	–	✓	✓
142	Aberdeen Praya Road Landing No. 3	Southern	✓	✓	✓
143	Aberdeen Praya Road Landing No. 4	Southern	✓	✓	✓
144	Aberdeen Praya Road Landing No. 5	Southern	✓	✓	✓
145	Aberdeen Praya Road Landing No. 6	Southern	–	✓	✓
146	Aberdeen Praya Road Landing No. 7	Southern	✓	✓	✓
147	Aberdeen Wholesale Fish Market Landing No. 3	Southern	–	✓	✓
148	Ap Lei Chau Landing No. 1	Southern	–	✓	✓
149	Ap Lei Chau Landing No. 2	Southern	✓	✓	✓
150	Ap Lei Chau Landing No. 3	Southern	✓	✓	✓
151	Ap Lei Chau Landing No. 4	Southern	–	✓	✓
152	Ap Lei Chau Landing No. 5	Southern	–	✓	✓
153	Lee Nam Road Landing	Southern	✓	✓	✓
154	Po Chong Wan Landing No. 1	Southern	–	✓	✓
155	Shek Pai Wan Landing No. 1	Southern	✓	✓	✓
156	Shek Pai Wan Landing No. 2	Southern	–	✓	✓
157	Shek Pai Wan Landing No. 3	Southern	✓	✓	✓
158	Shum Wan Landing No. 1	Southern	✓	✓	✓
159	Temporary Landing Facility at Tai Shue Wan	Southern	N/A ⁽ⁱⁱ⁾	N/A ⁽ⁱⁱ⁾	-

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
160	Ha Wai Landing	Tai Po	—	✓	✓
161	Long Harbour Wan Tsai Landing	Tai Po	—	✓	✓
162	Pak Shek Kok Landing	Tai Po	✓	✓	✓
163	Shuen Wan Breakwater Landing No. 1	Tai Po	—	✓	✓
164	Shuen Wan Breakwater Landing No. 2	Tai Po	—	✓	✓
165	Tai Mei Tuk Landing	Tai Po	—	✓	✓
166	Tai Po Area 27 Landing	Tai Po	—	✓	✓
167	Tai Po Industrial Area Landing	Tai Po	—	✓	✓
168	Ma Wan Pak Lam Road Landing	Tsuen Wan	—	✓	✓
169	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	—	✓	✓
170	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	—	✓	✓
171	Tuen Mun Area 27 Breakwater Public Landing Facility	Tuen Mun	N/A ⁽ⁱ⁾	✓	✓
172	Tuen Mun Area 27 Landing No. 1	Tuen Mun	—	✓	✓
173	Tuen Mun Area 27 Landing No. 2	Tuen Mun	—	✓	✓
174	Tuen Mun Area 40 Landing	Tuen Mun	—	✓	✓
175	Tuen Mun Area 44 Landing No. 2	Tuen Mun	—	✓	✓
176	Causeway Bay Typhoon Shelter Landing No. 7	Wan Chai	✓	✓	✓
177	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	—	✓	✓
178	East Coast Park Precinct Landing No. 1	Wan Chai	N/A ⁽ⁱ⁾	—	✓
179	Hing Fat Street Landing No. 1	Wan Chai	N/A ⁽ⁱ⁾	—	—
180	Hing Fat Street Landing No. 2	Wan Chai	N/A ⁽ⁱⁱ⁾	N/A ⁽ⁱⁱ⁾	—
181	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	—	✓	✓
182	Wan Chai Bypass Landing No. 1	Wan Chai	—	✓	✓
183	Wan Chai Bypass Landing No. 2	Wan Chai	—	✓	✓
184	Wan Chai Bypass Landing No. 3	Wan Chai	—	✓	✓
185	Wan Chai Bypass Landing No. 4	Wan Chai	—	✓	✓
186	Wan Chai Bypass Landing No. 5	Wan Chai	—	✓	✓
187	Wan Chai Bypass Landing No. 6	Wan Chai	—	✓	✓
188	Tai Kok Tsui Landing	Yau Tsim Mong	—	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
189	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	–	✓	✓
190	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	–	✓	✓
191	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	–	✓	✓
192	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	✓	✓
193	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	✓	✓
194	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	✓	✓	✓
195	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	✓	✓	✓
196	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	✓	✓	✓

Remarks:

- (i) CEDD is responsible for maintenance of this newly constructed landing facility starting from 2021-22.
- (ii) CEDD is responsible for maintenance of this newly constructed pier/landing facility starting from 2022-23.

- End -

CONTROLLING OFFICER'S REPLY**TLB008****(Question Serial No. 1382)**Head: (42) Electrical and Mechanical Services DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Mechanical Installations SafetyControlling Officer: Director of Electrical and Mechanical Services (PANG Yiu-hung)Director of Bureau: Secretary for Transport and LogisticsQuestion:

- (1) In 2022-23, what are the numbers of (registered) vehicle mechanics (RVMs) and (registered) vehicle maintenance workshops (RVMWs), and the percentages they represented among the total numbers of vehicle mechanics (VMs) and vehicle maintenance workshops (VMWs)? In 2023-24, what are the estimated numbers of RVMs and RVMWs, and the percentages they represented among the total numbers of VMs and VMWs? What are the manpower and expenditures involved?
- (2) In 2022-23, what are the measures that the Government has put in place to promote voluntary registration of trade members, and what are the resources and expenditures involved in such promotion work?
- (3) What will be the resources and expenditures involved in the promotion work in 2023-24?
- (4) Does the Government have a timetable for the introduction of a mandatory registration system for VMs and VMWs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 18)Reply:

- (1) As at December 2022, the numbers of registered vehicle mechanics (RVMs) and registered vehicle maintenance workshops (RVMWs), and the percentages with respect to the total numbers of vehicle mechanics (VMs) and vehicle maintenance workshops (VMWs) are tabulated below:

	Number of RVMs (Percentage of the total number of VMs)	Number of RVMWs (Percentage of the total number of VMWs)
2022-23 (as at Dec 2022)	8 284 (80.4%)	2 024 (72.7%)

We will continue with the promotion of the voluntary registration schemes in the year ahead, with a view to encouraging more VMs and VMWs to be registered. As

the manpower and expenses for the work have been absorbed and met by existing resources, the expenditure involved cannot be separately identified.

- (2)&(3) The Government will continue to encourage more members of the vehicle maintenance trade to register under the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM) and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW) through various means, including:
- (a) promoting the voluntary registration schemes through announcements in the public interests and publication of newsletters;
 - (b) promoting the voluntary registration schemes directly to the VMWs and VMs through the Electrical and Mechanical Services Department (EMSD)'s regular inspections;
 - (c) organising webinars and providing an online continuing professional development platform to uplift the standards of RVMs and RVMWs;
 - (d) paying 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 voluntary registration schemes; and
 - (e) enhancing the publicity of RVMWs through the provision of a digital map on the location of the RVMWs on the "Vehicle Maintenance Easy" website.

The Vehicle Maintenance Registration Unit of the EMSD is responsible for all matters related to the implementation and promotion of the registration schemes, including processing applications of RVMs and RVMWs, arranging continuing professional development training for RVMs, conducting inspections of RVMWs, liaison with the trades/stakeholders and promotion works for the schemes. There is no separate breakdown on the resources deployed to the promotion of the schemes.

- (4) The Government has introduced the VRSVM and VRSVMW with the aim of enhancing the overall standard of the local vehicle maintenance trade. Drawing on the experience of implementing the two voluntary registration schemes, the Government and Vehicle Maintenance Technical Advisory Committee (VMTAC), which is established by the Government with representatives from the vehicle maintenance trade, academia and training institutes, professional bodies, vehicle owners' associations and other stakeholders, are examining the feasibility of introducing a mandatory registration system for VMs and VMWs, with a view to keeping up with the development of vehicle technology including maintenance needs of electric vehicles (EVs) etc., ensuring that the public can have safe and reliable services and facilitating their choice of such services, as well as providing continuous professional development and opportunities for practitioners in the trade. We have also been liaising closely with stakeholders. In this connection, a consultancy study would be commissioned in 2023 to benchmark other jurisdictions' practice and to advise the Government and the VMTAC on the technical details and requirements from the voluntary registration for EV maintenance with a view to putting forward proposals in 2023-24; while the Government and VMTAC will in parallel examine the introduction of the mandatory registration system mentioned above, formulating an appropriate regulatory framework and timeframe.

- End -

CONTROLLING OFFICER'S REPLY

TLB009

(Question Serial No. 2148)

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 Logistics

Question:

Regarding the situation of the local vehicle maintenance industry and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW), would the Government please inform this Committee of:

- (1) the registration situation of the Voluntary Registration Scheme for Vehicle Mechanics (including the number of registered vehicle mechanics (RVMs) and the percentage they represented among the total numbers of vehicle mechanics (VMs) in Hong Kong) in each of the past five years;
- (2) the registration situation of the VRSVMW (including the number of registered vehicle maintenance workshops (RVMWs) and the percentage they represented among the total number of vehicle maintenance workshops (VMWs) in Hong Kong) to date;
- (3) the following information of the RVMWs, broken down by District Council district:
 - (i) the distribution of RVMWs; and
 - (ii) the distribution of RVMWs providing maintenance services for electric vehicles and new energy vehicles;
- (4) whether the Government has information on the number of VMs with professional skills in the maintenance of electric vehicles and new energy vehicles in Hong Kong; and if yes, the details; if no, the reasons.

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 2)

Reply:

- (1) The number of registered vehicle mechanics (RVMs) and the percentage they represented among the total number of vehicle mechanics (VMs) over the past five years are tabulated below:

	Number of RVMs	Percentage of the total number of VMs
2022	8 284	80.4%
2021	8 263	80.2%
2020	8 195	79.5%
2019	9 011	87.5%
2018	9 375	90.3%

(2) As at December 2022, there were 2 024 registered vehicle maintenance workshops (RVMWs) which was about 72.7% of the total number of vehicle maintenance workshops (VMWs) in Hong Kong.

(3)(i) The distribution of RVMWs by District Council district as at December 2022 is tabulated below:

District	Number of RVMWs
Eastern	180
Wan Chai	66
Central & Western	42
Southern	40
Sham Shui Po	106
Yau Tsim Mong	88
Kowloon City	292
Wong Tai Sin	74
Kwun Tong	143
Tsuen Wan	88
Kwai Tsing	82
North	145
Tai Po	51
Sha Tin	97
Sai Kung	39
Yuen Long	386
Tuen Mun	91
Islands (Lantau)	14
Total:	2 024

(3)(ii)&(4) The Government currently does not have the statistics on VMs and VMWs providing maintenance services for electric vehicles (EVs) and new energy vehicles in Hong Kong. For EVs, the Government is actively exploring extension of the existing voluntary registration schemes to cover the maintenance of EVs in consultation with the Vehicle Maintenance Technical Advisory Committee (which is comprised of representatives from the Government, the vehicle maintenance trade, academia and training institutes, professional bodies, vehicle owners' associations and other stakeholders), with a view to putting forward proposals on the registration requirements (including necessary training

and skills for VM registration and necessary facilities for VMW registration), detailed arrangements and implementation timeframe in 2023-24. After the implementation, the Government will have more accurate information on the number of RVMs with professional skills in the maintenance of EVs and the distribution of RVMWs providing such services. The Government will also continue to work closely with stakeholders to keep abreast of its development (including the maintenance of EVs and new energy vehicles) and the relevant statistics of VMs and VMWs.

- End -

CONTROLLING OFFICER'S REPLY**TLB010****(Question Serial No. 0268)**Head: (42) Electrical and Mechanical Services DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Mechanical Installations SafetyControlling Officer: Director of Electrical and Mechanical Services (PANG Yiu-hung)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the monitoring of the safety performance of railway services provided by the MTR Corporation Limited, please advise on the following:

1. the manpower and establishment by rank for monitoring railway services and enforcing the ordinances on railway safety in each of the past three years;
2. the expenditures involved; and
3. the average number of days taken to handle railway safety incidents over the past three years.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 28)Reply:

1. The Railways Branch (RB) of the Electrical and Mechanical Services Department is responsible for regulating and monitoring the safe operation of railway systems, including those operated by the MTR Corporation Limited (MTRCL), the Automated People Mover at the Hong Kong International Airport, the tramway system operated by the Hong Kong Tramways Limited and the peak tramway system operated by the Peak Tramways Company Limited. There are no breakdown figures of establishment and expenditure figures for individual railway systems. The establishment of the RB over the past three years is set out below.

Rank	2020	2021	2022
Assistant Director	1	1	1
Chief Engineer	2	4*	4*
Senior Engineer	15	15	15
Engineer	28	28	28
Inspector	4	4	4

* Two Chief Engineer posts are supernumerary posts for four years starting from July 2021.

2. The expenditures of the RB in the past three years are shown in the following table.

	2020-21	2021-22	2022-23 (as at Jan 2023)
Expenditure (\$ million)	76.5	80.6	66.3 [^]

[^] The overall expenditure for the financial year 2022-23 is not yet available.

3. The RB conducts investigation into railway incidents concerning safety, and follows up with various actions, including examining MTRCL's investigation reports to ascertain the root cause of the incidents and identify improvement measures, and monitoring MTRCL's progress in implementing the improvement measures to prevent recurrence. The time required to complete an incident investigation depends on the nature and complexity of the incident. An investigation into minor incidents may only take a few days to complete, whilst a few months may be required to complete the entire investigation process for the more complicated incidents.

- End -

CONTROLLING OFFICER'S REPLY

TLB011

(Question Serial No. 2888)

Head: (60) Highways Department

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

Programme: (3) Railway Development

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The provision under this Programme for 2023-24 is \$79.4 million, i.e. 33.6% higher than the revised estimate for 2022-23. This is mainly due to the increased provision for filling of vacancies, general departmental expenses, consultancy studies on new railway projects, and a net increase of 23 posts in 2023-24. Please provide the following lists:

1. The expenditures for filling of vacancies, general departmental expenses, consultancy studies on railway projects and creation of posts;
2. The proposed posts for creation and the total expenditures;
3. The proposed posts for deletion and the total savings in expenditures.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 37)

Reply:

The increase of \$79.4 million under Programme 3 is mainly due to inclusion of salary provision (in terms of notional annual mid-point salary) for the creation of 23 new time-limited posts responsible for taking forward the railway projects in the Northern Metropolis (\$18.0 million), increase in cash flow requirement for consultancy studies on new railway projects (\$19.7 million), filling of vacancies (\$7.4 million) and increased provision for personnel-related expenses and general departmental expenses (\$34.3 million). There is no deletion of post under Programme 3 in 2023-24.

- End -

CONTROLLING OFFICER'S REPLY**TLB012****(Question Serial No. 2046)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the current MTR East Rail Line, it was indicated in 2022 that automatic platform screen door installation was the major task. Will the government inform this Committee of the following:

1. What is the number of incidents involving passengers falling onto tracks at stations of the East Rail Line over the past three years? What are the causes of these incidents?
2. What are the progress and details of automatic platform screen door installation?
3. Apart from the pilot projects implemented at Tai Po Market Station and Racecourse Station, what are the project timetables of automatic platform screen door installation of the rest of the stations?
4. What are the manpower and expenditures involved in automatic platform screen door installation?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 29)Reply:

1. The number of passenger-on-track cases (including suicide, attempted suicide and other trespassing cases) at the East Rail Line (EAL) over the past three years is as follows:

Year	No. of passenger-on-track cases
2020	18
2021	12
2022	16

2. to 4.

The MTR Corporation Limited (MTRCL) has been carrying out preparatory works for the automatic platform gate (APG) installation for the EAL such as strengthening platform structures and installing fixings. Due to the incompatible door position of the obsolete 12-car trains and the new 9-car trains, the major on-site installation works such as adjustment of train stopping positions for the new 9-car trains could only start after the commissioning of the EAL cross-harbour section and full use of the new 9-car trains in May 2022. The MTRCL has recently completed the necessary signalling system upgrading and adjustment of train stopping positions for the new 9-car trains. According to MTRCL's latest programme, installation of the first batch of APG at Racecourse Station and Tai Po Market Station will commence in mid-2023 and installation at other stations will follow afterwards. With the experience gained in the first batch of APG installation mentioned above, MTRCL will review the installation programme for other stations with a view to completing the APG installation works as early as practicable. The cost of APG installation at EAL stations from Mong Kok East to Lo Wu / Lok Ma Chau is borne by MTRCL.

- End -

CONTROLLING OFFICER'S REPLY

TLB013

(Question Serial No. 2108)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Lung Cheung Road is titled as the road of 'killer of vehicle shock absorbers' by a number of members of the public. Will the Government inform this Committee of the following:

How will the Government make use of innovative technologies and digitalise the work processes to enhance efficiency of maintenance works? What measures does the Government have for improving the road condition of the relevant sections?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 24)

Reply:

The Highways Department (HyD) has all along been striving to adopt innovative technology with a view to improving its services to the public, including road maintenance services. In end 2022, HyD completed the development of a road maintenance management system, which digitalises the inspection and supervision procedures. With the system in place, HyD's staff can manage its maintenance contractors' road condition inspection and maintenance works more efficiently, and the data collected by the system can provide information for better planning of HyD's maintenance works. HyD is also developing a system for automatic detection of such road defects as potholes and faded road markings by adopting artificial intelligence technology. HyD has also been undertaking research and trial applications of more durable and greener paving materials for use in public roads.

HyD engages maintenance contractors for the repair and maintenance of public roads (including Lung Cheung Road) and associated road facilities under its purview. The maintenance contractors will carry out road inspections at regular intervals, and arrange necessary repair works upon identification of road defects and receipt of defect reports, so as to maintain the road network in a safe and serviceable condition. Apart from arranging immediate repair works to rectify road defects that might cause road safety concerns, HyD also monitors the overall pavement conditions and arranges resurfacing or reconstruction works of larger scale at suitable junctures to improve the condition of public roads under HyD's purview. HyD has planned to carry out additional resurfacing and construction

works at Lung Cheung Road for completion in Q4 2023. HyD will also arrange additional inspections for Lung Cheung Road such that repair works for defective pavement surfaces can be arranged in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB014

(Question Serial No. 0984)

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 Logistics

Question:

Under the Universal Accessibility (UA) Programme, retrofitting of the barrier-free access facilities is provided for existing footbridges, elevated walkways and subways. Will the Government inform this Committee of the following?

- (a) What is the specific work progress?
- (b) What is the completion rate of the programme?
- (c) Is there any definite timetable set for completion? If yes, what are the details?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 18)

Reply:

- (a) & (b) The Highways Department (HyD) has been implementing items under various phases of the Universal Accessibility (UA) Programme, namely the Original Programme, the Expanded Programme, the Second Phase, the Third Phase and the Special Scheme. As at end February 2023, 190 items had been completed under the Programme while 137 items were under construction. HyD has been pressing ahead with the investigation and design works of the remaining 57 items.
- (c) It is anticipated that 12 items would be completed in 2023, another 83 items by 2025 and the remaining items by 2028.

- End -

CONTROLLING OFFICER'S REPLY

TLB015

(Question Serial No. 1166)

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 Logistics

Question:

Regarding the railway projects mentioned under the Programme, including continued supervision of the detailed planning and design of Tung Chung Line Extension, Tuen Mun South Extension, Northern Link, Hung Shui Kiu Station and Oyster Bay Station, please inform this Committee of the following:

1. What is the latest commissioning date of the Northern Link and for how long has Northern Link been delayed from the anticipated completion date as recommended in the Railway Development Strategy 2000?
2. For how long has the full commissioning of the Tuen Mun South Extension been delayed from the original commissioning date?
3. When will the construction works for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link commence and what are the anticipated completion dates?
4. What are the construction progress and completion timetable of Hung Shui Kiu Station of the West Rail Line?
5. What are the latest construction progress, latest timetable and completion date of the East Kowloon Line?
6. What are the latest construction progress, latest timetable and completion date of the South Island Line (West)?
7. What are the future development and timetable regarding the Strategic Study on the Railway beyond 2030?
8. The Department has increased the provision for the coming year by 26.4%. How much of it will be allocated to implement the abovementioned development projects and studies? Could the progress of the abovementioned projects be expedited with the additional resources? If not, what are the reasons?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 35)

Reply:

(1) - (6):

As pointed out in the Railway Development Strategy 2014 (RDS-2014), the implementation of individual projects is subject to the outcome of detailed engineering, environmental and financial studies for the respective project, as well as the latest demand assessment and availability of resources. Furthermore, for railway projects for mainly complementing new development areas (NDAs) and new housing developments, the implementation timetable for the relevant NDAs and new developments is an important planning parameter for the railway projects. Therefore, the implementation timetable of individual railway projects may be adjusted considering the above factors after the promulgation of RDS-2014.

The expected works commencement and completion dates of Tung Chung Line Extension, Tuen Mun South Extension, Northern Link and Kwu Tung Station, Tuen Ma Line Hung Shui Kiu Station, South Island Line (West) and East Kowloon Line are set out as follows:

Railway Project	Expected Date for Works Commencement	Expected Completion Date
1. Tung Chung Line Extension	Mid-2023	2029
2. Tuen Mun South Extension	2023	2030
3. Northern Link and Kwu Tung Station	<u>Kwu Tung Station</u> 2023 <u>Northern Link Main Line</u> 2025	<u>Kwu Tung Station</u> 2027 <u>Northern Link Main Line</u> 2034
4. Tuen Ma Line Hung Shui Kiu Station	2024	2030
5. South Island Line (West)	Planning work is ongoing taking into account the redevelopment programme of Wah Fu Estate and the demographic change of relevant areas. According to the information provided by the Housing Department, it is anticipated that existing residents will gradually move from Wah Fu Estate to the reception estates at Pok Fu Lam South starting from 2027-28. After the first batch of residents are relocated and the existing building blocks are demolished for freeing up the required space, construction works of the relevant railway facilities will follow.	
6. East Kowloon Line	The Government is exploring an elevated trackless rapid transit system as an alternative to the original heavy rail scheme, and the technical feasibility study is planned to be completed in mid-2023.	

(7):

Three railway schemes, viz. Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Central Rail Link and Tseung Kwan O Line Southern Extension, were recommended under the Strategic Study on Railways beyond 2030. Public consultation exercise for the Study commenced in December 2022 for completion in end March 2023. We will carefully study the views received and conduct preliminary engineering technical assessments with a view to enhancing the recommended schemes and formulating the Major Transport Infrastructure Development Blueprint for Hong Kong in Q4 2023.

(8):

The increase in financial provision in the coming financial year is mainly attributed to the estimated expenditure for “Strategic Study on Railways beyond 2030”, “Stage 2 Study of Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)”, consultancy studies on independent checking of financial arrangements of railway projects as well as staff cost provision for additional posts in the Railway Development Office for implementing the proposed railway projects in the Northern Metropolis.

- End -

CONTROLLING OFFICER'S REPLY

TLB016

(Question Serial No. 0611)

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 Logistics

Question:

The provision under this programme for 2023-24 is \$79.4 million (33.6%) higher than the revised estimate for 2022-23. This is mainly due to the increased provision for filling of vacancies, general departmental expenses, consultancy studies on new railway projects, and a net increase of 23 posts. In this connection, please inform this Committee of the following:

1. What are the staff establishment, details of work and estimated expenditure of the 23 new posts?
2. What are the details of the consultancy studies of the new railway projects which the Government planned to commence in 2023-24?

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

Reply:

1. The 23 proposed new time-limited posts are responsible for taking forward the railway projects in the Northern Metropolis. They are responsible for drawing up railway schemes, formulating implementation strategy, liaising with relevant Mainland authorities (for cross-boundary railway projects) and other stakeholders, resolving project interface issues and overseeing the implementation of the railway projects. The salary provision (in terms of notional annual mid-point salary) for the 23 posts is \$18.0 million in 2023-24.
2. In line with established arrangement, we will engage a consultant to assist the Government in verifying the financial arrangement of the Hung Shui Kiu Station project in 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB017

(Question Serial No. 2247)

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 Logistics

Question:

Universal Accessibility

It was announced in the 2016 Policy Address that the scope of Universal Accessibility (UA) Programme would be further expanded. Will the Government inform this Committee of the following:

1. For the items in Sha Tin and Tai Po under the Second Phase and the Third Phase, what are their locations, types, current progress and expenditures involved?
2. The Government announced in the 2019 Policy Address that a Special Scheme was launched under the UA Programme for retrofitting lifts at the footbridges, subways and elevated walkways in or connecting to the common areas of three types of housing estates. For those items in Sha Tin and Tai Po, what are their current situations in respect of the investigation, design works and estimated provisions?
3. Did the Government earmark any estimated provision within this financial year for the Fourth Phase? If yes, please list out the details according to the geographical distribution of the 18 District Councils, including the locations, items, expected time, costs and provisions reserved, etc.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 17)

Reply:

1. There are 8 items under the Second Phase and 18 items under the Third Phase of the UA Programme in Sha Tin and Tai Po. The estimated overall expenditure for the construction works of the above lift-retrofitting items under the Second Phase and the Third Phase are around \$194 million and \$507 million respectively. Details of the items are tabulated in Tables 1 and 2 below:

Table 1: Items under Second Phase

Structure No.	Location	Walkway Type	Status
Sha Tin			
NF137	Across Sha Kok Street near Sha Kok Estate	Footbridge	Completed
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Subway	Under construction
ST06	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Footbridge	Under construction
Tai Po			
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Subway	Completed
TP03	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Footbridge	Completed
TP02	Across Sai Sha Road near Symphony Bay	Footbridge	Under construction

Note: # Walkway involving three structures.

Table 2: Items under Third Phase

Structure No.	Location	Walkway Type	Status
Sha Tin			
NF66	Across Tai Po Road - Shatin near Wo Che Estate	Footbridge	Under construction
NF299	Across Sai Sha Road near Chung On Estate	Footbridge	Under construction
NF338	Across On Chun Street near Ma On Shan Park	Footbridge	Under construction
NF446	Across East Rail Line Track near Chung Ling Lane	Footbridge	Under construction
NF447	Across Mei Tin Road connecting Mei Lam Estate	Footbridge	Under construction
NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road	Subway	Under construction
NS41	Across Tin Sam Street near Che Kung Miu Road	Subway	Under construction
NS57	Across Chui Tin Street near Che Kung Miu Road	Subway	Under construction
NS179	Across Sai Sha Road near On Chiu Street	Subway	Under construction
NS183	Across Ma On Shan Road near Ma On Shan Police Station	Subway	Under construction

Structure No.	Location	Walkway Type	Status
NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street	Subway	Under construction
NS286	Across Ma On Shan Road and Hang Tak Street near Tai Shui Hang MTR Station	Subway	Under construction
ST01	Across Kam Ying Road near Kam Ying Shopping Centre	Footbridge	Under construction
ST02	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court	Footbridge	Under construction
ST03	Across Tai Chung Kiu Road near Belair Gardens	Footbridge	Under construction
ST05	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park	Footbridge	Under construction
Tai Po			
NF79	Across Fanling Highway near Tai Wo Village	Footbridge	Under construction
NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre	Subway	Under construction

2. There are 4 items under the Special Scheme in Sha Tin and Tai Po. The estimated overall expenditure for the construction works of the above items is around \$120 million. Details of the items are tabulated in Table 3 below:

Table 3: Items under the Special Scheme

Structure No.	Location	Walkway Type	Status
Sha Tin			
LY01	Across existing road connecting Fook Hoi House of Lek Yuen Estate and Wo Che Estate	Footbridge	Under construction
HK01	Across Hin Keng Street connecting Hin Keng Shopping Centre	Footbridge	Under design
KY01	Across existing road connecting Kwong Yuen Shopping Centre and Kwong Lam Court	Footbridge	Under design
Tai Po			
KF02	Across Plover Cove Road connecting Kwong Fuk Shopping Centre	Footbridge	Under construction

3. At present, we are pressing ahead with the implementation of items under various phases of the UA Programme and the Special Scheme, which have covered the majority of the requests we received over the years. We have not earmarked any provision within this financial year for items beyond the ambit of existing phases of the UA Programme and the Special Scheme. We will keep in view the progress of various items under the UA Programme and review the Programme in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB018

(Question Serial No. 1491)

Head: (60) Highways Department

Subhead (No. & title): (272) Electricity for public lighting

Programme: (4) Technical Services

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In order to encourage environmental protection and the use of renewable energy, the Government has installed solar road lights in some remote areas in the countryside and country parks. Will the Government inform this Committee of the following:

1. How many solar road lights are there in Hong Kong currently? What is the total installation expenditure?
2. What is the expenditure for lighting maintenance for this financial year? How much was saved in electricity costs for this financial year?
3. How many solar road lights were planned for installation in the coming three financial years? What is the expenditure for installation of new solar road lights each financial year?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 5)

Reply:

The Highways Department (HyD) is responsible for installation of road lights for public roads and roads in need in villages under the "Village Lighting Programme". On roads in remote villages where power supply is not yet available, solar powered lights may be installed as an interim measure to provide limited lighting services. Upon the availability of permanent power supply, the solar powered lights would be replaced by ordinary lights with a view to providing more reliable public lighting services.

1. There are currently 30 solar powered lights mainly installed on roads in remote villages in the New Territories. The installation cost is about \$370,000.
2. The maintenance costs for the solar powered lights are about \$1,000 in 2022-23. It is estimated that the total annual cost saving in electricity for the solar powered lights is about \$7,500.

3. In the coming three financial years, it is estimated that HyD will install approximately 100 solar powered lights in various districts at an installation cost of about \$1.25 million.

- End -

CONTROLLING OFFICER'S REPLY**TLB019****(Question Serial No. 1492)**Head: (60) Highways DepartmentSubhead (No. & title): (121) Contract MaintenanceProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Government has been pressing ahead the Universal Accessibility (UA) Programme by retrofitting new lifts and escalators for subways and footbridges in the territory. Will the Government inform this Committee that, for Kwun Tong District and Wong Tai Sin District, out of the 18 Districts:

1. Which items are under construction at present and which items will be put to tender in the coming three years? What is the expenditure involved?
2. What is the annual recurrent expenditure for each item?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 6)Reply:

1. In Kwun Tong District and Wong Tai Sin District, there are nine lift retrofitting items under the Universal Accessibility Programme that are at construction stage and 18 items will be put to tender in the coming three years. The estimated expenditure of related construction works of these 27 items is \$960 million. Details of the items are tabulated in Tables 1 and 2 below:

Table 1: Items under construction

Structure No.	Location	Walkway Type
Kwun Tong		
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Subway
KS43	Across Chun Wah Road near Lok Wah South Estate	Subway

Structure No.	Location	Walkway Type
KT02	Across Wai Yip Street near Telford Gardens Block D2	Footbridge
KF148	Across Eastern Harbour Crossing Toll Plaza	Footbridge
SL04	Across Lee On Road connecting Lee Yip House of Shun Lee Estate and Shun Chi Court	Footbridge
Wong Tai Sin		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge
KF76	Across Fung Tak Road and Lung Poon Street	Footbridge
KF92A	Across Lung Poon Street near Fung Tak Road	Footbridge
WTS04 (Lift 1)	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge

Table 2: Items to be tendered in the coming three years

Structure No.	Location	Walkway Type
Kwun Tong		
K49	Along Lee On Road over New Clear Water Bay Road	Elevated Walkway
KS62	Across Choi Wing Road near Choi Tak Shopping Centre	Subway
KT05	Across Chun Wah Road near Jordan Valley Playground	Footbridge
KT06	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate	Footbridge
KWT03	Across Pik Wan Road connecting Kwong Ching House of Kwong Tin Estate and Hong Nga Court	Footbridge
TPN03	Across Tsui Ping Road connecting Tsui Cheung House and Tsui Tsz House of Tsui Ping North Estate	Footbridge
Wong Tai Sin		
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate	Footbridge
KF77	Across Lung Cheung Road near Hammer Hill Road	Footbridge
KS14 & KS14A [#]	Across Prince Edward Road East near Kwun Tong Road	Subway
CYS03	Across Chuk Yuen Road connecting Chuk Yuen Plaza and Chuk Yuen Sports Centre	Footbridge
WTS01	Across Ngau Chi Wan Street near Fung Chak House Choi Wan Estate	Footbridge
WTS02	Across New Clear Water Bay Road near Ping Shek Playground	Footbridge
WTS04 (Lift 2)	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge
WTS05	Across Tung Tau Tsuen Road near Lung Tat House Lower Wong Tai Sin Estate	Footbridge
WTS06	Across the junction of Clear Water Bay and Fung Shing Street	Footbridge
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Subway

Structure No.	Location	Walkway Type
TZL01	Across Sheung Fung Street connecting Tsz Lok Estate Phase 1 and Phase 2	Footbridge
WTH01	Across Fu Mei Street connecting Wang Fai House and Wang Fu House/Wang On House of Wang Tau Hom Estate	Footbridge

Note: # Walkway involving two structures

2. The annual recurrent expenditure for each lift is around \$0.3 million.

- End -

CONTROLLING OFFICER'S REPLY

TLB020

(Question Serial No. 2626)

Head: (60) Highways Department

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

Programme: (3) Railway Development

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Members of the public have been looking forward to the “crossing-the-hill line” of the East Kowloon Line for many years. The Government announced that a programme would be introduced in this year. Will the Government inform this Committee of the expenditure of consultancy study on this project over the past three years and this year?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 26)

Reply:

As adopting heavy rail scheme for the East Kowloon Line is not an effective option due to various technical difficulties and less desirable transport performance, the Government is now exploring an elevated trackless rapid transit system as an alternative. The Highways Department commissioned a consultant to carry out a technical feasibility study for the elevated trackless rapid transit system in July 2022. We plan to complete the technical feasibility study, including the details of the scheme and implementation arrangement, in mid-2023. The actual expenditure for the technical feasibility study in 2022-23 is about \$1.7 million and the estimated expenditure in 2023-24 is about \$1.1 million.

- End -

CONTROLLING OFFICER'S REPLY

TLB021

(Question Serial No. 0220)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the “road reconstruction, rehabilitation, resurfacing, and joint replacement works”, the estimated expenditure in 2022-23 is \$358 million. However, its actual expenditure has increased substantially to \$688.8 million, which was almost a double of its estimated expenditure. What are the reasons for the increase? What is the respective proportion of the relevant expenditures on road reconstruction, rehabilitation, resurfacing and joint replacement works?

With the relaxation of anti-epidemic measures, Hong Kong is moving steadily towards the path to normalcy in full speed. It is estimated that the overall traffic flow will return to normal level in full speed as well. What major factors did the Government consider when determining the above estimated expenditure of \$647.3 million in 2023-24? What is the respective proportion of the expenditures on road reconstruction, rehabilitation, resurfacing and joint replacement works?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 9)

Reply:

The estimated expenditure of \$358 million in 2022 for “road reconstruction, rehabilitation, resurfacing, and joint replacement works” was prepared on the assumption that the overall traffic volume in 2022 would gradually return to normal level. The quantity of road resurfacing and reconstruction works was estimated to be similar to that in the previous years with similar traffic volume. Owing to the outbreak of the fifth wave of the epidemic with social distancing measures implemented, the overall road traffic volume in 2022 was still low. The Highways Department (HyD) took the opportunity to undertake more large scale resurfacing and reconstruction works for longer sections of busy roads (such as Gloucester Road, Repulse Bay Road, Tai Chung Kiu Road, North Lantau Highway near MTR Siu Ho Wan Depot) including those for preventive maintenance purpose, where temporary road closure for such maintenance works would be difficult to arrange under normal traffic condition. The proportion of the actual expenditure of \$688.8 million in 2022 for road

reconstruction, rehabilitation, resurfacing and joint replacement works is 7%, 11%, 78% and 4% respectively.

When determining the estimate for road reconstruction, rehabilitation, resurfacing, and joint replacement works in 2023, the road condition, maintenance cycle, traffic condition and public expectation had been taken into consideration. The proportion of the expenditure of \$647.3 million in 2023 for road reconstruction, rehabilitation, resurfacing and joint replacement works is 10%, 15%, 67% and 8% respectively. In 2023, HyD plans to focus on more preventive road reconstruction, rehabilitation and joint replacement works, which are expected to bring less disturbance to the traffic as compared with resurfacing works on roads with heavy traffic. The estimate in 2023 has therefore included the expenditure of such works, including reconstruction and rehabilitation works at road sections such as Great George Street, Lai Chi Kok Road and Nathan Road, the joint replacement works at flyovers such as Marsh Road Flyover and Gascoigne Road Flyover, and resurfacing works at localised areas.

- End -

CONTROLLING OFFICER'S REPLY

TLB022

(Question Serial No. 0221)

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 Logistics

Question:

In the 2009-10 Policy Address, the Government proposed to implement pedestrian environment improvement schemes in Causeway Bay, Mong Kok and Yuen Long town centre. The Highways Department will continue the design of the pedestrian schemes in 2023-24. Will the Government inform this Committee of the following:

1. What are the details of the work undertaken by the Government over the past ten years or so since the pedestrian schemes had been proposed? What is the anticipated timetable for completing the pedestrian schemes?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 10)

Reply:

The Government has been developing pedestrian environment improvement schemes (PEIS) in Causeway Bay, Mong Kok and Yuen Long town centre over the past years with a view to better improving the pedestrian environment in business, shopping and leisure areas with heavy pedestrian flow. The implementation progress and latest development of PEIS are as follows -

(i) Proposed Causeway Bay Subway Project

The Highways Department (HyD) commenced the feasibility study on the proposed Causeway Bay Pedestrian Subway System in April 2011 and conducted two rounds of public consultation in 2011 and 2012 respectively. The outcome of the public consultation was reported to the Development, Planning and Transport Committee of the Wan Chai District Council (WCDC) in September 2012. The scheme was further developed from 2015 to 2017 taking into account the "Pilot Study on Underground Space Development in Selected Strategic Urban Areas" undertaken by the Civil Engineering and Development Department and the Planning Department which covered Causeway Bay as one of the selected Strategic Urban Areas (SUAs).

Subsequently, there were several developments within the study area which would bring changes to the pedestrian flow pattern and walking environment in the area. As such, HyD commissioned a study in 2018 to review the proposed pedestrian subway system and explore various options for optimising the proposal so as to establish a comprehensive and coherent pedestrian network in Causeway Bay. Furthermore, the Transport Department has been conducting a trial on the pedestrianisation scheme at Kai Chiu Road which is targeted to complete in mid-2023. HyD will finalise the study upon the completion of the above trial and consult the WCDC in due course.

Meanwhile, with a view to enhancing the pedestrian environment in the district, HyD had implemented some improvement measures including the improvement of pedestrian crossings at Yee Wo Street and Gloucester Road in 2017 and 2021 respectively.

(ii) Proposed Pedestrian Footbridge System in Mong Kok

HyD commissioned an investigation study on the proposed footbridge system in 2013 and conducted public consultation to collect public's views on the preliminary scheme in 2017. Public opinions on the proposed footbridge system were diverse. While some stakeholders supported the proposed footbridge system, others had raised concerns about the scheme's environmental impact, security problems, the lack of direct connection to the MTR station and the prolonged construction period and suggested other proposals for improving pedestrian environment.

Having regard to the public views received, HyD has been reviewing the proposal taking into account the latest developments in the area, including the "Redevelopment of Government Sites at Sai Yee Street and Mong Kok East Station", and examining pedestrian environment, pedestrian and vehicular flow as well as pedestrian flow patterns. Various proposals are being studied to optimise and improve the pedestrian environment in the area with a view to addressing the various concerns raised during the public consultation. Upon finalising the study, HyD will consult the Yau Tsim Mong District Council and relevant stakeholders in due course.

(iii) Proposed Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station

HyD consulted the Panel on Transport and Public Works Subcommittee of the Legislative Council (LegCo) regarding the project in 2018. In view of concerns from LegCo members and the public about the project cost and the impact of the project on visual, noise and drainage aspects, HyD has been reviewing the proposed elevated pedestrian corridor proposal taking into account the latest developments in the area including the implementation arrangement and hydrological implication of Yuen Long Barrage Scheme and Improvement of Yuen Long Town Nullah projects at the Yuen Long Nullah as proposed by the Drainage Services Department. Upon completion of the review, HyD will consult relevant stakeholders on the project in due course.

In the meantime, HyD has completed various interim improvement measures between 2011 and 2015 including widening of pedestrian crossings and footpaths in the district and enhancing the streetscape along both sides of Fung Yau Street North.

- End -

CONTROLLING OFFICER'S REPLY

TLB023

(Question Serial No. 0222)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Highways Department is responsible for maintaining all public roads and ancillary facilities to maintain the integrity of road network. In this respect, please inform this Committee of the following:

1. Regarding “road cleanliness and streetscape enhancement and greening of shotcreted slopes”, the estimated expenditure in 2023-24 is \$185.5 million. What is the respective proportion of the expenditures on road cleanliness, streetscape enhancement and greening of slopes?
2. Did the Government adopt applied science and technology in preventing, monitoring and improving road defects and cleanliness? If yes, what are the details? If not, what are the reasons?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 12)

Reply:

1. The Highways Department (HyD) undertakes (i) cleansing of street furniture, lifts, escalators and highway structures; (ii) beautification of highway structures, laying paving blocks and colour dressing for footpaths; and (iii) planting and hydroseeding for shotcreted slope surfaces under “road cleanliness and streetscape enhancement and greening of shotcreted slopes”. The proportion of the estimated expenditure of \$185.5 million in 2023 for road cleanliness, streetscape enhancement and greening of shotcreted slopes is 53.9%, 45.9% and 0.2% respectively.
2. HyD has all along been striving to adopt innovative technology with a view to improving its services to the public, including road maintenance and cleansing services. For example, in end 2022, HyD completed the development of a road maintenance management system, which digitalises the inspection and supervision procedures. With the system in place, HyD’s staff can manage its maintenance contractors’ road condition inspection and maintenance works more efficiently, and the data collected by the system

can provide information for better planning of HyD's maintenance works. HyD is also developing a system by adopting artificial intelligence technology for automatic detection of road defects such as faded road markings and cracks. Furthermore, HyD has been using small unmanned aircraft for inspecting the condition of highway structures and slope areas with accessibility constraints, which can effectively enhance the efficiency and safety of road and slope inspections as compared with traditional inspection. HyD has also been undertaking research and trial applications of more durable and greener paving materials for use in public roads.

- End -

CONTROLLING OFFICER'S REPLY**TLB024****(Question Serial No. 0096)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and LogisticsQuestion:

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, progress and expected completion dates of the barrier-free access facilities anticipated to be retrofitted in Kowloon Central in 2023-24.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 16)Reply:

1. Over the past three years, a total of seven items were completed under the UA Programme in Kowloon Central. Their expenditure in 2020-21, 2021-22 and 2022-23 are \$43.86 million, \$21.43 million and \$10.33 million respectively. Details of these seven items are tabulated below:

Structure No.	Location	Walkway Type	Types of facilities	Completion Date
Kowloon City				
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

Structure No.	Location	Walkway Type	Types of facilities	Completion Date
KF29	Across Kowloon City Road and San Shan Road	Footbridge	Lift	Dec 2021
Wong Tai Sin				
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 2023-24, the Highways Department 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
Kowloon City				
KC01	Across Junction Road near Renfrew Road	Footbridge	Jun 2023	Under construction
K64	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Jun 2024	Under construction
KS41	Across Chatham Road North near Winslow Street	Subway	Jun 2024	Under construction
OM01	Across Chung Hau Street near Tun Man House of Oi Man Estate	Subway	Sep 2024	Under construction
KS8	Across Prince Edward Road West near Lion Rock Road	Subway	Sep 2024	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Subway	Sep 2024	Under construction
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Subway	Sep 2024	Under construction
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street	Footbridge	Jan 2025	Under construction
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Subway	Jun 2025	Under construction
KF111	Across Boundary Street near Embankment Road	Footbridge	Mar 2027	Under tender for construction

Structure No.	Location	Walkway Type	Tentative Completion Date	Status
KS21	Across Fat Kwong Street near Wo Chung Street	Subway	Mar 2027	Under tender for construction
Wong Tai Sin				
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge	Jun 2023	Under construction
WTS04	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge	Jun 2023 (Lift 1) Mar 2027 (Lift 2)	Under construction (Lift 1) Under tender for construction (Lift 2)
KF76	Across Fung Tak Road and Lung Poon Street	Footbridge	Jun 2024	Under construction
KF92A	Across Lung Poon Street near Fung Tak Road	Footbridge	Jun 2024	Under construction
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate	Footbridge	Mar 2027	Under tender for construction
KF77	Across Lung Cheung Road near Hammer Hill Road	Footbridge	Mar 2027	Under tender for construction
CYS03	Across Chuk Yuen Road Connecting Chuk Yuen Plaza and Chuk Yuen Sports Centre	Footbridge	Mar 2027	Under tender for construction
WTS05	Across Tung Tau Tsuen Road near Lung Tat House of Lower Wong Tai Sin Estate	Footbridge	Mar 2027	Under tender for construction
TZL01	Across Sheung Fung Street connecting Tsz Lok Estate Phase 1 and Phase 2	Footbridge	Jun 2028	Under design
WTH01	Across Fu Mei Street connecting Wang Fai House and Wang Fu House/Wang On House of Wang Tau Hom Estate	Footbridge	Jun 2028	Under design

- End -

CONTROLLING OFFICER'S REPLY

TLB025

(Question Serial No. 0196)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Carol YUEN)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

(a) the size of the 14 typhoon shelters and sheltered anchorages in Hong Kong and the area of typhoon shelters with permitted length overall of 30.4 metres (m), 50m and 75m respectively over the past three years (2020-21 to 2022-23);

(b) the respective numbers of fishing vessels, pleasure vessels, cargo vessels, dwelling vessels and vessels of other categories berthing at the 14 typhoon shelters and sheltered anchorages in Hong Kong over the past three years (2020-21 to 2022-23);

(c) the average occupancy, the highest and lowest occupancy rates or relevant data of typhoon shelters (please provide information on each individual typhoon shelter and typhoon shelters with permitted length overall of 30.4m, 50m and 75m) and sheltered anchorages for each month over the past three years (2020-21 to 2022-23);

(d) the expenditures on, staffing for and progress of the relevant work conducted by the Government on the berthing and sheltered spaces for local vessels over the past three years (2020-21 to 2022-23);

(e) the respective numbers of “overlength endorsement” applications approved by the Government for the 14 typhoon shelters in Hong Kong for each month over the past three years (2020-21 to 2022-23); and

(f) whether there are any entry restrictions for any types of fishing vessels in various typhoon shelters regarding the berthing and sheltered spaces for local vessels in Hong Kong.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 34)

Reply:

- (a) In 2020 and 2021, the areas of typhoon shelters with vessels' permitted length overall not exceeding 30.4m, 50m and 75m were 109.5 hectares (ha), 232.9 ha and 76.6 ha respectively, giving a total area of 419.0 ha for the 14 gazetted typhoon shelters. In 2022, the areas of typhoon shelters with vessels' permitted length overall not exceeding 30.4m, 50m and 75m were 113.1 ha, 232.9 ha and 76.6 ha respectively, giving a total area of 422.6 ha for the 14 gazetted typhoon shelters (the increase in area was due to the reinstatement of 3.6 ha in the Causeway Bay Typhoon Shelter upon completion of the Central-Wanchai Bypass and Island Eastern Corridor link project w.e.f. 2022). As for sheltered anchorages, the total area remained unchanged at 178.8 ha in the past three years (i.e. 2020-21 to 2022-23).
- (b) All local vessels, other than certain exceptions such as vessels carrying dangerous goods and vessels exceeding the permitted length of respective typhoon shelters, may enter and remain in any typhoon shelters at any time. There were three dwelling vessels moored at the Causeway Bay Typhoon Shelter from 2020 to 2022. The Marine Department (MD) does not keep track of the numbers or types of local vessels moored in each typhoon shelter and sheltered anchorage.
- (c) MD does not maintain records of occupancy of typhoon shelters and sheltered anchorages in normal days, but keeps track of the highest occupancy of each typhoon shelter during typhoons to ensure that vessels' demand for sheltered spaces during inclement weather could be met. The highest occupancy of typhoon shelters by class of vessels during typhoons is at **Annex A**.
- (d) With a view to enhancing the utilisation of the existing sheltered spaces, MD is taking forward relevant work on the berthing and sheltered spaces for local vessels. Specifically, MD has set up a new private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS) and expanded the private mooring area in Sai Kung (SK). As of February 2023, we have granted a total of 137 permissions for laying private mooring in HLCTS, with 20 private moorings already laid. As for the expanded SK private mooring area, we have granted 84 permissions with 65 private moorings already laid. In addition, MD has designated an area of about 15 hectares within the Kwun Tong Typhoon Shelter (KTTS) for the exclusive mooring of non-pleasure vessels through administrative means. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure safe and orderly berthing of vessels.

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

- (e) The number of permits issued by MD for over-length vessels to enter the 14 typhoon shelters in 2020, 2021 and 2022 are set out at **Annex B**.

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

Annex A

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

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

Note: *The % refers to the highest percentage of occupancy of each typhoon shelter
#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter
Permitted length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table II –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2021
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	7	35	20	2	26	2	0	87	50	425	0	668	0	12	1334	64%
Causeway Bay TS ₁	0	20	0	0	0	0	0	3	21	56	0	237	0	0	337	57%
Cheung Chau TS ₂	1	6	0	0	4	4	0	6	11	142	38	53	0	1	266	49%
Hei Ling Chau TS ₃	1	1	0	22	0	4	0	0	4	0	0	5	0	2	39	27%
Kwun Tong TS ₂	2	2	0	10	0	0	0	0	24	3	0	219	0	4	264	76%
New Yau Ma Tei TS ₂	14	35	0	187	20	52	0	1	29	28	0	150	27	7	550	100%
Rambler Channel TS ₂	0	0	0	23	0	16	0	0	3	25	0	35	36	1	139	100%
Sam Ka Tsuen TS ₁	0	3	0	0	0	0	0	2	8	44	0	80	0	0	137	49%
Shaukeiwan TS ₁	6	16	0	0	5	7	0	23	31	270	0	180	0	1	539	90%
Shuen Wan TS ₁	0	4	0	0	0	0	0	0	5	31	24	87	0	6	157	46%
To Kwa Wan TS ₂	2	8	0	74	0	23	0	0	15	0	0	7	0	0	129	94%
Tuen Mun TS ₂	0	38	0	40	10	33	0	4	69	205	0	72	9	10	490	96%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	7%

Note: *The % refers to the highest percentage of occupancy of each typhoon shelter
#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter
Permitted length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table III –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2022
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	7	31	16	3	26	2	0	88	53	406	0	678	0	12	1322	61%
Causeway Bay TS ₁	0	37	0	0	0	0	0	3	26	84	0	199	0	0	349	53%
Cheung Chau TS ₂	4	6	0	0	5	4	0	5	12	133	40	59	0	1	269	43%
Hei Ling Chau TS ₃	1	0	0	35	0	7	0	0	8	2	0	8	2	1	64	18%
Kwun Tong TS ₂	2	6	0	16	0	0	0	0	26	1	0	255	0	4	310	90%
New Yau Ma Tei TS ₂	13	35	0	192	20	34	0	1	37	30	0	151	27	5	545	100%
Rambler Channel TS ₂	0	0	0	18	1	11	0	0	1	10	0	35	51	2	129	100%
Sam Ka Tsuen TS ₁	0	5	0	0	0	0	0	2	9	28	0	27	0	0	71	51%
Shaukeiwan TS ₁	9	8	0	0	8	2	0	23	35	304	0	168	0	1	558	93%
Shuen Wan TS ₁	0	10	0	1	0	0	0	0	3	59	28	143	0	7	251	76%
To Kwa Wan TS ₂	2	6	0	78	0	15	0	0	12	0	0	6	0	0	119	93%
Tuen Mun TS ₂	0	42	0	85	10	46	0	4	63	185	0	62	14	15	526	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	2	0	13	0	2	17	6%

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

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

Number of Permits Issued for Over-length Vessels to Enter 14 Typhoon Shelters from 2020 to 2022

Year	Number of Permits Issued for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2020	80	7	31	14	71	41	20	20	28	31	34	52
2021	44	64	51	39	55	39	38	29	35	32	30	38
2022	65	46	52	41	98	48	30	34	26	25	28	30

- End -

CONTROLLING OFFICER'S REPLY

TLB026

(Question Serial No.0199)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Carol YUEN)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

- (a) Law enforcement taken by the Marine Department (MD) in the past 3 years (2020-21 to 2022-23) regarding vessels being solicited for rewards when berthing in typhoon shelters. Apart from law enforcement actions, does MD have any other measures to maintain the safety and order in typhoon shelters? What are the manpower and expenditure involved?
- (b) Recently, boat lifts are used by some people to store pleasure vessels temporarily not in use in some typhoon shelters. As the above facilities cause obstruction and endanger the safety of other vessels, what are the details of the prevailing monitoring measures taken by MD against such facilities?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 37)

Reply:

- (a) The Hong Kong Police Force (HKPF) and the Marine Department (MD) have stepped up patrols in typhoon shelters and conducted a total of 24 joint operations to curb any illegal activities in the past three years (2020-2022). So far, no illegal activity of soliciting for rewards has been found. MD will continue to join hands with HKPF to monitor the situation, as well as to conduct regular patrols and joint operations to ensure the safe and orderly berthing of vessels within typhoon shelters.

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

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

- End -

CONTROLLING OFFICER'S REPLY**TLB027****(Question Serial No. 1565)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Carol YUEN)Director of Bureau: Secretary for Transport and LogisticsQuestion:

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

- (a) the respective numbers of fish carriers, fishing vessels, fishing sampans (C7), outboard open sampans (P4), as well as other fishing vessels and industry-related vessels in the past 3 years (2020-21 to 2022-23); and
- (b) the respective numbers of locally-licensed vessels that were less than 10 metres and between 10 and 15 metres in length in the past 3 years (2020-21 to 2022-23), and the number of fishing vessels among them.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 38)Reply:

- (a) There are four classes of local vessels under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation (Cap. 548D). Vessels licensed as Class III vessel (i.e. fishing vessel) are further divided into four types. The detailed breakdown of various types of vessels under Class III in the past three years is as follows:

Class III Vessels - Types	2020	2021	2022
Fish carrier	26	21	19
Fishing sampan (known as C7)	1 908	1 861	1 832
Fishing vessel	1 680	1 626	1 384
Outboard open sampan (known as P4)	2 776	2 868	2 904
Total number of licensed vessels	6 390	6 376	6 139

The Marine Department does not have further breakdown on the above.

- (b) (i) The numbers of local licensed vessels with overall length less than 10 metres in the past 3 years are set out as follows:

Vessels	2020	2021	2022
Local Vessel	12 987	13 854	14 386
Class III Vessels (Fishing vessels) therein	4 578	4 619	4 630

- (ii) The numbers of local licensed vessels with overall length between 10 and 15 metres in the past 3 years are set out as follows:

Vessels	2020	2021	2022
Local Vessel	2 192	2 197	2 233
Class III Vessels (Fishing vessels) therein	344	329	312

- End -

CONTROLLING OFFICER'S REPLY**TLB028****(Question Serial No. 1566)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Carol YUEN)Director of Bureau: Secretary for Transport and LogisticsQuestion:

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

- (a) the respective numbers of floating marine bunkering points and mobile oil barges in Hong Kong in the past 3 years (2020-21 to 2022-23);
- (b) the respective changes, if any, of the designated bunkering areas in the past 3 years (2020-21 to 2022-23); and
- (c) the Government's plan, if any, to establish new designated bunkering areas in the future.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 39)

Reply:

(a) & (b)

The respective numbers of designated bunkering areas within Hong Kong waters and licensed oil carriers in the past 3 years are set out as follows:

Year (as at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2020	8	170
2021		170
2022		161

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2817)

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Carol YUEN)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

- (a) the annual numbers of initial and periodical safety inspections required to be carried out (please list out the respective numbers for the four classes of vessels or other types of vessels) in the past 3 years (2020-21 to 2022-23);
- (b) the annual numbers of initial and periodical safety inspections entrusted to the Government (please list out the respective numbers for the four classes of vessels or other types of vessels) in the past 3 years (2020-21 to 2022-23); and
- (c) the staffing involved in conducting the above safety inspections and the average number of cases handled by each officer annually in the past 3 years (2020-21 to 2022-23).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 43)

Reply:

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

(a)

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

	2020	2021	2022
Class I Vessels	7	10	9
Class II Vessels	66	66	42
Class III Vessels	21	36	27
Class IV Vessels	5	7	5
Total	99	119	83

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

	2020	2021	2022
Class I Vessels	362	401	403
Class II Vessels	1 694	1 718	1 571
Class III Vessels	924	1 813 *	998
Class IV Vessels	74	77	73
Total	3 054	4 009	3 045

* In 2021, there was a surge in the number of mobile fishing vessels that were inspected in the Mainland due to the resumption of mobile fishing vessels inspection.

(b)

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

	2020	2021	2022
Class I Vessels	7	1	0
Class II Vessels	8	3	1
Class III Vessels	7	9	8
Class IV Vessels	4	1	0
Total	26	14	9

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

	2020	2021	2022
Class I Vessels	362	390	386
Class II Vessels	492	409	358
Class III Vessels	347	457	278
Class IV Vessels	72	54	47
Total	1 273	1 310	1 069

(c) Safety inspections detailed in the tables in (b) above are conducted by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section of MD. The average number of cases handled by each officer annually is 65 in 2020, 66 in 2021 and 54 in 2022.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1569)

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Carol YUEN)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. What were the supply of private moorings and the utilisation by different classes of vessels in each typhoon shelter in the past 3 years?
2. In 2023-24, the Marine Department (MD) will continue to follow up on the recommendations of the review on berthing and sheltered space for local vessels in Hong Kong. What are the manpower and estimated expenditure involved in the work plan?
3. What are the measures in place to cope with the demand of newly increased vessels for berthing spaces at typhoon shelters (in particular berthing spaces near the urban areas), including whether there will be expansion of the size and capacity as well as introduction of other enhancement measures for the existing typhoon shelters, or construction of additional typhoon shelters? If yes, what are the details? If not, what are the reasons?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 32)

Reply:

1. MD does not maintain records of occupancy of typhoon shelters in normal days, but keeps track of the highest occupancy of each typhoon shelter during typhoons to ensure that vessels' demand for sheltered spaces during inclement weather could be met. The highest occupancy of typhoon shelters by class of vessels during typhoons is at **Annex**.

- 2 & 3. To follow up on the recommendations of the “Review on Berthing and Sheltered Space for Local Vessels in Hong Kong”, MD will continue to facilitate the use of the new private mooring area in Hei Ling Chau Typhoon Shelter.

As one of the key projects under the Invigorating Island South (IIS) initiative, the Civil Engineering and Development Department commenced in April 2022 a consultancy on investigation, design and construction for the expansion of Aberdeen Typhoon Shelter to address the strong regional demand in Hong Kong Island South for sheltered space, particularly from pleasure vessels, and to support tourism, leisure and recreation development in the Southern District. The proposed expansion area is about 30 hectares. Site investigation works have just been completed, and various detailed impact assessments, gazetting and detailed design will be carried out. Construction works are expected to commence in 2025 tentatively. The Transport and Logistics Bureau and MD will continue to work closely with the IIS Office and relevant departments on this project.

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

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

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

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

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

Table II –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2021
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	7	35	20	2	26	2	0	87	50	425	0	668	0	12	1334	64%
Causeway Bay TS ₁	0	20	0	0	0	0	0	3	21	56	0	237	0	0	337	57%
Cheung Chau TS ₂	1	6	0	0	4	4	0	6	11	142	38	53	0	1	266	49%
Hei Ling Chau TS ₃	1	1	0	22	0	4	0	0	4	0	0	5	0	2	39	27%
Kwun Tong TS ₂	2	2	0	10	0	0	0	0	24	3	0	219	0	4	264	76%
New Yau Ma Tei TS ₂	14	35	0	187	20	52	0	1	29	28	0	150	27	7	550	100%
Rambler Channel TS ₂	0	0	0	23	0	16	0	0	3	25	0	35	36	1	139	100%
Sam Ka Tsuen TS ₁	0	3	0	0	0	0	0	2	8	44	0	80	0	0	137	49%
Shaukeiwan TS ₁	6	16	0	0	5	7	0	23	31	270	0	180	0	1	539	90%
Shuen Wan TS ₁	0	4	0	0	0	0	0	0	5	31	24	87	0	6	157	46%
To Kwa Wan TS ₂	2	8	0	74	0	23	0	0	15	0	0	7	0	0	129	94%
Tuen Mun TS ₂	0	38	0	40	10	33	0	4	69	205	0	72	9	10	490	96%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	7%

Note: *The % refers to the highest percentage of occupancy of each typhoon shelter
 #Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter
 Permitted length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table III –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2022
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	7	31	16	3	26	2	0	88	53	406	0	678	0	12	1322	61%
Causeway Bay TS ₁	0	37	0	0	0	0	0	3	26	84	0	199	0	0	349	53%
Cheung Chau TS ₂	4	6	0	0	5	4	0	5	12	133	40	59	0	1	269	43%
Hei Ling Chau TS ₃	1	0	0	35	0	7	0	0	8	2	0	8	2	1	64	18%
Kwun Tong TS ₂	2	6	0	16	0	0	0	0	26	1	0	255	0	4	310	90%
New Yau Ma Tei TS ₂	13	35	0	192	20	34	0	1	37	30	0	151	27	5	545	100%
Rambler Channel TS ₂	0	0	0	18	1	11	0	0	1	10	0	35	51	2	129	100%
Sam Ka Tsuen TS ₁	0	5	0	0	0	0	0	2	9	28	0	27	0	0	71	51%
Shaukeiwan TS ₁	9	8	0	0	8	2	0	23	35	304	0	168	0	1	558	93%
Shuen Wan TS ₁	0	10	0	1	0	0	0	0	3	59	28	143	0	7	251	76%
To Kwa Wan TS ₂	2	6	0	78	0	15	0	0	12	0	0	6	0	0	119	93%
Tuen Mun TS ₂	0	42	0	85	10	46	0	4	63	185	0	62	14	15	526	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	2	0	13	0	2	17	6%

Note: *The % refers to the highest percentage of occupancy of each typhoon shelter
#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter
Permitted length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

- End -

CONTROLLING OFFICER'S REPLY

TLB031

(Question Serial No. 1608)

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Carol YUEN)

Director of Bureau: Secretary for Transport and Logistics

Question:

As shown under relevant programme, the actual container throughput in the territory for 2021 was 17.8 million twenty-foot equivalent units and that for 2022 was 16.6 million twenty-foot equivalent units. While the figures continued to show a decreasing trend year by year, the estimated throughput for 2023 was indicated as a figure not possible to estimate under relevant programme. Nevertheless, container throughput serves as an important referential indicator in the compilation of estimates for programmes such as Port Services, Local Services and Services to Ships.

In this connection, will the Government advise on the following: Why is the container throughput for 2023 a figure not possible to estimate; Will the Government communicate with the industry to conduct analysis and estimation for the container throughput for 2023?

Asked by: Hon YIM Kong (LegCo internal reference no.: 6)

Reply:

The maritime sector is highly affected by global economy. Hong Kong Port is also subject to severe competition from other ports in the region. It is generally expected that the trading environment and outlook for container throughput in 2023 will be challenging. Geopolitical tensions may also add to the downside risks. Given the uncertainties surrounding the various external factors, it is not possible to provide an estimate for the container throughput for 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB032

(Question Serial No. 0207)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has indicated that it will continue to formulate and implement manpower development strategies, training and promotion initiatives under the Maritime and Aviation Training Fund (MATF), with the advice from the Manpower Development Committee of the Hong Kong Maritime and Port Board, the Tripartite Taskforce on Manpower Training (Aviation) and the Hong Kong Logistics Development Council.

1. What are the respective situations of trainees trained and those becoming practitioners each year since the introduction of the MATF in 2014?
2. Given that the community expects more young people to participate in the training, how will the Administration target the recruitment of young people?
3. What are the estimated annual expenditures and administrative costs?

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

Reply:

1. By end of 2021-22, the MATF has benefitted 14 092 in-service practitioners and students through its incentive and scholarship schemes since establishment. The breakdown by year is as follows –

Financial Year	Number of beneficiaries
2014-15	630
2015-16	859
2016-17	1 624
2017-18	1 921
2018-19	2 018
2019-20	2 189
2020-21	2 581
2021-22	2 270
Total	14 092

Some MATF schemes require beneficiaries to serve in the industries for at least one year after graduation. Over the years, 439 beneficiaries have joined respective industries accordingly.

2. The Government will continue to encourage industry organisations to collaborate with educational institutions and professional bodies to organise various promotional activities to reach out to the community, especially the younger generations. Such promotion initiatives are expected to improve the image and enhance the general public's knowledge on the maritime, aviation and logistics industries and help attract more people to join respective sectors. For instance, we will continue to launch internship programmes for tertiary students which provide young people with opportunities to work in the industries and encourage them to pursue careers in respective sectors after graduation.

3. With the enhancements of MATF, the estimated cash flow for 2023-24 is \$59 million. The administrative costs are absorbed under the overall provision for the Transport and Logistics Bureau. There is no separate breakdown on the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB033

(Question Serial No. 0208)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has indicated that it expanded air services arrangements with Israel and Bahrain as part of the continuous efforts to expand Hong Kong's air services network last year. What are the results achieved? Will there be further development in future? How does the Administration expect to enhance Hong Kong's air services after the expansion of the relevant network? Please provide specific details.

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

Reply:

The Government has currently signed Air Services Agreements with 67 aviation partners. In 2022/23, the Government expanded the bilateral air services arrangements with Israel and Bahrain as part of the continuous efforts to expand Hong Kong's air services network. Given the confidentiality of the bilateral air services arrangements and the commercially sensitive information contained therein, we are not in a position to provide details of the arrangements. We will continue to review the demand for air services from time to time and initiate air services negotiations with our aviation partners with a view to increasing the air traffic capacity to meet market demand.

- End -

CONTROLLING OFFICER'S REPLY

TLB034

(Question Serial No. 0213)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has indicated that it will continue to formulate and oversee the implementation of cross-boundary transport arrangements, including jointly administering with the relevant Guangdong and Macao authorities the regulatory regime for cross-boundary vehicles. What is the waiting time for cross-boundary transport vehicles with Mainland-Hong Kong cross-boundary vehicle licences to undergo vehicle examination and related administrative procedures? What are the relevant fees?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 14)

Reply:

The examination requirements for vehicles registered and licenced in Hong Kong (including cross-boundary vehicles) are as follows.

(a) for commercial vehicles (including taxis, light buses, buses, goods vehicles, special purpose vehicles and trailers), they are required to undergo annual vehicle examination at the Transport Department Vehicle Examination Complex before licence renewal. The current waiting time is within 10 working days; and

(b) for private cars, those which are manufactured not less than 6 years before licensing are required to undergo annual vehicle examination at one of the Designated Car Testing Centres before licence renewal. The current waiting time is within three working days.

The examination fees of the aforementioned types of vehicles are listed below-

Class of Vehicle	Fee (HK\$)
Private car	585
Taxi	585
Goods vehicle or special purpose vehicle not exceeding 5.5 tonnes permitted gross vehicle weight	695
Goods vehicle or special purpose vehicle exceeding 5.5 tonnes permitted gross vehicle weight	935
Light bus	695
Single-deck bus	935
Double deck bus	1,050
Trailer (other than a trailer towed by a private car)	585

Cross-boundary vehicles are also required to obtain relevant licences and complete all formalities (including vehicle examination) required by the Mainland government authorities before travelling between Hong Kong and Guangdong.

- End -

CONTROLLING OFFICER'S REPLY

TLB035

(Question Serial No. 0352)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Bureau has indicated that it will continue to formulate and oversee the implementation of cross-boundary transport arrangements, including jointly administering with the relevant Guangdong and Macao authorities the regulatory regime for cross-boundary vehicles. Please advise on the relevant projects, the expenditures and the staff establishment by category involved in the past three years. Will the relevant measures to be implemented in 2023-24 include the standardisation of vehicle examination in the three places, as well as the issuance of driving licences, driving permits, etc. that can be used in the three places? What are the estimated expenditures and the evaluation of their effectiveness?

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

Reply:

At present, the vehicle construction and examination requirements among Guangdong, Hong Kong and Macao, such as vehicle exhaust emission standards, requirements for seat belts and braking systems, design of entrances and exits for passengers, and escape doors, etc. are different. The Transport Department (TD) will study the vehicle construction and examination requirements of Guangdong and Macao to assess the feasibility of the mutual recognition of vehicle examination of the three places.

As regards driving licences, there has already been an established arrangement for mutual recognition of driving licences of non-commercial vehicles between Hong Kong and the Mainland or Macao. Under regulation 11(3) of the Road Traffic (Driving Licences) Regulations (Cap. 374B), the mechanism of “direct issue of Hong Kong full driving licence” allows a person holding a driving licence issued by a “recognised country or place”, including the Mainland and Macao, to be directly issued with a Hong Kong full driving licence without taking a local driving test to drive private cars, light goods vehicles not exceeding 5.5 tonnes in gross weight, motor cycles and motor tricycles. A reciprocal arrangement applies to the holders of Hong Kong full driving licence. For commercial vehicles, as the vehicle classifications and driving test requirements among the Mainland, Hong Kong and Macao are different, the TD will study the driving test requirements of Guangdong and Macao to assess the feasibility on the mutual recognition of the commercial vehicle driving licences of the three places.

At present, any motor vehicles (including cross-boundary vehicles) to be driven on roads in Hong Kong must be registered and licensed in accordance with the prevailing Hong Kong laws. The TD will continue to adopt various e-licensing services to facilitate the relevant applicants.

The above work of the TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved in the past three years.

- End -

CONTROLLING OFFICER'S REPLY**TLB036****(Question Serial No. 0487)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has indicated that it will continue to take forward the detailed planning and implementation of the railway projects recommended under the Railway Development Strategy 2014 and the Oyster Bay Station project. Please list the latest development of each recommended project and the estimated expenditure.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 30)

Reply:

The latest development and estimated capital expenditure of the concerned railway projects are set out in the table below –

Railway project	(i) Latest development	(ii) Estimated expenditure
1. Tung Chung Line Extension	Authorisation of railway scheme and Environmental Impact Assessment (EIA) procedures were completed. The Transport and Logistics Bureau (TLB) and the MTR Corporation Limited (MTRCL) signed the project agreement in February 2023.	The capital cost estimate is \$19.5 billion (in December 2020 prices).
2. Tuen Mun South Extension	Authorisation of railway scheme and EIA procedures were completed. The detailed design is substantially completed.	The capital cost estimate is \$11.4 billion (in December 2015 prices). (see Note 1)

Railway project	(i) Latest development	(ii) Estimated expenditure
3. Northern Link (NOL) and Kwu Tung (KTU) Station	<p><u>KTU Station</u> Authorisation of railway scheme and EIA procedures were completed. The detailed design is substantially completed.</p> <p><u>NOL Main Line</u> The detailed planning and design are underway.</p>	<p><u>KTU Station</u> The capital cost estimate is \$3.5 billion (in December 2015 prices). (see Note 1)</p> <p><u>NOL Main Line</u> The capital cost estimate is \$58.5 billion (in December 2015 prices). (see Note 1)</p>
4. Hung Shui Kiu Station	The detailed planning and design are underway.	The capital cost estimate is \$4.1 billion (in December 2018 prices). (see Note 1)
5. South Island Line (West)	Planning work is ongoing taking into account the redevelopment programme of Wah Fu Estate and the demographic change of relevant areas. According to the information provided by the Housing Department, it is anticipated that existing residents will gradually move from Wah Fu Estate to the reception estates at Pok Fu Lam South starting from 2027/28. After the first batch of residents are relocated and the existing building blocks are demolished for freeing up the required space, construction works of the relevant railway facilities will follow.	Under review
6. East Kowloon Line	The Government is exploring an elevated trackless rapid transit system as an alternative to the original heavy rail scheme, and the technical feasibility study is planned to be completed in mid-2023.	Under review
7. North Island Line	The MTRCL is conducting a further study on the feasible options for improving the design of the project.	Under review

Railway project	(i) Latest development	(ii) Estimated expenditure
8. Oyster Bay Station	Authorisation of the railway scheme and EIA procedures were completed. The TLB and the MTRCL signed the project agreement in September 2022.	The capital cost estimate is \$3.8 billion (in June 2022 prices).

Note 1: Independent assessment on MTRCL's detailed planning and design will be conducted to ascertain the cost estimates.

- End -

CONTROLLING OFFICER'S REPLY

TLB037

(Question Serial No. 0489)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has indicated that it will take forward the legislative exercise for the Government's takeover of Western Harbour Crossing (WHC) upon franchise expiry and adjust the tolls for the three road harbour crossings (RHCs), and in due course holistically review the traffic flow of the crossings with a view to drawing up details of the time-varying tolls to be introduced. With due regard to the related traffic conditions upon implementing the time-varying tolls as its policy initiative, the Government will determine how the Electronic Road Pricing Pilot Scheme in Central should be taken forward. Please advise on the following:

1. What are the takeover arrangements for the WHC as its franchise is about to expire?
2. What are the preliminary proposals for toll adjustment of the three RHCs?
3. The Administration has indicated that it will give due regard to the related traffic conditions upon implementing the time-varying tolls as its policy initiative. What are the details of its consideration?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 32)

Reply:

(1)

The “Build-Operate-Transfer” franchise of the Western Harbour Crossing (“WHC”) will expire on 1 August 2023. WHC will then be taken over by the Government. The takeover arrangement for the WHC will be made with reference to those of the Eastern Harbour Crossing and the Tate’s Cairn Tunnel on their franchise expiries in August 2016 and July 2018 respectively. The takeover will involve changes pertaining to the tunnel ownership as well as the legal backing and management mode for tunnel operation. In line with the practice of other government tunnels, upon franchise expiry the WHC will be managed by a contractor of the Government under the supervision of the Transport Department and other related departments. There will be no major change to other aspects of tunnel operation, such as traffic management and prosecution within the tunnel area.

(2) and (3)

Taking the opportunity of the takeover of the Western Harbour Crossing (WHC) on 2 August this year, the Government proposes adjusting the toll levels of the three road harbour crossings (RHCs) so as to change motorists’ commuting patterns with a view to rationalising cross-harbour traffic and alleviating the congestion at RHCs. The Government announced the proposed toll plans for the RHCs on 22 March 2023 and subsequently introduced the Road Tunnels (Government)(Amendment) Bill 2023 (the Bill) into the Legislative Council for First Reading and commencement of Second Reading debate on 29 March 2023. The Government proposes to implement the “633” fixed toll plan upon the takeover of the WHC on 2 August 2023. For the next step, the Government aims to implement time-varying tolls on private cars and motorcycles at the three RHCs within 2023, in order to suppress and divert the traffic flow during peak time slots, and to encourage drivers to use the tunnels outside peak time slots. The Government’s proposals have positively responded to the views of the public and relevant stakeholders while striving to strike an appropriate balance between managing traffic demand and public acceptability. We are working towards the target of obtaining the Legislative Council’s passage of the Bill in the coming few months to facilitate the takeover of the WHC on 2 August 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB038

(Question Serial No. 0490)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. What are the measures currently formulated or implemented by the Administration? Please provide specific details.
2. How has the operational situation of taxis been improved since their successful application for fare increase last year? Please list by type of taxi.
3. Given that the public is very concerned about taxi service quality, has the Administration assessed whether the quality has been improved after its approval for fare increase?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 33)

Reply:

The Government has been striving to enhance service quality and the operating environment of the taxis, with a view to promoting its healthy development in the long run and meeting the needs of the public.

Over the past years, the Government has, in collaboration with the Committee on Taxi Service Quality, implemented various measures to enhance the quality of taxi services, including publishing and updating the “Hong Kong Taxi Service Standard” and the “Hong Kong Taxi Service Guidelines”, launching a series of online training course for in-service taxi drivers, organising the “Taxi Service Commendation Scheme” to recognise taxi drivers and taxi management teams with outstanding service, enhancing the mechanism for handling complaints relating to taxi service and encouraging the trade to leverage on technology to enhance the operational efficiency and service quality.

The Government has also been closely monitoring the operation of the taxi sector. Having regard to the increasing operating costs of taxis as well as lower meter revenue and rental revenue due to the epidemic, the new taxi fares have been implemented since 17 July 2022. As gathered by the Transport Department (TD) through regular taximeter reading as well as surveys from taxi owners and trade associations, it is observed that the financial viability of taxi operation has improved generally for all types of taxis since the last fare increase. This is conducive to attracting new blood into the industry and alleviating the problem of aged drivers, which in turn helps to enhance taxi service quality.

To further improve taxi service quality, the Government has reviewed the overall taxi operation and management, and proposed to take forward a series of measures to improve the development of the taxi industry. One of the proposed measures is to introduce a Taxi Fleet Management Regime (Regime), under which existing taxis may form a fleet and apply to the TD for a Taxi Operator Fleet Licence. The proposed Regime could encourage the trade to adopt professional fleet management, which is conducive to better maintenance and management of the taxis under the fleet, as well as more effective management of the performance and quality of taxi drivers. Another proposed measure would be to introduce the taxi-driver-offence points system and the two-tier penalty system for certain taxi-driver-related offences. This measure would help to enhance the deterrent effect against repeat offenders and improve the overall quality of taxi services. The Government is formulating the details of the relevant legislative amendments and will submit them to the Legislative Council for scrutiny in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB039

(Question Serial No. 0491)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Government working with the Airport Authority Hong Kong in taking forward the Three-Runway System (3RS) project at the Hong Kong International Airport, please advise on the following:

1. Given that the target for the remaining works is to complete the 3RS in 2024, what are the relevant works and their progress?
2. How has the Third Runway been utilised since its commissioning last year? Has the expected target been met?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 34)

Reply:

1. To cater for long-term air traffic demand and increase the passenger and cargo handling capacity of the Hong Kong International Airport (HKIA), Airport Authority Hong Kong (AAHK) is implementing the 3RS project. The 3RS works are being constructed as scheduled, with the Third Runway officially commissioned on 25 November 2022, while the 3RS is targeted for completion in 2024. With the commissioning of the Third Runway, AAHK is pressing ahead with the remaining works, including the expansion of the Terminal 2 (T2), construction of the T2 Concourse, installation of a new automated people mover system and a high-speed baggage handling system, reconfiguration of the Centre Runway, etc.

We provide regular updates to the Panel on Economic Development on the development of 3RS. The previous Panel paper dated November 2022 is at this hyperlink: [LC Paper No. CB\(4\)1047/2022\(01\)](#).

2. The Third Runway commenced operation familiarisation on 8 July 2022, which signified an important milestone for the 3RS project. The pavement conditions of the Third Runway and associated taxiways, instrument landing system and airfield ground lighting system, the signage and line markings, as well as the support provided by the new Integrated Airport Centre, are well appraised by the international aviation community, including airline operators and pilots. After more than four months of familiarisation period, the Third Runway was officially commissioned for operation with effect from 25 November 2022.

Since the lifting of the quarantine requirements by the Government, HKIA has been undergoing solid recovery. In January 2023, HKIA registered around 2.1 million passenger throughput, marking a year-on-year surge of around 28 times.

- End -

CONTROLLING OFFICER'S REPLY

TLB040

(Question Serial No. 0380)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

As mentioned in paragraph 112 of the Budget Speech, the Transport and Logistics Bureau will set up a task force with the aim of putting forward, in collaboration with the Hong Kong Maritime and Port Board and representatives of the high-end maritime services industry, an action plan on the following strategies by the end of this year, which include enhancing the marine insurance business. In this connection, will the Government inform this Committee of the following:

1. What are the specific measures to be taken by the Administration to promote the development of the marine insurance business?
2. Whether the Administration knows the existing number of marine insurance brokers in Hong Kong, as well as the contents of marine insurance programmes offered by tertiary institutions and other organisations? and
3. As there are views that there is a shortage of marine insurance talents in Hong Kong, what are the future plans of the Administration to nurture and attract marine insurance talents? Will the Bureau collaborate with other government departments to promote the relevant work? If yes, what are the departments involved and the amount to be set aside? What are the amount of subsidies and staffing provision for organising marine insurance training programmes under the Maritime and Aviation Training Fund (MATF)?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 20)

Reply:

1. As announced in the 2023-24 Budget, in order to further promote the development of Hong Kong as an international maritime centre, the Transport and Logistics Bureau (TLB) will set up a task force with the aim of putting forward, in collaboration with the Hong Kong Maritime and Port Board and representatives of the high-end maritime services industry, an action plan by the end of 2023 on strategies that include enhancing business sectors such as ship finance, marine insurance, maritime arbitration and ship management, thereby enabling Hong Kong to become a global leading high-end maritime service market. The Government has earmarked \$20 million to expedite studies on the relevant strategies. The Government will work closely with the trade on the action plan and the studies. We will announce the outcomes and findings (including promoting the maritime insurance business in Hong Kong) when more details are available.

2. The Insurance Authority does not have statistics on the number of practitioners engaging in marine insurance. As regards marine insurance programmes, The Hong Kong Polytechnic University, HKU School of Professional and Continuing Education, Maritime Services Training Institute, Institute of Professional Education And Knowledge and The Hong Kong Institute of Vocational Education under the Vocational Training Council offer maritime and logistics programmes of various qualifications, including master degree, bachelor degree, higher diploma and certificate programmes, which cover marine insurance modules. In addition, individual local organisations, such as the Marine Insurance Club and Hong Kong Federation of Insurers, also offer marine insurance programmes for industry practitioners.

3. A Professional Training and Examination Refund Scheme has been set up under the MATF since 2014 for subsidising maritime and aviation practitioners to take courses and/or examinations as approved by the Fund. Eligible applicants would be refunded with 80 per cent of the fees after completing the approved courses or passing the examinations, subject to a cap of \$30,000. By end of February 2023, the Scheme covers six marine insurance courses and two professional examinations; on which 242 applications for fee reimbursement had been approved with a total disbursement of about \$353,000.

To attract quality talents to support Hong Kong's development as a high value-added and diversified economy, the Labour and Welfare Bureau coordinated and announced the introduction of a Talent List in August 2018. Marine insurance profession has been placed on the Talent List since its introduction.

- End -

CONTROLLING OFFICER'S REPLY

TLB041

(Question Serial No. 1374)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget that the Government will work closely with the Task Force on Smart Port Development as well as the maritime and port industry to enhance port efficiency and data sharing in the shipping and port industry through a new data sharing platform for trial by phases. In this connection, will the Government inform this Committee of the following:

- (1) What are the implementation timetable and progress of the trial programme of the data sharing platform? When is the platform to be fully adopted?
- (2) How will port efficiency be enhanced with the full adoption of the new data sharing platform?
- (3) What is the total expenditure involved in setting up the data sharing platform?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 10)

Reply:

As announced in the “The Chief Executive’s 2022 Policy Address”, the Government will actively promote the development of smart port to strengthen the competitiveness of our port by setting up a digitalised port community system (PCS) to facilitate the flow and sharing of data among stakeholders in the maritime, port and logistics industries. The Government aims to set up the data sharing platform for trial by phases from 2023, with a view to scaling it up for wider use by 2025. The project will focus on the handling of cold chain products at the first stage.

The new platform will serve to facilitate communication and access of information by stakeholders in the port community, with a view to streamlining port operations and optimising multi-party coordination. The platform will help reduce cargo handling time and cost and enhance port efficiency, thereby strengthening the overall competitiveness of Hong Kong’s port.

The Government will continue to work with the Task Force on Smart Port Development and the trade on the specific requirements of the platform, which are crucial in defining the cost of developing the PCS when it is launched for wider use.

- End -

CONTROLLING OFFICER'S REPLY

TLB042

(Question Serial No. 1378)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau will 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. The Government originally planned to establish the Railways Department in 2022-23. In this connection, please inform this Committee of the following:

- (1) What are the reasons why the Railways Department has not yet been established?
- (2) What is the estimated amount of resources to be allocated by the Railways Department in 2023-24 to enhance the regulation on railway safety? What measures will be taken and what is the manpower involved?
- (3) Whether the Administration has set key performance indicators (KPIs) to regularly review the operational effectiveness of the Railways Department? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 14)

Reply:

(1)

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

(2)

Subject to the Legislative Council's approval, the proposed RD will comprise 317 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$306.1 million upon establishment. Amongst the 317 posts, 206 posts (annual salary provision at \$197.9 million) and 59 posts (annual salary provision at \$62.2 million) are to be transferred from the HyD/RDO and EMSD/RB respectively, and 52 new posts are to be created under the proposed RD (annual salary provision at \$46.0 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$127.3 million. The proposed RD will comprise of railway delivery arm (i.e. Railway Development Office) and railway regulatory arm (i.e. Railway Regulation Office). The Railway Regulation Office (excluding Departmental Administration Division), consisting of 100 posts (annual salary provision at \$103.6 million), will be responsible for implementing the enhanced railway safety regulatory regime as well as the prevailing railway safety regulation of operating railways, tramway, peak tramway and airport automated people mover, safe and sound assessment of railway projects, and monitoring the safety aspects of MTR Corporation Limited (MTRCL)'s major asset replacement projects. Further breakdown of the number of staff responsible for enhancement of regulation of railway safety is not available as the staff in the Railway Regulation Office of the proposed RD would be involved in multiple tasks.

(3)

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

- End -

CONTROLLING OFFICER'S REPLY

TLB043

(Question Serial No. 1381)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget that in 2023-24 the Transport and Logistics Bureau will implement various phases of the “Universal Accessibility” (UA) Programme for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways and the special scheme for retrofitting lifts at walkways in or connecting to the common areas of estates under the Tenants Purchase Scheme, Buy or Rent Option Scheme and public rental housing estates with properties divested under the Hong Kong Housing Authority, as well as the pedestrian environment improvement schemes in Yuen Long town centre, Mong Kok and Causeway Bay. In this connection, please inform this Committee of the following:

- (1) What are the expenditures involved in the retrofitting of barrier-free access facilities and the retrofitting of lifts in various phases of the UA Programme in the past three years and the progress made? Please provide the information in tabular form.
- (2) For the works projects completed in the past three years, has their effectiveness been reviewed regularly? What are the usage and utilisation rates of the projects by the public?
- (3) What are the estimated expenditures and staffing provision involved in the projects in 2023-24?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 17)

Reply:

1. The Highways Department (HyD) has been implementing items under various phases of the Universal Accessibility (UA) Programme, namely the Original Programme, the Expanded Programme, the Second Phase, the Third Phase and the Special Scheme. The implementation of the UA Programme has been progressing smoothly with completion of 190 items in total as at end February 2023.

The expenditures for UA Programme in the past three years are as follows-

Financial Year	Expenditure (\$ million)
2019-20	650.1
2020-21	531.7
2021-22	560.2

The progress of UA items under various phases as at end February 2023 and the number of completed items in the past three years are tabulated below-

Phases under UA Programme	Original Programme	Expanded Programme	Second Phase	Third Phase	Special Scheme	Total
Completed in the past three years	22	9	10	0	0	41
Under Construction	11	2	30	82	12	137
Under Investigation / Design	3	0	3	32	19	57

2. The UA Programme has been widely supported and welcomed by the community. HyD has been closely liaising with local stakeholders such as non-governmental organisations or district organisations in the course of implementing items under the UA Programme to understand the public needs and expectations and follow up on suggestions which contributed to the enhancement of service, such as installation of reflective metal plates inside a lift to facilitate wheelchair users leaving the lift car to see behind them to avoid collisions. HyD would continue to take on board public views to enhance the Programme.
3. The estimated expenditure in respect of the UA Programme and the pedestrian environmental improvement schemes (PEIS) in Yuen Long town centre, Mong Kok and Causeway Bay for 2023-24 are \$717 million and \$2.26 million respectively. Existing staff resources of the HyD will be deployed for the implementation of the UA Programme and the PEIS.

- End -

CONTROLLING OFFICER'S REPLY

TLB044

(Question Serial No. 1383)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government introduced the \$100 million Maritime and Aviation Training Fund (MATF) in 2014 to support training for the local maritime and aviation industry. Subsequently in 2019, \$200 million was injected to sustain and enhance existing training and scholarship schemes. In this financial year, the Government will inject \$200 million into the MATF again to support manpower training of the logistics industry and promote the development of high-end, high value-added and smart logistics. In this connection, will the Government inform this Committee of the following:

- (1) Are there any statistics on the number of trainees who have received subsidies from the MATF have joined the maritime-related industries? If yes, what is the intake number of various types of work? If not, what are the reasons?
- (2) How many of the trainees who have received subsidies from the scholarship schemes or participated in the Mainland-Hong Kong academic collaboration schemes will stay in the maritime or aviation industry after they have fulfilled scheme requirements of working in the maritime or aviation industry for at least one year? What are the reasons for those who choose not to stay in the maritime or aviation industry?
- (3) How many of the schemes currently provided under the MATF involve the training of seafarers and pilots?
- (4) Will the Maritime Services Traineeship Scheme to be launched by the Administration include additional training programmes for seafarers and pilots?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 19)

Reply:

- (1) and (2) Some MATF schemes require beneficiaries to serve in the industries for at least one year after graduation. Over the years, 439 beneficiaries have fulfilled the relevant requirement under the respective schemes. We do not have information on such beneficiaries' continual employment in the respective industries beyond the required period.
- (3) and (4) Pilots are generally professionals with seafarers' experience. At present, three schemes provided under MATF involve the training of seafarers, namely (i) Sea-going Training Incentive Scheme, (ii) Hong Kong Nautical and Maritime Scholarship Scheme, and (iii) Professional Training and Examination Refund Scheme. These schemes incentivise young people to take on seafaring training on ocean-going vessels or to attend courses and sit for examinations to acquire relevant professional qualifications.

The Maritime Services Traineeship Scheme aims to incentivise participating companies to provide traineeship for young people who aspire to a career in maritime law so as to nurture more home-grown maritime lawyers in support of the high value-added maritime services.

- End -

CONTROLLING OFFICER'S REPLY

TLB045

(Question Serial No. 2953)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government plans to launch the Maritime Services Traineeship Scheme (the Scheme) in 2023-24 to provide traineeship opportunities for young people who aspire to a career in maritime law, with a view to nurturing more home-grown maritime lawyers. Please inform this Committee of the following:

1. What are the contents of the Scheme in detail?
2. What are the staffing arrangements and estimated expenditure for implementing the Scheme? and
3. What are the expected results of the Scheme?

Asked by: Hon CHAN Wing-kwong (LegCo internal reference no.: 7)

Reply:

The Scheme aims to incentivise participating companies to provide traineeship for young people who aspire to a career in maritime law so as to nurture more home-grown maritime lawyers in support of our high value-added maritime services. The funding support for each company under the Scheme will not exceed \$500,000 a year. The initial estimated number of trainees is within 20 in the first year. Details of the Scheme are being worked out by Manpower Development Committee of the Hong Kong Maritime and Port Board.

The implementation work of the Scheme will be absorbed within existing resources. Participating companies will be required to monitor and report on the career development of the trainees.

- End -

CONTROLLING OFFICER'S REPLY

TLB046

(Question Serial No. 2126)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Transport Infrastructure in the Northern Metropolis

Regarding the dedicated fund of \$100 billion set aside in last year's Budget in order to expedite the implementation of infrastructure works relating to land, housing and transportation within the Northern Metropolis, will the Government inform this Committee of the following:

1 The Northern Metropolis Highway proposed in the three major road projects and three strategic railway projects is 18 kilometres in length, but its alignment as advertised is from Tin Shui Wai to Kwu Tung North. It cannot connect to the Liantang/Heung Yuen Wai Boundary Control Point to enhance the logistics capacity of the "East in East out" planning strategy. Are there any plans to extend the relevant roads and announce the alignment design?

2 The Liantang/Heung Yuen Wai Boundary Control Point is an important gateway for the "East in East out" logistics plan. However, the Cheung Shan Tunnel and the Lung Shan Tunnel are both two-lane tunnels. In view of the growing traffic demand, are there any plans to enlarge the tunnels to increase the traffic flow in future?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 8)

Reply:

1. The Civil Engineering and Development Department and Planning Department are jointly taking forward the Remaining Phase Development of the New Territories North (NTN) - Planning and Engineering Study for NTN New Town and Man Kam To – Investigation, which will formulate the land use of the Lo Wu/Man Kam To Comprehensive Development Node and NTN New Town. We will explore the need of extending the Northern Metropolis Highway eastwards to these two development areas taking into account the results of the above study.

Meanwhile, the Government commenced the public consultation on the preliminary findings of Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Study) in December 2022 for completion in end March 2023. We will carefully study the views received including those concerning alignment of different routes and conduct preliminary engineering technical assessments with a view to enhancing the recommended schemes, including the Northern Metropolis Highway, and formulating the Major Transport Infrastructure Development Blueprint for Hong Kong in Q4 2023.

2. With the full resumption of normal travel between Hong Kong and Mainland, the cross-boundary traffic is resuming to the normalcy. The Transport Department (TD) has been closely monitoring the traffic conditions of Heung Yuen Wai Highway, including Cheung Shan Tunnel and Lung Shan Tunnel. As at February 2023, the utilization of Cheung Shan Tunnel and Lung Shan Tunnel during the peak hour is 14% and 36% respectively. As such, these two tunnels still have spare capacities to cater for additional traffic. TD will continue to monitor the traffic conditions in the area.

- End -

CONTROLLING OFFICER'S REPLY

TLB047

(Question Serial No. 2127)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Road Enhancement in Rural Areas in the New Territories

There are a number of rural areas and brownfield projects in the Northern Metropolis area, which have a demand for improvement of road conditions. However, many roads in these rural areas are single lane two-way carriageways or in a state of disrepair. In this connection, will the Government inform this Committee whether road conditions in the rural areas in the New Territories will be examined and more resources will be allocated for road enhancement?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 9)

Reply:

The Government attaches great importance to enhance the infrastructure and facilities in the rural areas for improving the living environment there. Various departments work together in this respect. For example, in regards to rural roads, the Home Affairs Department carries out minor improvement works to vehicular access at rural areas under the Rural Public Works Programme to facilitate accessibility by residents. As for public roads (including expressways, bridges and tunnels, etc.) situated in the New Territories under the Highways Department's purview, the Highways Department carries out regular inspection and will implement road maintenance works as appropriate to upkeep the condition of roads.

- End -

CONTROLLING OFFICER'S REPLY

TLB048

(Question Serial No. 2205)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is proposed in 2023-24 Budget that a further \$200 million will be injected into the Maritime and Aviation Training Fund (MATF). In this connection, will the Government inform this Committee of the following:

- (1) What are the numbers of students and practitioners who have benefited from the MATF since its establishment, as well as the respective annual expenditures, the numbers of beneficiaries and the average amount of subsidy per person of the various training and scholarship schemes under the MATF?
- (2) What is the latest balance and financial position of the MATF? and
- (3) Are there any statistics on the respective numbers and proportions of people who have benefited from the MATF and have joined the maritime or aviation industry after completing the relevant programmes? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 19)

Reply:

(1) By end of 2021-22, the MATF has benefitted 14 092 students and in-service practitioners through its incentive and scholarship schemes since establishment. The numbers of beneficiaries and annual expenditures for the schemes are as follows –

Financial Year	Number of beneficiaries	Expenditure (\$ million)
2014-15	630	4.70
2015-16	859	8.32
2016-17	1 624	12.06
2017-18	1 921	20.09
2018-19	2 018	21.84
2019-20	2 189	24.91
2020-21	2 581	22.11
2021-22	2 270	22.12

We do not have the average amount of subsidy per person of the various training and scholarship schemes under the MATF.

(2) By end of 2022, the accumulated expenditure and commitment balance of MATF are \$159.53 million and \$140.47 million respectively.

(3) Some MATF schemes require beneficiaries to serve in the industries for at least one year after graduation. Over the years, 439 beneficiaries, at a ratio of 3:7, have respectively joined the maritime and aviation industries.

- End -

CONTROLLING OFFICER'S REPLY

TLB049

(Question Serial No. 2733)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Airport Authority Hong Kong (AAHK) is exploring with Zhuhai authorities the feasibility of building an aviation industrial park in Zhuhai, so as to promote the development of the aviation industry in the two places through synergised cross-boundary co-operation. In this connection, please advise on the following:

1. To promote the development of the aviation industry in the two places, has the AAHK made any plans for manpower training in the 2023-24 financial year? If yes, what are the estimates and details involved? If not, what are the reasons?
2. Are there any measures to co-operate with the airports in Shenzhen and Guangzhou to attract Mainland flights to transfer in Hong Kong and connect to the world?
3. What is the latest progress of the Guangdong-Hong Kong-Macao Greater Bay Area civil aviation young talent training programme under preparation by the Hong Kong International Aviation Academy? What is estimated timetable of the whole programme and the effectiveness of attracting Mainland talents to contribute to Hong Kong?
4. The AAHK signed a co-operation memorandum of understanding with the Zhuhai Municipal Government at the end of last year and has been actively discussing equity injection by the AAHK in the Zhuhai Airport. What the latest progress of the equity injection by the Hong Kong International Airport in the Zhuhai Airport? What is the estimated timetable for the implementation of the project in future?

Asked by: Hon CHEN Chung-nin, Rock (LegCo internal reference no.: 37)

Reply:

The AAHK has been striving to foster cooperation with Zhuhai for mutual development of the aviation industry in Hong Kong and Zhuhai. The Central Government has also indicated support for the AAHK's acquisition of the equity of Zhuhai Airport on the basis of market principles. In this relation, the AAHK signed with the Zhuhai Municipal Government a memorandum of understanding in November 2022, whereby the two sides agree to strive to open "Fly via Zhuhai-Hong Kong" (i.e. direct "air-land-air" passenger service achieved through the land transport linkage by the Hong Kong-Zhuhai-Macao Bridge), develop international air cargo business of Hong Kong and Zhuhai, take forward the development of a high-end aviation industrial cluster, as well as proactively discuss the acquisition of the equity of Zhuhai Airport by the AAHK, etc. The AAHK will continue to liaise with relevant Mainland authorities to pursue these cooperation initiatives between Hong Kong and Zhuhai.

With regard to the enhancement of the interaction with other airports in the Greater Bay Area (GBA), the AAHK has been actively participating in the Forum for Five Pearl River Delta Airports, which includes Guangzhou Baiyun International Airport and Shenzhen Bao'an International Airport, to discuss the direction of airport development in the region and means to boost cooperation for the sustainable development of the aviation industry. The AAHK has also been expanding intermodal connectivity between Hong Kong International Airport (HKIA) and other cities in the GBA, including Guangdong and Shenzhen, through setting up more city terminals, developing SkyPier ferry services to Mainland ports and constructing the SkyPier Terminal that allows passengers to go to / from the GBA by land transport. We, together with the AAHK, will continue to identify opportunities for cooperation with other airports in the GBA, with a view to capitalising on our respective competitive edges to enhance the economic growth of the GBA as well as Hong Kong's status as an international aviation hub.

Given the importance of talents for the continual growth of the aviation industry for both Hong Kong and the GBA, the Hong Kong International Aviation Academy, apart from continuing to partner with various institutions and organisations to provide different aviation-related training courses, will, in collaboration with the relevant aviation training institutions in the Mainland, launch the GBA Youth Aviation Industry Internship Programme whereby students from Hong Kong and the Mainland will be cross-posted to HKIA and other airports in the GBA for internship, thereby helping to support the long-term manpower development of the aviation industry in Hong Kong and the GBA. The programme will be launched in the first half of 2023, with 450 places in the first year. Such initiative does not involve government expenditure.

Separately, the Government is, in association with the AAHK, considering the feasibility of various options, including the industry's suggestion of importing labour from other parts of the GBA to meet the manpower need on the airport frontline, with a view to coming up with relevant measures later this year so as to drive the sustainable manpower development in the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB050

(Question Serial No. 0816)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the preparation for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery, enhance the regulation on railway safety, etc., please inform this Committee of the progress and details of the relevant preparation work and the staffing provision and expenditures involved in the new department.

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 11)

Reply:

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

Subject to the Legislative Council's approval, the proposed RD will comprise 317 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$306.1 million upon establishment. Amongst the 317 posts, 206 posts (annual salary provision at \$197.9 million) and 59 posts (annual salary provision at \$62.2 million) are to be transferred from the HyD/RDO and EMSD/RB respectively, and 52 new posts are to be created under the proposed RD (annual salary provision at \$46.0 million).

- End -

CONTROLLING OFFICER'S REPLY

TLB051

(Question Serial No. 3098)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget that the Administration will earmark \$20 million to expedite studies on strategies for promoting the high-end maritime service industry and enhance exchanges among industries in the international arena and the Greater Bay Area. The scale of the annual flagship event Hong Kong Maritime Week will also be expanded. Please provide a breakdown of the amount of financial provision for the relevant work and the general content of the breakdown.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 51)

Reply:

As announced in the 2023-24 Budget, in order to further promote the development of Hong Kong as an international maritime centre, the Transport and Logistics Bureau will set up a task force with the aim of putting forward, in collaboration with the Hong Kong Maritime and Port Board and representatives of the high end maritime services industry, an action plan by the end of 2023 on strategies that include enhancing business sectors such as ship finance, marine insurance, maritime arbitration and ship management, thereby enabling Hong Kong to become a global leading high end maritime service market. The Government has earmarked \$20 million to expedite studies on the relevant strategies. The Government will work closely with the trade on the action plan and the studies. We will announce the outcomes and findings when more details are available.

- End -

CONTROLLING OFFICER'S REPLY

TLB052

(Question Serial No. 2995)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Due to the epidemic in the past three years, the Mainland, Taiwan and Hong Kong have tightened quarantine measures, resulting in a drastic decrease in the usage of the Hong Kong-Zhuhai-Macao Bridge (HZMB). Both the traffic volume and traffic revenue fail to meet expectations. In this connection, will the Government inform this Committee of the following:

1. What are the total expenditure, separate breakdown of expenditure and loss incurred by the Government in respect of the HZMB (Hong Kong Section) under the epidemic in the past three financial years?
2. Given that the epidemic has eased in recent months and the social distancing measures have been relaxed in an orderly manner under risk management, will the Government resume the plan to expand the use of the HZMB? Whether discussions will be held with the Mainland about the need for a “regular quota” for Hong Kong private cars travelling to the Mainland?
3. What are the latest plan and implementation details of this year’s Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the HZMB? What is the Government’s plan to encourage drivers to join the Scheme? and
4. What is the estimated percentage increase in the utilisation rate of the HZMB with the implementation of the Scheme?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 1)

Reply:

1. The Transport and Logistics Bureau (TLB) has been closely monitoring the cross-boundary transport arrangements at various control points (including the HZMB Hong Kong Port) with a view to meeting the cross-boundary travel needs of the public. The work concerned is part of the regular work of TLB and we do not have a breakdown of the resources involved.

The HZMB Authority, established under the Mainland laws as a non-profit-making public-institution legal person, is responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using the HZMB Main Bridge. The HZMB Authority operates on a self-financing basis. The income of the Main Bridge (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of the HZMB. The expenditure/toll income is not expended/received by the HKSAR Government.

2. Since the commissioning of the HZMB in October 2018, it has brought enormous opportunities for the connectivity within the Guangdong-Hong Kong-Macao Greater Bay Area and its overall development. The governments of Guangdong, Hong Kong and Macao have been working closely to take forward various new cross-boundary transport measures having regard to the capacity of relevant boundary control points and the respective connecting roads, with a view to increasing the number of vehicles using the HZMB in a progressive and orderly manner.

For the regular quota system for the Guangdong-Hong Kong private cars, the quota is approved by the Mainland authorities with an existing quota of 21 000 granted for private cars to use HZMB. As regards the quota system on the Hong Kong-Macao private cars, it is jointly administered by the Hong Kong and Macao authorities with an existing quota of 5 400. There will be an additional quota of 3 000 Hong Kong-Macao private cars to be allocated within 2023.

3. and 4. The Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the HZMB (the Scheme) allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the HZMB without the need to obtain regular quotas. Eligible participants of the Scheme can stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate. The Scheme would facilitate Hong Kong residents to drive to Guangdong for business, visiting families or sight-seeing on a short-term basis, thereby making better use of HZMB and promoting development of the Guangdong-Hong Kong-Macao Greater Bay Area. It is expected that owners of about 450 000 Hong Kong private cars are eligible for the Scheme.

The Guangdong Provincial Government and the HKSAR Government are finalising the detailed implementation arrangements of the Scheme in accordance with the approval of the State Council, as well as striving to announce the detailed arrangements in the first quarter of 2023 and implement the Scheme within 2023. The Transport Department is also working closely with the related Mainland authorities in developing the systems for processing applications. It is our aim to streamline the application procedures and lower the application fee as far as possible to make the Scheme more attractive. In fact, as announced

by the State Council in November 2022, the customs guarantee-free policy will allow Hong Kong private cars participating in the Scheme to be exempted from paying customs duties or applying for guarantee arrangements with the Mainland Customs, thereby simplifying the application procedures and reducing the handling fees.

- End -

CONTROLLING OFFICER'S REPLY

TLB053

(Question Serial No. 2996)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Hong Kong-Zhuhai-Macao Bridge (HZMB) boundary crossing facilities, will the Government inform this Committee of the following:

1. With the resumption of normal travel between Hong Kong and the Mainland since the beginning of this year, what are the estimated total expenditure and separate breakdown of expenditure for the HZMB port in the next three financial years?
2. What is the utilisation situation of the HZMB boundary crossing facilities since their commissioning? Please set out in detail in tabular form.
3. Are there any parking spaces at the HZMB Hong Kong Port for incoming bridge users? If yes, what is the number? If not, are there any plans to introduce relevant measures in future to facilitate bridge users from Macao and Mainland to come to Hong Kong, so as to increase the utilisation rate? and
4. What is the monthly utilisation rate of the parking space booking service of the HKMB since its implementation? Please provide a breakdown.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 2)

Reply:

1. The Transport and Logistics Bureau (TLB) has been closely monitoring the cross-boundary transport arrangements at various control points (including the HZMB Hong Kong Port) with a view to meeting the cross-boundary travel needs of the public. The work concerned is part of the regular work of TLB and we do not have a breakdown of the resources involved.
2. According to the Immigration Department, the daily average numbers of cross-boundary passengers via the Hong Kong Port of the HZMB since its commissioning on 24 October 2018 are as follows:

Year	Number of Passengers^(Note 1)	
	Inbound	Outbound
2018	31 481	38 341
2019	24 270	28 944
2020 ^(Note 2)	2 211	2 286
2021 ^(Note 2)	146	190
2022 ^(Note 2)	213	315

Note:

- (1) Figures in this table refer to all passengers passing through the control points excluding drivers and refused landing passengers.
- (2) The figures were affected by the anti-pandemic measures of the Mainland, Hong Kong and Macao since end January 2020.

According to the HZMB Authority, the daily average vehicular flow of the HZMB entering / leaving Hong Kong (by vehicle type) since its commissioning on 24 October 2018 are as follows:

Year	Coach^(Note 1)		Goods Vehicle		Private Car^(Note 2)	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2018	1 078	1 077	58	72	586	620
2019	836	834	118	126	1 116	1 138
2020 ^(Note 3)	88	88	152	152	173	172
2021 ^(Note 3)	17	17	189	198	2	1
2022 ^(Note 3)	14	14	288	288	4	2

Note:

- (1) Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/Macao Port of the HZMB.
- (2) Private cars include cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (3) The figures were affected by the anti-pandemic measures of the Mainland, Hong Kong and Macao since end January 2020.

3. The Airport Authority Hong Kong is now developing automated carpark on the Hong Kong Port Island of the HZMB, with about 6 000 parking spaces to be provided in phases. The carpark will allow visitors from Guangdong and Macao who drive to Hong Kong through the HZMB to park their cars. These visitors may then transfer at the Hong Kong International Airport (HKIA) through SkyPier Terminal for overseas destinations, or enter Hong Kong after going through immigration and customs clearance. Visitors can retrieve their cars and drive back to Guangdong or Macao upon arriving at HKIA from overseas or leaving Hong Kong after visiting.
4. The respective public carpark at the Hong Kong Port of the HZMB have been commissioned since 24 October 2018, providing a total of 733 parking spaces, about half of which are available for online booking by drivers for hourly or daily rental. According to the information provided by the carpark operators, the monthly usage rates of the booking service for parking since the commissioning of the Hong Kong Port of the HZMB are as follows:

Year	Month	Percentage of carpark users who use the booking service
2018	Oct ^(Note 1)	25.0%
	Nov	18.6%
	Dec	19.3%
2019	Jan	17.6%
	Feb	16.1%
	Mar	20.8%
	Apr	26.1%
	May	30.2%
	Jun	31.7%
	Jul	34.3%
	Aug	38.2%
	Sep	37.2%
	Oct	35.6%
	Nov	37.3%
	Dec	37.9%
2020 ^(Note 2)	Jan	25.1%
	Feb	18.4%
	Mar	23.4%
	Apr	4.2%
	May	3.3%
	Jun	3.7%
	Jul	2.3%
	Aug	2.6%
	Sep	1.9%
	Oct	1.6%
	Nov	6.3%
	Dec	4.2%
2021 ^(Note 2)	Jan	2.9%
	Feb	1.8%
	Mar	2.5%

Year	Month	Percentage of carpark users who use the booking service
	Apr	3.5%
	May	2.4%
	Jun	2.4%
	Jul	3.0%
	Aug	2.6%
	Sep	2.4%
	Oct	2.0%
	Nov	4.0%
	Dec	3.0%
2022 ^(Note 2)	Jan	2.5%
	Feb	1.5%
	Mar	2.1%
	Apr	1.8%
	May	2.2%
	Jun	2.7%
	Jul	1.9%
	Aug	1.9%
	Sep	1.4%
	Oct	1.7%
	Nov	2.1%
	Dec	4.6%
2023	Jan	21.0%
	Feb	37.6%

Note:

- (1) The number of operating days of the carparks in October 2018 was eight only (i.e. 24-31 October).
- (2) The figures were affected by the anti-pandemic measures of the Mainland, Hong Kong and Macao since end January 2020.

- End -

CONTROLLING OFFICER'S REPLY**TLB054****(Question Serial No. 0843)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department is tasked with monitoring the service performance of railway networks. The Mass Transit Railway (MTR) has recently experienced a number of breakdowns and incidents of various kinds and scales, including serious incidents such as door detachment, train derailment and collision, which have caused service disruptions and even affected passenger safety. In this connection, please inform this Committee of the following:

1. The number and details of all service disruption incidents of the MTR (including disruptions lasting more than eight minutes and less than eight minutes) in 2022-23. Please list the cause and the amount of penalty for each incident.
2. According to the "Service Performance-Linked Arrangement" under the existing MTR Fare Adjustment Mechanism, the MTR Corporation Limited (MTRCL) is liable to a penalty for train service disruption equal to or more than 31 minutes. Will the Administration consider reviewing the relevant standards and the penalty mechanism, such as changing the penalty mechanism to a progressive one and linking the penalty to the number of serious incidents occurred, so as to enhance accountability?
3. To enhance supervision, will the Government consider changing the approach to regulating the operation of the MTRCL and requiring it to hand over part of its profits to the Government in addition to the permitted profits, while retaining certain incentives for the MTRCL to raise service standards? and
4. The Government has set up an Independent Monitoring Panel to comprehensively review the MTRCL's asset management and maintenance regime. What are the work timetable, membership and terms of reference of the Panel?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 4)

Reply:

1, 2 & 3.

The Government and the MTR Corporation Limited (MTRCL) have completed the review of the MTR Fare Adjustment Mechanism (FAM) and announced the outcome of the review on 21 March 2023. Under the enhanced FAM, MTR fares will be linked directly with its Hong Kong property development (HKPD) profits through revising the calculation method of the Productivity Factor (PF) in the FAM formula, in order to respond to the ongoing demands from the public and lower the fare base of the MTRCL in the long run to benefit all passengers. Based on the HKPD-linked PF, MTR fares will be lowered by 0.6% to 0.8% each year depending on the MTRCL's HKPD profit level.

In addition, the Service Performance Rebate will be enhanced by increasing the amount to be shared by the MTRCL for service disruptions of more than three hours and the maximum amount to be set aside per incident, as well as introducing a peak hour multiplier to more duly reflect the impact of train service disruptions on passengers.

The incidents with service disruptions of 31 minutes or above caused by factors under the MTRCL's control in 2022 and 2023 and the amount to be set aside under the enhanced Service Performance Rebate mentioned above (as at February) are as follows –

Date	Railway line	Cause	Amount set aside (\$million)
22 Jan 2022	Kwun Tong Line	Station equipment failure	3
5 Apr 2022	Disneyland Resort Line	Infrastructure	40
24 May 2022	East Rail Line	Rolling stock failure	1.2
1 Jun 2022	Island Line	Infrastructure	1
2 Oct 2022	Tseung Kwan O Line	Infrastructure	1
3 Oct 2022	Tuen Ma Line	Infrastructure	2.4
13 Nov 2022	Tsuen Wan Line	Infrastructure	40
5 Dec 2022	Tseung Kwan O Line	Rolling stock failure	14.4
13 Jan 2023	Tseung Kwan O Line	Infrastructure	1
12 Feb 2023	Kwun Tong Line	Station equipment failure	1

As for railway incidents which have caused train service disruption of eight minutes or are expected to cause disruption of eight minutes or more, according to the existing railway incident reporting mechanism, the MTRCL is required to notify the Transport Department (TD) within eight minutes of such incident. Service disruptions of less than eight minutes have relatively minor impact on passengers and the MTRCL is not required to report such incidents to the TD. The number of incidents with service disruptions of eight minutes or above caused by factors under the MTRCL's control in 2022 and 2023 (as at February) are as follows –

Period	Cause	Number of incidents
2022	Equipment failure (including station equipment failure, infrastructure, rolling stock failure, etc.)	103
	Human factors	9

Period	Cause	Number of incidents
2023 (as at February)	Equipment failure	15
	Human factors	0

4.

In view of the serious railway incidents in late-2022, the MTRCL is conducting a comprehensive review on the asset management and maintenance regime to ensure that the management of railway assets is maintained at a high standard. To ensure that the relevant review is comprehensive, thorough and sound, the Government has established an Independent Monitoring Panel to closely monitor the comprehensive review being conducted by the MTRCL.

The Independent Monitoring Panel is chaired by Mr Wai Chi-sing. Members include Mr Warren Chim Wing-nin, Dr Lee Kang-kuen and the Director of Electrical and Mechanical Services, Mr Eric Pang. With members from different professional disciplines, the Panel will closely monitor the MTRCL's comprehensive review on asset management and maintenance regime from the railway safety regulatory perspective, including the appropriateness of its scope, review methodology and procedures, follow-up recommendations and implementation plans, etc.. The Panel will also monitor the MTRCL's comprehensive assessment of potential risks in different areas of the railway system, so as to ensure the MTRCL's maintenance and operation management work keeps pace with the times, including developing appropriate inspection and maintenance measures, in particular the enhancement of preventive maintenance and the use of technology.

The Independent Monitoring Panel has already commenced its work. The MTRCL is expected to complete its comprehensive review in June 2023. The Panel will then submit a report to the Secretary for Transport and Logistics and make recommendations on matters relating to railway safety regulation, so as to maintain the safety and reliability of railway services in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB055

(Question Serial No. 0847)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Tuen Mun River Trade Terminal (RTT), will the Government inform this Committee of the following:

1. The monthly container throughput of the RTT in the past five years and its percentage against the total container throughput in Hong Kong, with separate sets of figures for the throughput and the throughput solely handled by the RTT (i.e. excluding the throughput due to double-handling);
2. Information shows that there are a total of 49 berths at the RTT. Please provide the annual average utilisation rate and its percentage against the total capacity in the past five years.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 8)

Reply:

As consulted with the Census and Statistics Department, their container throughput statistics are estimates based on a sample of cargo manifests rather than from operating information provided by the private operators. As such, breakdown by RTT is not available. For reference, the Task Force on Land Supply published the utilisation rate of the River Trade Terminal at 24% in 2017, which was more or less similar in recent years from our understanding.

- End -

CONTROLLING OFFICER'S REPLY

TLB056

(Question Serial No. 1694)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 110 of the Budget Speech that the Government strives to establish Hong Kong as an aircraft leasing and services hub. Please advise on the following:

- 1) What is the current development of the aircraft leasing industry in Hong Kong, such as the numbers of aircraft lessors which choose Hong Kong as their global and regional headquarters, our share in the global aircraft leasing market, the number of aircrafts financed, etc.?
- 2) Whether the dedicated tax regime created under the Inland Revenue (Amendment) (No. 3) Ordinance 2017, which was passed in 2017, has achieved the objectives originally envisaged, including the direct and indirect benefits?
- 3) The enhanced preferential tax regime proposed in the Budget will be introduced to the Legislative Council in the fourth quarter of this year. Apart from that, what other work needs to commence and what are the expenditure and staffing provision involved?
- 4) Given the rapid development in the Greater Bay Area (GBA), does the Government have any plan to work with other cities in the GBA to complement each other's strength to create synergy?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 19)

Reply:

As a successful international financial centre, Hong Kong possesses favourable conditions necessary for developing aircraft leasing business, namely, our sound legal and banking systems, well-developed and diversified capital markets, excellent aviation infrastructure and talents, and proximity to the Mainland market. To capitalise on our strengths to develop aircraft leasing business, the aircraft leasing preferential tax regime (“Regime”) was introduced in 2017 to provide global industry players with competitive profits tax concessions in Hong Kong as compared to those of other places. Since then, a number of major industry players from the Mainland and overseas have set up their subsidiaries or operating arms in Hong Kong. We understand that aircraft lessors based or with subsidiaries set up in Hong Kong have leased around 95 aircraft to aircraft operators in the Mainland, Chile, Cambodia, Indonesia, Japan, Korea, Malaysia, Qatar and Vietnam, etc. in the past few years.

To further develop Hong Kong as an aircraft leasing and services hub, and in view of the rapid market changes over the past few years, the Government will introduce a series of enhancement measures to enhance the competitiveness of the Regime. We will introduce a bill into the Legislative Council in the fourth quarter of this year. The Transport and Logistics Bureau and other relevant government agencies (such as Invest Hong Kong) will continue to deploy existing resources to take forward the work and promote the enhanced Regime, with a view to developing Hong Kong into the preferred location for aircraft leasing in the region.

- End -

CONTROLLING OFFICER'S REPLY

TLB057

(Question Serial No. 2360)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Maritime and Aviation Training Fund (MATF), will the Government inform this Committee of the following:

- (1) What professional programmes were offered by the MATF in the past five years, and what are the number of talents trained (set out in tabular form by type of profession) and the employment situation of the graduates?
- (2) Given there is an increase of \$35.5 million (13.5%) in the estimated financial provision for facilitating air and sea communications and logistics development in the 2023-24 financial year, how will the Administration allocate the provision?
- (3) What programmes will be offered by the MATF in the next three years, and what are the types of professions involved, the number of talents to be trained and the estimated expenditure?
- (4) How will the Administration assess whether the programmes funded by the MATF meet the needs of the industry? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LAM Lam, Nixie (LegCo internal reference no.: 18)

Reply:

(1) MATF supports and encourages students and in-service practitioners of the maritime and aviation sectors to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional competency of the industries. In the past five years, five new initiatives were introduced under MATF, namely (i) Hong Kong Nautical and Maritime Scholarship Scheme, (ii) The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme, (iii) Aviation Operations Training Incentive Scheme, (iv) Local Vessel Competency Enhancement Scheme, and (v) Maritime Training Support Scheme.

Overall, the MATF has benefitted 10 979 in-service practitioners and students in the past five years. Some MATF schemes require beneficiaries to serve in the industries for at least one year after graduation. Over these years, 238 beneficiaries have joined respective industries accordingly.

(2) The provision for Programme (3) Air and Sea Communications and Logistics Development for 2023-24 is \$35.5 million (13.5%) higher than the revised estimate for 2022-23. This is mainly due to the increase in the estimated expenditure for MATF so as to implement and enhance the Scheme, to strengthen the manpower training for maritime, aviation and logistics sectors, and to encourage industry associations and training institutions to organise local and overseas promotion programmes.

(3) and (4) We are in constant dialogue with applicants of various MATF schemes, course providers and industry players. Their feedback is taken into account when we make improvements to existing schemes and introduce new ones. For instance, we will introduce a Maritime Services Traineeship Scheme (the Scheme) in 2023. The Scheme aims to incentivise participating companies to provide traineeship for young people who aspire to a career in maritime law so as to nurture more home-grown maritime lawyers in support of our high value-added maritime services. The funding support for each company will not exceed \$500,000 a year. The estimated number of trainees in the first year is not more than 20. We will continue to review the operation of MATF to ensure its continual relevance to the growth of the related industries.

- End -

CONTROLLING OFFICER'S REPLY

TLB058

(Question Serial No. 2901)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

While developing the aircraft leasing business, will the Government allocate more funds to train legal personnel for the relevant business, so as to better draft aircraft leasing contracts to tie in with the business development?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 3)

Reply:

To capitalise on Hong Kong's strengths to develop aircraft leasing business, the aircraft leasing preferential tax regime ("Regime") was introduced in 2017 to provide global industry players with competitive profits tax concessions in Hong Kong as compared to those of other places. To further develop Hong Kong as an aircraft leasing and services hub, and in view of the rapid market changes over the past few years, the Government will introduce a series of enhancement measures to enhance the competitiveness of the Regime.

To support the manpower training for the maritime and aviation industries and raise industry practitioners' professionalism and competency, the Government has been, through the Professional Training and Examination Refund Scheme under the Maritime and Aviation Training Fund (MATF), incentivising those interested to join as well as those already working in the aviation sector to attend course(s) and sit for examinations(s) that are being offered by various education institutions, professional or trade bodies. These courses and examinations cover different aspects of the relevant industries including aircraft leasing. We will introduce changes to existing schemes and / or new schemes and review the operation of MATF as necessary to cater for the need of the aviation industries having regard to the feedback from the participants, course providers and industry players.

- End -

CONTROLLING OFFICER'S REPLY

TLB059

(Question Serial No. 0603)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the work to take forward railway infrastructure projects in Hong Kong, will the Government inform this Committee of the following:

1. Please set out in tabular form (i) the estimated expenditures; (ii) the expected commencement dates and (iii) the expected completion dates of all the railway infrastructure projects recommended under the Railway Development Strategy 2014, the Northern Metropolis Development Strategy and the Strategic Studies on Railways and Major Roads beyond 2030.
2. What are the financial arrangements for taking forward the above railway projects? Will the Infrastructure Bond Scheme proposed in this year's Budget be used as the funding base? If yes, what are the details? If not, how can the Administration ensure that the above railway projects can be completed in an orderly manner on schedule?
3. What is the staffing provision for taking forward the above railway projects? Whether government departments and the MTR Corporation Limited (MTRCL) have sufficient manpower and resources to take forward the numerous railway projects mentioned above?
4. Whether priority will be given to the implementation of major transport infrastructure projects in new development areas in the Northern Metropolis?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 1)

Reply:

(1)

Railway Project	(i) Estimated Expenditure	(ii) Expected date for works commencement	(iii) Expected completion date
1. Tung Chung Line Extension	The capital cost estimate is \$19.5 billion (in December 2020 prices).	Mid-2023	2029
2. Tuen Mun South Extension	The capital cost estimate is \$11.4 billion (in December 2015 prices). (see Note 1)	2023	2030
3. Northern Link and Kwu Tung Station	<u>Kwu Tung Station</u> The capital cost estimate is \$3.5 billion (in December 2015 prices). (see Note 1) <u>Northern Link Main Line</u> The capital cost estimate is \$58.5 billion (in December 2015 prices). (see Note 1)	<u>Kwu Tung Station</u> 2023 <u>Northern Link Main Line</u> 2025	<u>Kwu Tung Station</u> 2027 <u>Northern Link Main Line</u> 2034
4. Tuen Ma Line Hung Shui Kiu Station	The capital cost estimate is \$4.1 billion (in December 2018 prices). (see Note 1)	2024	2030
5. South Island Line (West)	Planning work is ongoing taking into account the redevelopment programme of Wah Fu Estate and the demographic change of relevant areas. According to the information provided by the Housing Department, it is anticipated that existing residents will gradually move from Wah Fu Estate to the reception estates at Pok Fu Lam South starting from 2027/28. After the first batch of residents are relocated and the		

Railway Project	(i) Estimated Expenditure	(ii) Expected date for works commencement	(iii) Expected completion date
	existing building blocks are demolished for freeing up the required space, construction works of the relevant railway facilities will follow.		
6. East Kowloon Line	The Government is exploring an elevated trackless rapid transit system as an alternative to the original heavy rail scheme, and the technical feasibility study is planned to be completed in mid-2023.		
7. North Island Line	The MTRCL is conducting a further study on the feasible options for improving the design of the project.		
8. Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)	The first stage study taken forward by the Hong Kong and Shenzhen governments through the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) was completed in end-2022, followed by the commencement of the second stage study in Q1 2023 for completion by mid-2024 tentatively. The estimated expenditure, expected date for works commencement and completion are subject to further study and discussion with Shenzhen, and are hence not available at this stage.		
9. Automated People Mover System from Tsim Bei Tsui to Pak Nai	Study on the feasibility in progress. The estimated expenditure, expected date for works commencement and completion are subject to further study and are hence not available at this stage.		
10. Northern Link Spur Line	The estimated expenditure, expected date for works commencement and completion are subject to further study and discussion with Shenzhen through the Task Force, and are hence not available at this stage.		
11. Northern Link Eastward Extension	The Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) are carrying out the planning and engineering study (P&E Study) for the Lo Wu/Man Kam To Comprehensive Development Node and New Territories North New Town to formulate the land use of the above-mentioned development project. At the same time, the Transport and Logistics Bureau will explore strategic transport infrastructure necessary for driving the associated development, and holistically review the alignment of the Northern Link Eastward Extension. The estimated expenditure,		

Railway Project	(i) Estimated Expenditure	(ii) Expected date for works commencement	(iii) Expected completion date
	expected date for works commencement and completion are subject to further study and are hence not available at this stage.		
12. East Rail Line Lo Wu South Station	CEDD and PlanD are carrying out the P&E Study for New Territories North New Town and Man Kam To, which covers the concerned area. The Government will take into account such study and examine the initial concept of the Lo Wu South Station of the East Rail Line in detail, so as to address the future development need in the most effective manner. The estimated expenditure, expected date for works commencement and completion are subject to further study and are hence not available at this stage.		
13. Central Rail Link	Following the completion of the public consultation on the “Strategic Studies on Railways and Major Roads beyond 2030”, including the proposed Central Rail Link and TKO Line Southern Extension, in end March 2023, a Major Transport Infrastructure Development Blueprint for Hong Kong will be formulated in Q4 2023. The estimated expenditure, expected date for works commencement and completion are subject to further study and are hence not available at this stage.		
14. Tseung Kwan O Line (TKO) Southern Extension			

Note 1: Independent assessment on MTRCL’s detailed planning and design will be conducted to ascertain the cost estimates.

(2)

Apart from taking forward transport infrastructure projects under the Public Works Programme, the Government has been leveraging the participation of the private sector through the build-operate-transfer mode to deliver major roads (e.g. Tai Lam Tunnel and Western Harbour Crossing) and the “Rail-plus-Property” model to finance the committed railway projects under ownership approach (e.g., Tung Chung Line Extension). The Government will continue to explore the most appropriate financing option for each transport infrastructure project on a case-by-case basis such as bond issuance and other form of public-private participation.

(3) and (4)

The Government, taking into account the planning and implementation work of the various cross-boundary and local railway projects, will review the manpower requirements of the relevant departments, and redeploy or seek additional resources as necessary through the established mechanism. The Government will also monitor the performance of MTRCL in

the course of the projects and remind MTRCL to deploy adequate manpower resources to ensure the safe delivery of projects with quality in a timely manner.

Based on the latest planning of the new development areas and the progress of all the major transport infrastructure projects being constructed and planned, the Government will holistically review the delivery programme of the planned transport infrastructure projects and the proposed projects under the “Strategic Studies on Railways and Major Roads beyond 2030”, with a view to implementing the various projects in a progressive manner to meet the transport and logistics demands arising from the long-term developments such as the Northern Metropolis.

- End -

TLB060

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0609)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24 under the Programme, it is mentioned that the Government will continue to prepare for the establishment of the Railways Department (RD) 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 RD?
2. As the Government has been progressively taking forward the railway projects under the Railway Development Strategy 2014, the Northern Metropolis Development Strategy and the Strategic Studies on Railways and Major Roads beyond 2030 in recent years, has the Administration assessed whether the proposed staffing provision for the RD is sufficient to cope with the huge volume of railway construction works?
3. One of the functions of the RD is to oversee the planning and implementation of new cross-boundary and local railway projects. What is the manpower ratio between cross-boundary and local railway projects?
4. What are the differences and similarities in the functions and division of work between the section responsible for cross-boundary railway projects in the RD and the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure jointly established by the governments of Hong Kong and Shenzhen?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 7)

Reply:

(1) and (2)

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau (TLB) 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

(3)

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.

(4)

In order to further promote the connectivity of infrastructures in the Greater Bay Area and to jointly develop the “Greater Bay Area on the Rail”, the governments of Hong Kong and Shenzhen through the jointly-established “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) are following up with the implementation of cross-boundary railway projects including Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai), Northern Link (“NOL”) Spur Line and the enhancement of Lo Wu Control Point and its transport connections. The Task Force completed the first stage study on the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) in end-2022 and commenced the second stage study covering aspects including planning of railway scheme, preliminary technical feasibility, benefits, environmental impact as well as construction and operation arrangements for completion in mid-2024. The Task Force will also continue to follow up with the work relating to the connection of the NOL Spur Line to the new Huanggang Port in Shenzhen via Hong Kong-Shenzhen Innovation and Technology Park in Lok Ma Chau Loop and explore options to enhance the Lo Wu Control Point and its transport connections for a mutually-agreed proposal.

Duties related to the Task Force are currently carried out by HyD/RDO staff. Subject to the Legislative Council’s approval of the establishment of the proposed RD, the responsible staff will be transferred to the RD to continue following up with the relevant tasks.

- End -

CONTROLLING OFFICER'S REPLY**TLB061****(Question Serial No. 0610)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24 under the Programme, it is mentioned that the Government will continue to oversee, plan or implement the works of the road projects below. In this connection, will the Government inform this Committee of the following:

1. (i) The expenditures/estimated expenditures; (ii) commencement dates/expected commencement dates and (iii) expected completion dates of the various road projects;

Road Project	(i)	(ii)	(iii)
Trunk Road T2 and Cha Kwo Ling Tunnel			
Central Kowloon Route			
Widening of Tai Po Road (Sha Tin Section)			
Widening of Castle Peak Road – Castle Peak Bay			
Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road			
Widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane)			
Tuen Mun Bypass			
Extension works to major roads in Tuen Mun (e.g. Lung Fu Road and Hoi Wing Road)			
Route 11 (section between Yuen Long and North Lantau)			
Tsing Yi – Lantau Link			
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)			
Improvement of Lion Rock Tunnel			
Trunk Road T4 in Sha Tin			
Improvement works at Tsuen Tsing Interchange			

Road Project	(i)	(ii)	(iii)
Dualling of Hiram's Highway from Marina Cove to Sai Kung Town			

2. Given that the Government plans to build high-density light public housing in Siu Lam Lok On Pai, Area 54 and Area 3A in Tuen Mun, and a large number of housing units are available for occupation in Tuen Mun in recent years, the traffic pressure in the area has been increasing. Has the Administration assessed whether the extension works to major roads currently underway in Tuen Mun are sufficient to cope with the future road usage demand of the residents in the area?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 8)

Reply:

1. The requested information for projects under construction are tabulated below –

	Approved Project Estimates (\$million)	Commencement Date	Target Completion Date
Trunk Road T2 and Cha Kwo Ling Tunnel	16,017.0	November 2019	2026
Central Kowloon Route	42,363.9	December 2017	2025
Widening of Tai Po Road (Sha Tin Section)	2,739.7	July 2018	Second half of 2023
Widening of Castle Peak Road – Castle Peak Bay	755.2	November 2020	Q2 2024
Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road	472.0	June 2021	Mid-2025
Widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane)	72.8	October 2022	Q1 2025

For projects in the planning stage, their estimated project cost and commencement date would be ascertained upon completion of relevant investigation and design work. Subject to the result of the relevant investigation and design work and the funding approval, the tentative target completion date of the projects is tabulated below –

	Target Completion Date
Tuen Mun Bypass	2033
Extension works to major roads in Tuen Mun (e.g. Lung Fu Road and Hoi Wing Road)	In phases between 2029 and 2031
Route 11 (section between Yuen Long and North Lantau)	2033
Tsing Yi – Lantau Link	2033
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	2033
Improvement of Lion Rock Tunnel	Under Review
Trunk Road T4 in Sha Tin	Under Review
Improvement works at Tsuen Tsing Interchange	Under Review
Dualling of Hiram's Highway from Marina Cove to Sai Kung Town	Under Review

2. In planning housing developments, the Government will require project proponents to conduct traffic impact assessments, taking into consideration both the existing and planned road network. For example, in the case of Tuen Mun, the assessment will take into account the planned extension works to major roads such as the proposed slip roads at Lung Fu Road and Hoi Wing Road. The project proponents will need to put forward mitigation measures so as to ensure that the transport infrastructure could cope with the additional traffic flow brought by the projects.

- End -

CONTROLLING OFFICER'S REPLY

TLB062

(Question Serial No. 0523)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24, the Transport and Logistics Bureau 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, please advise on the following:

- a) Is there a timetable for the establishment of the Railways Department?
- b) How many staff members will be employed to prepare for the establishment of the Railways Department? What is the expenditure involved?

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

Reply:

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau (TLB) by amalgamating the Railway Development Office of the Highways Department (HyD/RDO) and Railways Branch of the Electrical and Mechanical Services Department 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

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. These staff, comprising of both professional grade and general grade staff, are also handling tasks arising from new railway projects. The salary provision (in terms of notional annual mid-point salary) for these 13 posts in the 2023-24 financial year is \$13.4 million.

- End -

CONTROLLING OFFICER'S REPLY

TLB063

(Question Serial No. 0524)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24, the Transport and Logistics Bureau will continue to oversee the Strategic Studies on Railways and Major Roads beyond 2030. In this connection, please advise if the Administration will consider introducing private market forces into infrastructure development. For example, to construct trunk roads at feasible locations for property project development when planning new trunk roads?

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

Reply:

Apart from taking forward transport infrastructure projects under the Public Works Programme, the Government has been leveraging the participation of the private sector through the build-operate-transfer mode to deliver major roads (e.g. Tai Lam Tunnel and Western Harbour Crossing) and the "Rail-plus-Property" model to finance railway projects under ownership approach (e.g. South Island Line (East), Kwun Tong Line Extension and the recent Tung Chung Line Extension). The Government will continue to explore the most appropriate financing option for each transport infrastructure project on a case-by-case basis, such as bond issuance and other forms of public-private participation.

- End -

CONTROLLING OFFICER'S REPLY

TLB064

(Question Serial No. 2715)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraphs 111 to 113 of the Budget Speech that the Government is committed to establishing Hong Kong as an international maritime centre to raise the industry's competitiveness. Measures include attracting more maritime enterprises to establish a presence in Hong Kong through tax concessions, promoting the development of smart port, setting up a task force to put forward action plans, etc. In this connection, will the Government inform this Committee of the following:

1. Since the gazettal of the Inland Revenue (Amendment) (Tax Concessions for Certain Shipping-related Activities) Ordinance 2022 in July 2022, what is the increase in the number of maritime enterprises which have established a presence in Hong Kong in the past six months? Will the Government show the attractiveness of tax concessions to international maritime enterprises from different statistical data? and

2. It is also mentioned in the Budget that \$20 million will be earmarked to expedite studies on strategies for promoting the high-end maritime service industry and enhance exchanges among industries in the international arena and the Greater Bay Area. Regarding the "studies on strategies" and "exchanges among industries in the national and international arenas", has any work plan been formulated? If yes, what is the work plan and the relevant timetable? If not, what will the planning commence? When is the relevant work expected to be completed and which department or task force will be dedicated to handling the work?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 1)

Reply:

To consolidate Hong Kong's position as an international maritime centre and promote the city's sustainable economic development, we spare no effort in driving the growth of Hong Kong's high value-added maritime services. To this end, we introduced half-rate profits tax concessions (i.e. at a tax rate of 8.25 per cent) to ship agents, ship managers and ship brokers in July 2022. Regarding the monitoring of number of maritime enterprises, the Census and Statistics Department conducts the Annual Survey of Economic Activities (ASEA) on major industries every year to gauge the business performance and operating characteristics of different economic sectors, and to assess their contribution to the Gross Domestic Product. In particular, the survey on the transportation, storage and courier services sector covers statistics on the number of establishments and persons employed in ship agency and management and ship broking businesses, which can be used to regularly review the operating trends of the relevant sectors after the implementation of the new tax regime. The results of the 2022 ASEA – Transportation, Storage and Courier Services Sector should be released in late 2023.

As announced in the 2023-24 Budget, in order to further promote the development of Hong Kong as an international maritime centre, the Transport and Logistics Bureau will set up a task force with the aim of putting forward, in collaboration with the Hong Kong Maritime and Port Board and representatives of the high end maritime services industry, an action plan by the end of 2023 on strategies that include enhancing business sectors such as ship finance, marine insurance, maritime arbitration and ship management, thereby enabling Hong Kong to become a global leading high end maritime service market. The Government will work closely with the trade on the action plan and the studies. We will announce the outcomes and findings when more details are available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2307)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

A number of works in Sha Tin and Tai Po will soon be carried out, including the widening of Tai Po Road (Sha Tin Section), the improvement of Lion Rock Tunnel, the Trunk Road T4 in Sha Tin and the Sha Tin Bypass. Will the Administration inform this Committee of the estimated expenditures for the above projects, their expected completion dates and progress of works?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 37)

Reply:

The widening of Tai Po Road (Sha Tin Section) project is under construction for targeted completion by the second half of 2023. It has an approved project estimate of \$2,739.7 million in money-of-the-day prices.

Implementation of the Trunk Road T4 in Sha Tin and improvement of Lion Rock Tunnel ("LRTI") projects is underway. We target to seek funding approval for the construction of Trunk Road T4 in late 2023. As for the LRTI project, the first stage design and site investigation work will commence subject to funding approval from the Finance Committee of Legislative Council ("LegCo") which is now being sought, and is expected to be completed in about 18 months. We will then seek LegCo's funding approval for the next-stage design and construction of the LRTI project. It is estimated that the new tunnel tube of Lion Rock Tunnel will be commissioned four years after the commencement of works, and the tunnel will be able to cater for dual three-lane traffic in another four years after the new tunnel tube is commissioned.

On the other hand, the Transport and Logistics Bureau, together with the Highways Department and the Transport Department, commenced the public consultation on the preliminary findings of Strategic Studies on Railways and Major Roads beyond 2030

(including Shatin Bypass) in December 2022 for completion in end March 2023. We will carefully study the views received including those concerning alignment of different routes and conduct preliminary engineering technical assessments with a view to enhancing the recommended schemes and formulating the Major Transport Infrastructure Development Blueprint for Hong Kong in Q4 2023.

The estimated expenditure, expected date for works commencement and completion of Trunk Road T4 in Sha Tin, LRTI and Shatin Bypass are subject to further study and are hence not available at this stage.

- End -

CONTROLLING OFFICER'S REPLY

TLB066

(Question Serial No. 0566)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Maritime and Aviation Training Fund (MATF) came into operation on 1 April 2014 with an injection of \$200 million in May 2019 and a further injection of \$200 million proposed in the new Budget. Please advise on the following:

1. What were the expenditures on the MATF in the past two years? How many maritime and aviation talents have joined the maritime and aviation industries after receiving training under the MATF? Please provide a detailed breakdown by profession. What was the average amount of resources required for training one industry practitioner?
2. What were the numbers of new entrants and job vacancies of maritime and aviation practitioners in the past two years? What is the difference as compared with the numbers of new entrants and job vacancies in the past five years?
3. Looking ahead to the coming year, how many maritime and aviation talents will be trained with the injection of \$200 million into the MATF? How can the Administration ensure that more young people will join the industries?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 1)

Reply:

1. The expenditures on the MATF are \$23.3 million in 2020-21 and \$23.0 million in 2021-22. For the schemes for which the MATF Secretariat tracks beneficiaries' participation in the relevant industries for at least one year after graduation as a requisite for reimbursement or award of scholarship, 41 beneficiaries have joined respective industries in the past two years. We do not have the breakdown by profession and average amount of resources for training one industry practitioner.
2. We do not collate figures on new entrants and job vacancies of the maritime and aviation industries.
3. With the proposed injection, we will enhance existing schemes under MATF and introduce new ones, support manpower training of the logistics industry, encourage industry organisations to collaborate with educational institutions and professional bodies to organise various promotional activities to reach out to the community, especially the younger generations, to attract more people to join the sector.

- End -

CONTROLLING OFFICER'S REPLY

TLB067

(Question Serial No. 1936)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government worked with the maritime and aviation industries and relevant education institutions to implement various incentive and scholarship schemes and enhance the existing ones under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives. Regarding the development of the aviation industry, will the Government advise on the following:

1. How many aviation-related programmes are currently provided in Hong Kong? What are the numbers of students enrolled and graduated in the past three years?
2. How many aviation-related internship programmes are currently provided by the Government? What is the number of students enrolled each year?
3. The MATF currently supports students of maritime-related programmes to participate in overseas exchange programmes. Will the Administration consider introducing similar programmes to subsidise overseas exchanges for students studying aviation-related programmes? If yes, what are the details and the amount of subsidy? If not, what are the reasons?
4. As another \$200 million will be injected into the MATF, will the amount of funding for the existing schemes supported by the MATF increase? If yes, please set out the details. If not, will new training and scholarship programmes be introduced?

Asked by: Hon LEUNG Yuk-wai, Kenneth (LegCo internal reference no.: 18)

Reply:

The Maritime and Aviation Training Fund (MATF) was established to achieve the strategic goal of enhancing Hong Kong's competitiveness as an international maritime centre and an international aviation hub by attracting new blood, diversifying expertise of the workforce and enhancing the overall competency level and professionalism of industry practitioners to meet the industries' manpower need. As far as internship is concerned, two schemes under the MATF are related to aviation, namely Maritime and Aviation Internship Scheme and Aviation Operations Training Incentive Scheme, which together have benefitted nearly 900 students for the past three years. We will continue to listen to the feedback from the participants, course providers and industry players and review the operation of the MATF. New schemes will be introduced and level of financial support under each scheme will be reviewed as necessary to cater for the need for further growth of the related industries.

We do not compile information on the number of aviation-related courses offered in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB068

(Question Serial No. 2854)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that “to enhance Hong Kong’s status as an international aviation hub, the Government and the Airport Authority Hong Kong are pressing ahead with the ‘Airport City’ development strategy”. Regarding the development of the Airport City, will the Administration advise on the following:

1. It is noted that the Airport City under consideration is to develop the Hong Kong International Airport (HKIA) into a node of various economic activities with aviation as its core business, so as to drive the economic growth of Hong Kong as well as its neighbouring regions. Please provide information on the scope of the Airport City, its population, the economic activities and the scale of industries expected to be developed, etc.
2. In the past, when the Chek Lap Kok Airport was completed, Tung Chung New Town was also seen as a supporting community for the airport. Under the positioning of the Airport City, how will the Administration integrate Tung Chung New Town Extension and even the development of North Lantau into the project? Will it consider providing talent apartments and special accommodation in the area for airport workers and their families?
3. Given the deepened co-operation formally established between the HKIA and the Zhuhai Airport, what measures will be taken by the Administration to enhance the integration of the aviation industry with Zhuhai? For example, to enhance manpower training in the two places through the Greater Bay Area Youth Aviation Industry Internship Programme and to strengthen the connection between the two airports in terms of transport infrastructure. If yes, what are the relevant measures? If not, will it examine the issue in future?
4. What is the next step in the planning of the whole Airport City development strategy, the timetable for its commencement and the estimated expenditure?

Asked by: Hon LEUNG Yuk-wai, Kenneth (LegCo internal reference no.: 48)

Reply:

To fully capitalise on the unique geographical advantage of Hong Kong International Airport (HKIA), the Government supports the Airport Authority Hong Kong (AAHK) in developing HKIA into an “Airport City” to serve not only Hong Kong but the Greater Bay Area (GBA) and the world. The relevant projects include the SKYCITY which is an integrated development with retail, dining, entertainment, hotel and office components, automated carparks on the Hong Kong Port (HKP) Island of the Hong Kong-Zhuhai-Macao Bridge, Airportcity Link connecting the SKYCITY and HKP Island which could be further developed into the Airport Tung Chung Link by extending to Tung Chung Town Centre in the longer term, as well as other developments on the HKP Island. The various projects are delivered by phases from 2022 through to 2030 and beyond. No government expenditure is involved in taking forward the projects.

“Airport City” developments can be fully integrated with and complement the development of Tung Chung New Town, injecting new development elements and economic vitality into the whole of North Lantau. Upon the full development of the Airport Island and the HKP Island, the number of workers in the area will increase to about 156 000, thereby creating job opportunities for the existing and future population of Tung Chung. On the other hand, Tung Chung New Town and its extension will be developed into a balanced community, providing housing, commercial facilities and various services to support HKIA. In particular, Tung Chung New Town’s extension will provide 62 100 residential units that can serve as convenient accommodation for people working on the Airport Island and the HKP Island.

In addition, the AAHK is actively following up on the cooperation with Zhuhai on airport and aviation industrial development, with a memorandum of understanding signed between the two sides in November 2022 to that effect. In particular, the AAHK is exploring with the Zhuhai Municipal Government the possibility of establishing an aviation industrial park in Zhuhai, encompassing such fields as aircraft maintenance engineering, manufacturing and distribution of aircraft parts and components, and research on aircraft engineering. To complement the development of the aviation industrial park in Zhuhai, the AAHK is planning to develop on the Airport Island a new aviation business park, creating an aviation ecosystem that provides research and development, business support and other services.

In terms of manpower training, the Hong Kong International Aviation Academy will, in collaboration with the relevant aviation training institutions in the Mainland, launch the GBA Youth Aviation Industry Internship Programme in the first half of this year. With 450 places in the first year, the Programme will allow interns to be cross-posted to HKIA and other airports in the GBA for internship, with a view to supporting the long-term manpower development of the aviation industry in Hong Kong and the GBA.

In addition, the AAHK has just completed a fresh round of airport manpower survey. The Government will take into account the results of the survey as well as the views of the industry when considering, in association with the AAHK, the feasibility of various options, including the industry’s suggestion of importing labour from other parts of the GBA, with a view to coming up with relevant measures later this year so as to drive the sustainable manpower development in the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB069

(Question Serial No. 0801)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau has indicated that that it will continue to discuss with the Shenzhen authorities the planning of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Northern Link Spur Line, and enhancement of Lo Wu Control Point and its transport connections. In this connection, please advise on the following:

1. Whether the Government has set up a task force with the relevant Mainland authorities to conduct discussions as stated above and reached common preliminary intent or a consensus on the work objectives and implementation timetables for the relevant plans? If yes, what are the details? If not, what are the reasons? and
2. Whether the Administration has set priorities for certain items regarding the above plans in 2023-24? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 26)

Reply:

In order to further promote the connectivity of infrastructures in the Greater Bay Area and to jointly develop the “Greater Bay Area on the Rail”, the governments of Hong Kong and Shenzhen through the jointly-established “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) are following up with the implementation of cross-boundary railway projects including Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai), Northern Link (“NOL”) Spur Line and the enhancement of Lo Wu Control Point and its transport connections. The Task Force completed the first stage study on the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai) in end-2022 and commenced the second stage study covering aspects including planning of railway scheme, preliminary technical feasibility, benefits, environmental impact as well as construction and operation arrangements for completion in mid-2024. The Task Force will also continue to follow up with the work relating to the connection of the NOL Spur Line to the new Huanggang Port in Shenzhen via Hong Kong–Shenzhen Innovation and Technology Park in Lok Ma Chau Loop and explore options to enhance the Lo Wu Control Point and its transport connections for a mutually-agreed proposal.

- End -

CONTROLLING OFFICER'S REPLY**TLB070****(Question Serial No. 0802)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau has indicated that it will continue to take forward the detailed planning and implementation of the railway projects recommended under the Railway Development Strategy 2014. In this connection, please advise on the following:

1. What major progress has been achieved in the above work in 2021-23? What will be the priorities in 2023-24? and
2. Will the Administration strive to expedite the establishment of the Railways Department as well as the planning and implementation of enhanced railway projects, so as to enhance the speed and efficiency of railway development in Hong Kong? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 27)

Reply:

(1)

The latest development of the railway projects concerned are set out in the table below –

Railway project	Latest development
1. Tung Chung Line Extension	Authorisation of railway scheme and Environmental Impact Assessment (EIA) procedures were completed. The Transport and Logistics Bureau and the MTR Corporation Limited (MTRCL) signed the project agreement in February 2023.

Railway project	Latest development
2. Tuen Mun South Extension	Authorisation of railway scheme and EIA procedures were completed. The detailed design is substantially completed.
3. Northern Link and Kwu Tung Station	<u>Kwu Tung Station</u> Authorisation of railway scheme and EIA procedures were completed. The detailed design is substantially completed. <u>Northern Link Main Line</u> The detailed planning and design are underway.
4. Hung Shui Kiu Station	The detailed planning and design are underway.
5. South Island Line (West)	Planning work is ongoing taking into account the redevelopment programme of Wah Fu Estate and the demographic change of relevant areas. According to the information provided by the Housing Department, it is anticipated that existing residents will gradually move from Wah Fu Estate to the reception estates at Pok Fu Lam South starting from 2027/28. After the first batch of residents are relocated and the existing building blocks are demolished for freeing up the required space, construction works of the relevant railway facilities will follow.
6. East Kowloon Line	The Government is exploring an elevated trackless rapid transit system as an alternative to the original heavy rail scheme, and the technical feasibility study is planned to be completed in mid-2023.
7. North Island Line	The MTRCL is conducting a further study on the feasible options for improving the design of the project.

Construction works of the Tung Chung Line Extension, Tuen Mun South Extension and Kwu Tung Station are expected to commence in 2023 for progressive completion from 2027 to 2030.

(2)

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau by amalgamating the Railway Development Office of the Highways Department and Railways Branch of the Electrical and Mechanical Services Department 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

- End -

CONTROLLING OFFICER'S REPLY

TLB071

(Question Serial No. 0803)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

A number of infrastructure projects of the Hong Kong International Airport (HKIA) will be successively completed and commissioned in future, and its capacity will increase substantially. The Transport and Logistics Bureau has indicated that it will continue to work with the Airport Authority Hong Kong on initiatives to enhance airport services, and the airport's connectivity and competitiveness. In this connection, please advise on the following:

Whether the Administration has expedited discussions with the relevant government departments in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) to optimise the division of work and co-operation among the existing airports in the region and enhance the HKIA's position as a regional multi-modal transportation hub, so as to enhance Hong Kong's status as an international aviation hub and accelerate the economic growth of the GBA? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 29)

Reply:

With regard to the enhancement of the interaction with other airports in the GBA, the Airport Authority Hong Kong (AAHK) has been actively participating in the Forum for Five Pearl River Delta Airports to discuss the direction of airport development in the region and means to boost cooperation for the sustainable development of the aviation industry.

HKIA is also striving for better use of regional resources and improving service efficiency through strategic cooperation with airports in the GBA for the common benefits as well as greater international competitiveness of the GBA. Among such important initiatives is the cooperation with Zhuhai Airport. The Central Government supports the proposed equity injection into Zhuhai Airport by the AAHK on the basis of market principles, which will help to pool the respective comparative advantages enjoyed by HKIA through its international aviation network and Zhuhai Airport through its expanding Mainland aviation network, achieve greater connectivity between the two airports in both passenger and air cargo services, and lay ground for cooperation on high-end aviation industrial developments. In this connection, the AAHK and the Zhuhai Municipal Government signed a Memorandum of Understanding in Zhuhai on 9 November 2022, marking the deepening of co-operation between the airports of both cities for mutual development and prosperity.

The AAHK is also cooperating with Dongguan in developing “sea-air intermodal cargo transshipment” mode, whereby export cargo from the Mainland can go through security screening, palletisation and cargo acceptance in advance in the “HKIA Logistics Park” to be set up in Dongguan, and then be transported seamlessly by sea to an airside sea-air cargo handling facility to be set up in the restricted area of HKIA for direct transshipment to overseas destination by air, without repeating the screening procedures in Hong Kong. International cargo may also be imported into the Mainland through the reverse process. Such an arrangement will bring efficiency to cross-border air cargo transshipment, thereby fostering the growth of import and export trade of the GBA as a whole. The AAHK launched a pilot scheme in end 2021 using existing facilities at HKIA to establish the full upstream and sea-air intermodal processes, and the AAHK and Dongguan Municipal Government signed a cooperation agreement in February 2023 to implement and foster the long-term development of the “sea-air intermodal cargo transshipment” mode.

We, together with the AAHK, will continue to identify opportunities for cooperation with other cities in the GBA, with a view to capitalising on our respective competitive edges to enhance the economic growth of the GBA as well as Hong Kong’s status as an international aviation hub.

- End -

CONTROLLING OFFICER'S REPLY

TLB072

(Question Serial No. 1048)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 137 of the Budget Speech that the Government will inject \$200 million into the Maritime and Aviation Training Fund (MATF) to support manpower training of the logistics industry, promote the development of high-end, high value-added and smart logistics, and encourage the industry to collaborate with tertiary institutions and professional organisations in attracting more young people to join the industry. In addition, the Maritime Services Traineeship Scheme (the Scheme) will be launched this year to provide traineeship opportunities for young people who aspire to a career in maritime law, with a view to nurturing more home-grown maritime lawyers. In this connection, please inform this Committee of the following:

1. What is the Bureau's estimation of (a) the amount of funding to be set aside for the Scheme; (b) the number of places to be provided each year and (c) the number of trainees to be benefitted?
2. What are the academic qualifications and experience requirements proposed by the Bureau for the applicants under the Scheme?
3. (a) What measures will be taken by the Bureau and (b) the amount of resources to be set aside for the Scheme, and (c) whether key performance indicators will be set to facilitate long service in the maritime industry by the trainees who have received subsidies?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 22)

Reply:

The Scheme aims to incentivise participating companies to provide traineeship for young people who aspire to a career in maritime law so as to nurture more home-grown maritime lawyers in support of our high value-added maritime services. The funding support for each company will not exceed \$500,000 a year. The estimated number of trainees in the first year is not more than 20. Details of the Scheme are being worked out by Manpower Development Committee of the Hong Kong Maritime and Port Board.

Participating companies will be required to monitor and report on the career development of the trainees. The implementation work of the Scheme will be absorbed within existing resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB073

(Question Serial No. 1052)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Bureau has mentioned very early on in the 2021-22 Budget the preparation for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery as well as regulation on railway safety. In this connection, will the Government inform this Committee of the following:

1. Whether the Railways Department can be successfully established this year? What are the staff establishment and financial expenditures involved?
2. What will be the annual salary expenses and operating expenses of the Railways Department after its establishment?
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?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 36)

Reply:

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

Subject to the Legislative Council's approval, the proposed RD will comprise 317 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$306.1 million upon establishment. Amongst the 317 posts, 206 posts (annual salary provision at \$197.9 million) and 59 posts (annual salary provision at \$62.2 million) are to be transferred from the HyD/RDO and EMSD/RB respectively, and 52 new posts are to be created under the proposed RD (annual salary provision at \$46.0 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$127.3 million.

RD will take forward the 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. The proposed RD will comprise of railway delivery arm (i.e. Railway Development Office) and railway regulatory arm (i.e. Railway Regulation Office). The Railway Regulation Office (excluding Departmental Administration Division), consisting of 100 posts (annual salary provision at \$103.6 million), will be responsible for implementing the enhanced railway safety regulatory regime as well as the prevailing railway safety regulation of operating railways, tramway, peak tramway and airport automated people mover, safe and sound assessment of railway projects, and monitoring the safety aspects of MTR Corporation Limited's major asset replacement projects. Further breakdown of the number of staff responsible for enhancement of regulation of railway safety is not available as the staff in the Railway Regulation Office of the proposed RD would be involved in multiple tasks.

- End -

CONTROLLING OFFICER'S REPLY

TLB074

(Question Serial No. 1064)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. What is the number of accidents involving bicycles in the past three years? Please list by age, gender, severity of injury and district. What is the percentage of bicycle accidents out of the total number of traffic accidents? What is the number of accidents which occurred on cycle tracks and what is the percentage out of the total number of bicycle accidents?
2. What are the number and details of public complaints related to the facilities of cycle tracks?
3. What is the current number of bicycle parking spaces in each district?
4. What is the progress of improving the existing cycle tracks and related facilities in the nine new towns in the New Territories? What are the numbers and details of the improvement works or new cycle tracks to be commenced in future?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 40)

Reply:

1. The numbers of casualties involving bicycle accidents in the past three years by age group, gender and degree of injury are at **Annex 1** and the numbers of accidents involving bicycles by district and severity are at **Annex 2**.

The total number of bicycle accidents in the past three years accounted for about 17% of all traffic accidents in the same period. Amongst these bicycle accidents, 3 634 accidents happened on the cycle tracks, accounting for about 46% of the total number of bicycle accidents (7 955).

2. In 2022, the Transport Department (TD) received 474 complaints about cycle track facilities. Details of the complaints are set out at **Annex 3**.
3. The numbers of public bicycle parking spaces by district as at December 2022 are tabulated at **Annex 4**.
4. TD has been implementing improvement measures for the cycle tracks and cycling facilities in nine new towns in the New Territories by phases. The first batch of the improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of the improvement works, which involved about 450 sites, was completed in end 2021. As for the third batch of improvement works of about 160 sites which involve more extensive and complicated engineering works, 15 of which were completed in 2022. TD is liaising with the Highways Department to refine the implementation schemes of the remaining improvement works.

The tentative locations of the improvement works under the third batch of improvement works are set out at **Annex 5**.

**Number of casualties involving bicycle accidents by age group, gender and degree of injury
in the past three years**

Year	Age	Degree of injury											
		Killed				Seriously Injured				Slightly injured			
		Male	Female	Unknown	Sub-total	Male	Female	Unknown	Sub-total	Male	Female	Unknown	Sub-total
2020	0 - 19	1	0	0	1	52	10	0	62	434	94	0	528
	20 - 39	1	1	0	2	81	23	0	104	466	213	0	679
	40 - 59	4	1	0	5	126	56	0	182	485	254	0	739
	60 and over	9	0	0	9	78	34	0	112	286	90	0	376
	Unknown	0	0	0	0	0	0	0	0	15	8	0	23
2021	0 - 19	0	0	0	0	52	7	0	59	484	145	0	629
	20 - 39	0	0	0	0	85	35	0	120	532	249	1	782
	40 - 59	2	0	0	2	133	79	0	212	479	276	0	755
	60 and over	6	0	0	6	79	38	0	117	301	120	0	421
	Unknown	0	0	0	0	0	0	0	0	8	6	0	14
2022	0 - 19	0	0	0	0	13	2	0	15	342	100	1	443
	20 - 39	0	0	0	0	31	8	0	39	448	181	1	630
	40 - 59	1	0	0	1	34	19	0	53	376	268	0	644
	60 and over	7	2	0	9	25	12	0	37	290	132	1	423
	Unknown	0	0	0	0	0	0	0	0	9	7	0	16

Number of accidents involving bicycles by district and severity in the past three years

District	2020				2021				2022			
	Severity				Severity				Severity			
	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total	Fatal	Serious	Slight	Sub-total
<u>Hong Kong Island</u>												
Central and Western	1	5	21	27	0	5	22	27	0	3	16	19
Wan Chai	0	5	19	24	0	5	19	24	0	2	18	20
Eastern	0	6	19	25	0	4	28	32	0	3	13	16
Southern	0	12	21	33	0	6	20	26	0	8	19	27
<u>Kowloon</u>												
Yau Tsim Mong	0	0	40	40	1	0	37	38	0	0	20	20
Sham Shui Po	0	2	30	32	0	3	24	27	1	4	38	43
Kowloon City	0	3	33	36	0	2	31	33	2	2	20	24
Wong Tai Sin	0	0	23	23	0	4	26	30	0	2	31	33
Kwun Tong	1	7	29	37	0	2	48	50	0	0	30	30
<u>New Territories</u>												
Kwai Tsing	0	2	22	24	0	6	30	36	0	6	32	38
Tsuen Wan	2	12	68	82	1	17	95	113	0	5	80	85
Tuen Mun	2	24	147	173	0	41	168	209	2	4	131	137
Yuen Long	2	136	394	532	3	123	458	584	3	15	373	391
North	1	90	171	262	1	88	197	286	1	17	218	236
Tai Po	3	95	432	530	1	137	453	591	1	21	410	432
Sha Tin	2	31	527	560	1	34	523	558	0	36	385	421
Sai Kung	3	14	157	174	0	11	183	194	0	7	143	150
Islands	0	13	110	123	0	19	117	136	0	8	94	102

Number and type of complaints about cycle track facilities in 2022

Type of complaint	Number of complaints
Cycle track design/safety facilities	67
Design of pedestrian crossing points and cycle track/road junctions	5
Continuity of cycle tracks	22
Bicycle parking area	22
Others (including illegal parking of bicycles, bicycle direction signs, temporary traffic arrangements on cycle tracks, etc.)	358
Total	474

Number of Existing Bicycle Parking Spaces by Districts (as at December 2022)

District	Bicycle parking spaces
Central and Western	40
Wan Chai	8
Eastern	44
Southern	2
Kowloon City	75
Sham Shui Po	30
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6,920
North	7,214
Sai Kung	6,128
Sha Tin	12,600
Tai Po	6,255
Tsuen Wan	232
Tuen Mun	7,138
Yuen Long	15,970
Total	62,784

Locations for the Third Batch of Improvement Works for Cycle Tracks and Cycling Facilities in the Nine New Towns in the New Territories^{Note1}

New Town	Improvements to cycle tracks^{Note2}	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Wetland Park Road • Tin Shui Road • Tin Kwai Road • Tin Sau Road • Tin Shing Road • Tin Shui Estate • Tin Ying Road • Tin Yat Estate • Tin Wing Road • Tin Yuet Estate Tin Fu Court 	<ul style="list-style-type: none"> • Tin Kwai Road • Tin Yiu Road • LRT Hung Shui Kiu Station
Yuen Long	<ul style="list-style-type: none"> • Tai Tong Road • Fuk Hi Street • Au Tau Interchange • Wang Lee Street 	<ul style="list-style-type: none"> • Fung Yau Street North • Yau San Street • Ma Tin Road
Tuen Mun	<ul style="list-style-type: none"> • Lam Tei Interchange • Ming Kum Road • LRT Tsing Shan Tsuen Station 	<ul style="list-style-type: none"> • LRT Siu Hong Station • LRT Tuen Mun Hospital Station • Yau Oi Bridge
Tsuen Wan		<ul style="list-style-type: none"> • MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Tung Chung Road • Chung Yan Road • Tat Tung Road • Tung Chung Waterfront Road • Tung Chung Development Pier • Yu Tung Road • Cheung Tung Road 	<ul style="list-style-type: none"> • Tat Tung Road • Man Tung Road • MTR Tung Chung Station
Tseung Kwan O	<ul style="list-style-type: none"> • Po Shun Road • Chi Shin Street • Po Hong Road • Po Lam Road North • Sheung Ning Road • The Pinnacle • Kai King Road • Wan Po Road 	<ul style="list-style-type: none"> • Tseung Kwan O Hospital • Sheung Ning Road • MTR Tiu Keng Leng Station Public Transport Interchange • MTR Tseung Kwan O Station Public Transport Interchange

New Town	Improvements to cycle tracks ^{Note2}	Provision of additional bicycle parking spaces
Sha Tin / Ma On Shan	<ul style="list-style-type: none"> Science Park Road Sha Tin Wai Road^{Note3} Tai Chung Kiu Road^{Note3} Che Kung Miu Road^{Note3} Sha Tin Road^{Note3} Along Ma On Shan Promenade^{Note3} Tsuen Nam Road^{Note3} New Town Plaza^{Note3} Shing Mun River near Banyan Bridge^{Note3} Hang On Estate^{Note3} Footbridge at Intersection of Hang Hong Street and Ma On Shan Road^{Note3} Ma On Shan Road^{Note3} Hang Tai Road^{Note3} 	<ul style="list-style-type: none"> Sha Tin Rural Committee Road Hin Keng Street Yat Tai Street Shui Chuen Au Street On Muk Street MTR Tai Shui Hang Station Sai Sha Road On Shing Street Sha Tin Centre Street Tai Chung Kiu Road near Belair Garden Shopping Arcade On Chun Street near Ma On Shan Centre Shopping Arcade On King Street Ning Tai Road On Lai Street
Tai Po	<ul style="list-style-type: none"> Wan Tau Tong Estate Nam Wan Road Ting Kok Road Subway underneath Uptown Plaza 	<ul style="list-style-type: none"> MTR Tai Po Market Station Nam Wan Road
Fanling / Sheung Shui	<ul style="list-style-type: none"> Pak Wo Road Jockey Club Road Cheung Wah Estate So Kwun Po Road Fan Kam Road Ma Sik Road Sha Tau Kok Road (Lung Yeuk Tau) Yat Ming Road Fanling Centre Ching Hiu Road Kat Cheung Crescent Playground Po Shek Wu Road San Wan Road 	<ul style="list-style-type: none"> MTR Fanling Station San Wan Road Pak Wo Road Wo Muk Road Wah Ming Road Lung Wan Street Near Landmark North Wo Mun Street Fan Leng Lau Road Jockey Club Road Lung Sum Avenue Union Plaza

Note 1: Locations listed in this Annex may include more than one site at the same location.

Note 2: Examples of improvement works include provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

Note 3: Locations with part of the improvement works completed.

- End -

CONTROLLING OFFICER'S REPLY

TLB075

(Question Serial No. 2590)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) (Hong Kong Section) has suspended operation for three years and only resumed operation in mid-January this year. Will the Government inform this Committee of the following:

- (1) What are the financial expenditure and operating costs incurred since its operation?
- (2) What is the amount of loss incurred in the three years of suspension of operation?
- (3) What is the amount of subsidies to be paid by the Government for the suspension of the operation of the XRL and what is the calculation method?
- (4) Whether XRL tickets will be given out to attract Mainland visitors to spend money in Hong Kong?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 38)

Reply:

The service of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) (Hong Kong Section) was suspended from 30 January 2020 to 14 January 2023 due to the outbreak of COVID-19. Fare revenue was extensively affected during this period. Despite the impact on fare revenue, the MTR Corporation Limited (MTRCL) continued to incur expenses, such as for daily management, maintenance, etc. to maintain the railway condition. The MTRCL did not have the breakdown of the financial expenditure or operating costs of the XRL.

According to the “Patronage Cap-and-Collar Mechanism” (the Mechanism) in the Supplemental Service Concession Agreement for the XRL signed between the Kowloon-Canton Railway Corporation (KCRC) and the MTRCL, when the actual annual patronage of the XRL deviates from the projected patronage beyond 15%, the KCRC and the MTRCL will share the return or bear the risk arising from such deviation. KCRC has borne part of the risk under the Mechanism during the service suspension period. As both the KCRC and the MTRCL are operating on commercial principles, we are unable to release further details on the commercially-sensitive financial arrangements (including the Mechanism) in the Supplemental Service Concession Agreement.

The XRL operation has been smooth since its resumption of services from 15 January 2023. The Government will continue to maintain close liaison and co-ordination with the relevant Mainland authorities and railway operators to ensure the orderly operation of the XRL services upon its full resumption, and work together with the MTRCL to make continuous service improvement of the XRL Hong Kong Section.

- End -

CONTROLLING OFFICER'S REPLY**TLB076****(Question Serial No. 1091)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24 under Programme (2) Land and Waterborne Transport, the Bureau has mentioned that it will “continue to oversee the Strategic Studies on Railways and Major Roads beyond 2030” (RMR2030+ Study). In this connection, will the Government inform this Committee of the following:

1. (a) When the RMR2030+ Study is expected to be completed and (b) when the final recommendations are expected to be announced to the public?
2. (a) What are (i) the manpower; (ii) salary expenditure and (iii) consultation fees earmarked for the RMR2030+ Study by the Bureau?
(b) How much has been used in items (i) to (iii) in 2022-23?
(c) How much will be used in items (i) to (iii) in 2023-24?
3. Whether the Bureau has set any indicators for the public consultation of the RMR2030+ Study regarding (a) the number of sessions; (b) the number of individuals/organisations participating; (c) the number of views, etc.? If yes, what are the details?
4. What are the criteria or parameters used by the Bureau and/or the consultant in deciding on the recommendation to introduce “three railways and three roads” as the preliminary finding of the study?
5. Whether the Bureau and/or the consultant will explore in the RMR2030+ Study the provision of additional links between the existing traffic lines from the perspectives of creating two-way capacity and enhancing the stability of road networks, e.g. (a) the railway line between Heng Fa Chuen/Chai Wan station and Siu Sai Wan on the Island Line; (b) the roads and railway line between Tseung Kwan O Area 137 and Siu Sai Wan

and (c) the coastal railway line between Tuen Mun West and Tsuen Wan with provision for extension to Sheung Kwai Chung and Shatin. If yes, are there any preliminary proposals at the present stage regarding the alignment, construction cost, carrying capacity, etc? If not, what are the reasons?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 32)

Reply:

1. and 5.

The Transport and Logistics Bureau (TLB), together with the Highways Department (HyD) and the Transport Department (TD), commenced the public consultation on the preliminary findings of Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Study) in December 2022 for completion in end March 2023. We will carefully study the views received including those concerning alignment of different routes and conduct preliminary engineering technical assessments with a view to enhancing the recommended schemes and formulating the Major Transport Infrastructure Development Blueprint for Hong Kong in Q4 2023.

2.

The relevant staff expenses associated with the RMR2030+ Study are absorbed by the existing staff resources of TLB, HyD and TD. There is no separate breakdown of manpower and expenditure for this particular task. The Approved Project Estimate for the railways part and major roads part of the consultancies of RMR2030+ Study is \$64.9 million and \$27.5 million respectively. The anticipated expenditures in 2022-23 and 2023-24 are as follows:

	2022-23	2023-24
Railways Part	\$14 million	\$20 million
Major Roads Part	\$8.2 million	\$11.2 million

3.

During the public consultation period, members of the public can send in their views via e-mail, telephone, fax and post. We have also consulted the Legislative Council, Transport Advisory Committee, Heung Yee Kuk, District Councils, and held a number of focus group meetings with professional bodies, academics, think tanks, and green groups, as well as two public forums. We do not have specific targets on the number of sessions, participants or views received.

4.

The Government has been advocating the “infrastructure-led” and “capacity-creating” planning principles in taking forward transport infrastructure projects with a view to unleashing the development potential of new development areas along the major transport corridors and meeting the long-term transport and logistics demand in a forward-looking manner while fostering better integration with other cities in the Guangdong-Hong Kong-Macao Greater Bay Area. At the same time, the Government targets to alleviate the traffic bottlenecks by improving the transport network to provide more transport options and shorten commuting time for the public. The RMR2030+ Study focuses on assessing the transport and logistics demands and traffic impacts arising from the population growth, employment

and economic activities of Northern Metropolis, Kau Yi Chau Artificial Islands and other major planned developments.

According to the findings of the RMR2030+ Study, with the progressive commissioning of the railway and major road projects in the pipeline as well as utilisation of the existing railway network to its maximum carrying capacity, we expect that Hong Kong's railway and major road network will be largely adequate to meet the transport demand in the short-to-medium term up to 2041, and most of the existing and anticipated traffic bottlenecks will be alleviated. However, in the long term, the transport demands for the east-west connection within the Northern Metropolis, the north-south connection between the Northern Metropolis and the Harbour Metropolis, and the external connection of Tseung Kwan O would remain large. In response to this transport demand forecast, we preliminarily recommend taking forward the three strategic railways and three major roads proposals.

- End -

CONTROLLING OFFICER'S REPLY

TLB077

(Question Serial No. 2821)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 43 of the Budget Speech that the Administration will extend the temporary special measures under the Public Transport Fare Subsidy Scheme till October 2023. Given that the Scheme has been well received by the public, will the Administration regularise the temporary special measures under the Scheme and increase the amount of subsidy? If yes, what are the details? If no, what are the reasons?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 39)

Reply:

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. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. 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

TLB078

(Question Serial No. 0761)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Programme that the Bureau will “continue to take forward the detailed planning and implementation of the railway projects recommended under the Railway Development Strategy 2014”. It is noted that the Government is planning the construction of an elevated trackless rapid transit system in Mid-levels East Kowloon and the technical feasibility study is expected to be completed in the first half of this year. In this connection, will the Bureau inform this Committee of the progress of the technical feasibility study on the elevated trackless rapid transit system, as well as the estimated expenditure and staffing provision involved in the whole project? Will the study examine the operational experience and the actual operational situation of the elevated trackless rapid transit systems in other places? When does the Bureau expect to announce the details of the project, including information on the system (ART or BRT) to be used, alignment of stations, carrying capacity, construction method, details of procurement and financial arrangements, operating units, the years of commencement and completion, planned timetable, etc.? Does the Bureau have any plan to conduct public consultation after the completion of the preliminary study? If yes, what are the details? If not, what are the reasons?

Asked by: Hon NGAN Man-yu (LegCo internal reference no.: 15)

Reply:

As adopting a heavy rail scheme for the East Kowloon Line is not an effective option due to various technical difficulties and less desirable transport performance, the Government is now exploring an elevated trackless rapid transit system as an alternative. The preliminary alignment of the proposed trackless rapid transit system is approximately 4 kilometres in length, connecting Po Tat via Sau Mau Ping, Shun On, Shun Lee and Choi Wan with Choi Hung East near MTR Choi Hung Station. It will operate on a dedicated elevated corridor and hence will not be affected by the traffic at Clear Water Bay Road, New Clear Water Bay Road and Choi Hung Interchange. The journey time from Po Tat to Choi Hung East is estimated to be about 10 minutes.

We plan to complete the technical feasibility study of the proposed trackless rapid transit system, including the details of the scheme and implementation arrangement, in mid-2023. Relevant transit systems in the Mainland and overseas will be considered in the study and we will consult the public in due course. The study is being managed by the Highways Department using its existing resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB079

(Question Serial No. 0672)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, the Transport and Logistics Bureau will continue to examine the introduction of a mandatory registration scheme for vehicle mechanics and vehicle maintenance workshops taking into account evolvments in the vehicle market. In this connection, will the Administration inform this Committee of the following:

1. What are the details and timetable of the relevant work?
2. Is there any regulation or registration scheme for electric vehicle mechanics and maintenance workshops at present, and whether it is different from the relevant regulation or registration scheme for petrol vehicles? and
3. Has the Administration reviewed the safety and equipment requirements for electric vehicle maintenance workshops, as well as the technical and professional qualifications required of vehicle mechanics taking into account the development of electric vehicles? What measures are taken to ensure that such maintenance workshops meet the relevant requirements and the vehicle mechanics possess the required technical and professional qualifications?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 30)

Reply:

The Government has introduced the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM) in 2007 and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW) in 2015 with an aim of enhancing the overall standard of the local vehicle maintenance trade. Drawing on the experience of implementing these two schemes, the Government is examining the feasibility of introducing a mandatory registration system for vehicle mechanics (VMs) and vehicle maintenance workshops (VMWs), with a view to keeping up with the development of vehicle technology including maintenance needs of electric vehicles (EVs) etc., ensuring that the public can have safe and reliable services and facilitating their choice of such services, as well as providing continuous professional development and opportunities for practitioners in the trade. We have also been liaising closely with stakeholders on the matter via the Vehicle Maintenance Technical Advisory Committee (VMTAC), which was established by the Government with representatives from the vehicle maintenance trade, academia and training institutes, professional bodies, vehicle owners' associations and other stakeholders.

Following the Government's publication of the first Hong Kong Roadmap on Popularisation of Electric Vehicles (EV Roadmap) and the Hong Kong's Climate Action Plan 2050 (Action Plan) in March and October 2021 respectively, EVs are gaining popularity; while private cars that run on gasoline or diesel will be gradually replaced. In this connection, the Government has been actively studying with the VMTAC how the EV Roadmap, the Action Plan and the EV development may affect the vehicle maintenance trade, including the registration schemes for VMs and VMWs. The VMTAC has suggested to add dedicated and new classes of services pertaining to VMs and VMWs for EVs under the existing voluntary registration system for vehicle maintenance. Discussions are being conducted with the VMTAC and major stakeholders, with a view to putting forward proposals on registration requirements, detailed arrangements and implementation timeframe in 2023-2024. In this connection, the Government has been actively collaborating with stakeholders to promote and support the training of EV mechanics, and the Vocational Training Council is planning to set up a dedicated EV training workshop to train up more competent mechanics to tie in with the development of the EV industry. The Government and the VMTAC will also in parallel examine the introduction of a mandatory registration system for both VMs and VMWs in close liaison with stakeholders, so as to formulate an appropriate regulatory framework and timeframe with due considerations to the latest developments, including the aforesaid maintenance needs of EVs.

- End -

CONTROLLING OFFICER'S REPLY

TLB080

(Question Serial No. 1602)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24, the Transport and Logistics Bureau has mentioned that it will “continue to administer the Pilot Subsidy Scheme for third-party logistics service providers (the Pilot Scheme) to encourage the logistics industry to enhance productivity through the application of technology.” In this connection, will the Government inform this Committee of the following:

1. Among the applications under the Pilot Scheme in the past two years, what were the total number of applications, the number of projects approved and its percentage out of the total number of applications as well as the total amount of subsidies, and whether the Pilot Scheme could facilitate the upgrading and transformation of enterprises?
2. Whether the Administration has comprehensively reviewed and enhanced the strategy for the supply of industrial land, such as examining the feasibility of using the land concerned for modern logistics development or granting longer contract periods to boost confidence, so as to further attract more long-term investments and to facilitate technology development in local automation? If yes, what are the specific details and the timetable? If not, what are the reasons?
3. Are there any specific work plans or measures to build a comprehensive smart logistics ecological chain, and develop, integrate and connect the real-time data sharing system of the sea, land and air “cross-disciplinary” supply chain through blockchain technology, with a view to enhancing transparency of trading and services, improving promptness and reliability of cargo delivery, effectively predicting changes in customer demand and facilitating the development of modern logistics industry, thereby enhancing operational and overall efficiency. If yes, what are the specific details, the estimated expenditure involved and the timetable? If not, what are the reasons?

Asked by: Hon SO Cheung-wing (LegCo internal reference no.: 36)

Reply:

1.

To encourage the logistics industry to enhance productivity and operation efficiency through technology application, the Government launched the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) amounting to \$300 million in October 2020. The Pilot Scheme was implemented on a 1:1 matching basis, providing subsidy amounting to \$1 million to each qualified third-party logistics service provider. The Government has raised the subsidy ratio to "2 (Government):1 (applicant)" with effect from 1 January this year, to ease the cash flow of the applicants in carrying out the project. The cap of \$1 million for each applicant remains unchanged.

As at end February 2023, the Pilot Scheme has received 220 qualified applications. Among these applications, 173 applications, i.e. 92% of the vetted applications, have been approved by the Management Committee with the total approved funding amounting to \$103 million, whereas 32 applications are being processed. The Pilot Scheme has benefited over 150 enterprises of the logistics industry to upgrade and transform through adoption of technology and smart solutions to enhance productivity and reduce operational cost.

2. and 3.

To promote the high value-added modern logistics development, the Government is formulating an action plan for the logistics industry, in consultation with the Hong Kong Logistics Development Council and the logistics trade, with a view to devising the short, medium and long term development strategies within 2023 in various directions (including, among other things, the future use and planning development of logistics land as well as the promotion of a wider application of smart logistics solutions by the logistics trade), so as to create an environment conducive to the sustainable and healthy development of the industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB081

(Question Serial No. 2677)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The future development of Hong Kong as an international aviation hub and international maritime centre is mentioned in paragraphs 105 to 113 of the Budget Speech. In this connection, will the Administration inform this Committee of the following:

- What is the specific progress of the Three-Runway System (3RS) and the various infrastructure projects at the Hong Kong International Airport (HKIA)? Can the 3RS be completed and commissioned by the end of next year as expected?
- The Airport Authority Hong Kong (AAHK) is actively developing the HKIA Logistics Park in Dongguan and deepening its maritime co-operation with Zhuhai to help Hong Kong seize the opportunities offered by our Country and reinforce Hong Kong's status as an international maritime centre. What is the specific plan and development progress of the HKIA Logistics Park? In what aspects will the HKIA enhance its collaboration with Mainland cities in the Greater Bay Area (GBA) in future?
- It is learnt that the logistics centre at Kwo Lo Wan, which will support the vibrant development of e-commerce, is nearing completion. When is the logistics centre expected to be commissioned? What types of goods will be mainly handled by the logistics centre after its commissioning? What is the expected increase in cargo handling capacity?
- It is mentioned in paragraph 108 of the Budget Speech that the AAHK is planning to construct a new aviation business park on the Airport Island, and is exploring with Zhuhai authorities the feasibility of building an aviation industrial park in Zhuhai. What is the latest progress of the relevant work?
- It is mentioned in paragraph 106 of the Budget Speech that the Government and the AAHK are examining the medium-to-long-term manpower shortage situation in the aviation industry, with a view to identifying solutions to the problem. Regarding the manpower shortage in the aviation industry, with the enhanced co-operation between the HKIA and Mainland cities in the GBA such as Zhuhai, will the Administration consider or examine relocating some of the HKIA's logistics work to Mainland cities in the GBA

to alleviate the manpower shortage problem in the aviation industry?

Asked by: Hon TAN Sunny (LegCo internal reference no.: 15)

Reply:

To cater for long-term air traffic demand and increase the passenger and cargo handling capacity of the Hong Kong International Airport (HKIA), the Airport Authority Hong Kong (AAHK) is implementing the Three Runway System (3RS) project. The 3RS works are progressing on schedule, with the Third Runway officially commissioned on 25 November 2022, signifying an important milestone of the 3RS project. The AAHK is pressing ahead with the remaining works, including the expansion of the Terminal 2 (T2), construction of the T2 Concourse, installation of a new automated people mover system and a high-speed baggage handling system, reconfiguration of the Centre Runway, etc, targeting to complete the 3RS in 2024.

The AAHK is also cooperating with Dongguan in developing “sea-air intermodal cargo transshipment” mode, whereby export cargo from the Mainland can go through security screening, palletisation and cargo acceptance in advance in the “HKIA Logistics Park” to be set up in Dongguan, and then be transported seamlessly by sea to an airside sea-air cargo handling facility to be set up in the restricted area of HKIA for direct transshipment to overseas destination by air, without repeating the screening procedures in Hong Kong. International cargo may also be imported into the Mainland through the reverse process. Such an arrangement will bring efficiency to cross-border air cargo transshipment, thereby fostering the growth of import and export trade of the GBA as a whole. The AAHK launched a pilot scheme in end 2021 using existing facilities at HKIA to establish the full upstream and sea-air intermodal processes, and the AAHK and Dongguan Municipal Government signed a cooperation agreement in February 2023 to implement and foster the long-term development of the “sea-air intermodal cargo transshipment” mode.

To grasp the business opportunities arising from the robust development of cross-border e-commerce, a premium logistics centre is being developed at Kwo Lo Wan (KLW) in the South Cargo Precinct of HKIA. The KLW development will provide an additional 380,000 sqm of premium warehouse space when it commences operation in 2023 and will serve as a superb location for capturing cross-border e-commerce shipments and temperature-controlled air transshipments such as high value pharmaceuticals.

At the same time, the AAHK is exploring with the Zhuhai Municipal Government the possibility of establishing an aviation industrial park in Zhuhai, encompassing such fields as aircraft maintenance engineering, manufacturing and distribution of aircraft parts and components, and research on aircraft engineering. To complement the development of the aviation industrial park in Zhuhai, the AAHK is planning to develop on the Airport Island a new aviation business park, creating an aviation ecosystem that provides research and development, business support and other services.

As for manpower shortage in the aviation industry, the AAHK has just completed a fresh round of airport manpower survey. The Government will take into account the results of the survey as well as the views of the industry when considering, in association with the AAHK, the feasibility of various options, including the industry’s suggestion of importing labour from

other parts of the Greater Bay Area, with a view to coming up with relevant measures later this year so as to drive the sustainable manpower development in the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB082

(Question Serial No. 1239)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

One of the major tasks of the Transport and Logistics Bureau is 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, please inform this Committee of the following:

- a) the current progress of the establishment of the Railways Department, the latest timetable and the expected date of establishment;
- b) the work progress of the Independent Monitoring Panel established earlier to oversee the comprehensive review conducted by the MTR Corporation Limited on its asset management and maintenance regime.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 20)

Reply:

(a)

The Government proposes to establish the Railways Department (RD) under the Transport and Logistics Bureau by amalgamating the Railway Development Office of the Highways Department and Railways Branch of the Electrical and Mechanical Services Department 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. Having regard to the development of railway projects in the Northern Metropolis, we are reviewing the arrangement for the establishment of the proposed RD, with a view to supporting the implementation of railway projects.

(b)

In view of the serious railway incidents in late-2022, the MTR Corporation Limited (MTRCL) is conducting a comprehensive review on the asset management and maintenance regime to ensure that the management of railway assets is maintained at a high standard. To ensure that the relevant review is comprehensive, thorough and sound, the Government has established an Independent Monitoring Panel to closely monitor the comprehensive review being conducted by the MTRCL.

The Independent Monitoring Panel, with members from different professional disciplines, will closely monitor the MTRCL's comprehensive review on asset management and maintenance regime from the railway safety regulatory perspective, including the appropriateness of its scope, review methodology and procedures, follow-up recommendations and implementation plans, etc.. The Panel will also monitor the MTRCL's comprehensive assessment of potential risks in different areas of the railway system, so as to ensure the MTRCL's maintenance and operation management work keeps pace with the times, including developing appropriate inspection and maintenance measures, in particular the enhancement of preventive maintenance and the use of technology.

The Independent Monitoring Panel has already commenced its work. The MTRCL is expected to complete its comprehensive review in June 2023. The Panel will then submit a report to the Secretary for Transport and Logistics and make recommendations on matters relating to railway safety regulation, so as to maintain the safety and reliability of railway services in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB083

(Question Serial No. 1240)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

One of the major tasks of the Transport and Logistics Bureau is to continue to discuss with the Shenzhen authorities the planning of proposed cross-boundary railway projects including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Northern Link Spur Line and enhancement of Lo Wu Control Point and its transport connections. In this connection, please inform this Committee of the following:

- a) the progress, mode of implementation, estimated construction cost, the latest alignment and timetable of the above cross-boundary railway projects;
- b) the details of the co-location of immigration and customs facilities for various cross-boundary railway projects.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 21)

Reply:

(a)

In order to further promote the connectivity of infrastructures in the Greater Bay Area and to jointly develop the “Greater Bay Area on the Rail”, the governments of Hong Kong and Shenzhen through the jointly-established “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) are following up with the implementation of cross-boundary railway projects including Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai), Northern Link (“NOL”) Spur Line and the enhancement of Lo Wu Control Point and its transport connections. The Task Force completed the first stage study on the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai) in end-2022 and commenced the second stage study covering aspects including planning of railway scheme, preliminary technical feasibility, benefits, environmental impact as well as construction and operation arrangements for completion in mid-2024. The Task Force will also continue to follow up with the work relating to the connection of the NOL Spur Line to the new Huanggang Port in Shenzhen via Hong Kong–Shenzhen Innovation and Technology Park in Lok Ma Chau Loop and explore options to enhance the Lo Wu Control Point and its transport connections for a mutually-agreed proposal.

As the projects are subject to further study and discussion with Shenzhen, the estimated cost, alignment and timetable are not available at this stage.

(b)

So far, co-location arrangement is only implemented at the Express Rail Link West Kowloon railway control point. The Security Bureau has indicated that, depending on the planning for future cross-boundary railway projects, the HKSAR Government aims to adopt co-location arrangement when enhancing existing or developing new railway control points.

- End -

CONTROLLING OFFICER'S REPLY**TLB084****(Question Serial No. 1241)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, the Transport and Logistics Bureau continues to oversee the planning or implementation of a number of road projects, which is of great importance to the external connectivity of Yuen Long and Tuen Mun. In this connection, please inform this Committee of the following:

a) The specific implementation timetables, total road lengths and estimated expenditures of the projects below:

	Expected Completion Date	Total Road Length	Estimated Expenditure
Trunk Road T2 and Cha Kwo Ling Tunnel			
Central Kowloon Route			
Tuen Mun Bypass			
Extension works to major roads in Tuen Mun (e.g. Lung Fu Road and Hoi Wing Road)			
Route 11 (section between Yuen Long and North Lantau)			
Tsing Yi – Lantau Link			

Trunk Road T4 in Sha Tin			
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)			
Road P1, Lantau			

b) Please provide in the table below the estimated traffic capacity and traffic volume/capacity (v/c) ratios of the major roads connecting North West New Territories and the urban areas before and after the completion of road planning as set out in a):

Major Road	Traffic Capacity		Estimated V/C Ratio	
	Before	After	Before	After
Tuen Mun Road (Siu Lam Section)			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
Tuen Mun Road (Sham Tseng Section)			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
Tai Lam Tunnel			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
Ting Kau Bridge			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
Lantau Link			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
North Lantau Highway			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:
Tuen Mun – Chek Lap Kok Link			AM peak hour:	AM peak hour:
			PM peak hour:	PM peak hour:

c) As a follow-up to the above question, what are the ratios of the various types of vehicles to the total traffic volume for the above major roads in the past three years?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 22)

Reply:

a) The requested information for projects under construction are tabulated below –

	Target Completion Date	Total Road Length (kilometres)	Approved Project Estimates (\$million)
Trunk Road T2 and Cha Kwo Ling Tunnel	2026	3.4	16,017.0
Central Kowloon Route	2025	4.7	42,363.9

For projects in the planning stage, their estimated project cost would be ascertained upon completion of relevant investigation and design work. Subject to the result of the relevant investigation and design work and the funding approval, the tentative target completion date and estimated total road length of the projects are tabulated below -

	Target Completion Date	Estimated Total Road Length (kilometres)
Tsing Yi – Lantau Link	2033	About 6.9
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	2033	About 3.0
Route 11 (section between Yuen Long and North Lantau)	2033	About 15.0
Tuen Mun Bypass	2033	About 10.0
Extension works to major roads in Tuen Mun (e.g. Lung Fu Road and Hoi Wing Road)	In phases between 2029 and 2031	About 2.1
Trunk Road T4 in Sha Tin	Under Review	About 2.3

In regards to Road P1, having consulted the Development Bureau, the relevant information is as follows –

	Expected Completion Date	Total Road Length (kilometres)	Estimated Expenditure (\$million)
Road P1 (Tung Chung - Tai Ho Section) of Lantau	2026	2.5	1,182.06
Road P1 (Tai Ho – Sunny Bay Section) of Lantau	2030	9.5	Under Review

- b) The road projects mentioned in (a) are designed to be able to cater for the highest traffic flows, which normally happen in the morning peak. Therefore, traffic forecasts for the evening peak are not available. The design capacities and volume/capacity ratios (in 2036) of the following major roads are tabled below –

Major Road	Design Capacity (pcu/hr)^(Note 1)		Volume / Capacity Ratio^(Note 3)	
	Without the proposed projects	With the proposed projects^(Note 2)	Without the proposed projects	With the proposed projects
Tuen Mun Road (Siu Lam Section)	6 100	6 100	1.2 ^(Note 4)	1.0 ^(Note 4)
Tuen Mun Road (Sham Tseng Section)	6 100	6 100	1.2 ^(Note 4)	1.1 ^(Note 4)
Tai Lam Tunnel	5 400	5 400	1.2	0.7
Ting Kau Bridge	6 100	6 100	1.1	0.7 ^(Note 5)
Lantau Link	6 100	6 100	1.1	0.8 ^(Note 5)
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	6 100	8 200	1.1	0.9
North Lantau Highway	6 100	6 100	Under Review	Under Review
Tuen Mun-Chek Lap Kok Tunnel	3 600	3 600	0.6	0.7

- Note 1: Passenger car unit/hour (pcu/hr) is a unit for measuring traffic flow in equivalent number of private cars as design basis. For example, a pcu value of 1.0 is assigned to private cars and taxis. Heavy vehicles such as goods vehicles or buses are usually assigned with higher pcu values because of larger sizes and lower travelling speed.
- Note 2: Route 11, Tsing Yi – Lantau Link, Tuen Mun Bypass and Road P1 will serve as alternative routes for diverting the traffic on Tuen Mun Road, Tai Lam Tunnel, Ting Kau Bridge, Lantau Link, North Lantau Highway and Tuen Mun-Chek Lap Kok Tunnel. Therefore, the capacity of these existing major roads will remain unchanged. Upon completion of the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), the section concerned of Yuen Long Highway will be widened from dual 3-lane to dual 4-lane, increasing its design capacity from 6 100 pcu/hr to 8 200 pcu/hr.
- Note 3: A v/c ratio equal to or less than 1.0 indicates that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio above 1.0 indicates the onset of congestion. A v/c ratio above 1.2 indicates more serious congestion with traffic speeds deteriorating progressively with further increase in traffic.
- Note 4: This value is the v/c ratio for lanes other than the bus-only lane on Tuen Mun Road (Siu Lam and Sham Tseng Sections). The v/c ratio for the bus-only lane on Tuen Mun Road (Siu Lam and Sham Tseng Sections) after the implementation of the proposed projects will be below 1.0, indicating smooth traffic on the bus-only lane.
- Note 5: This value is the v/c ratio assuming that road projects related to the Artificial Islands in the Central Waters are implemented.
- c) Since the traffic data for preparing the Annual Traffic Census 2022 are still being consolidated, we could only provide the breakdown of the vehicular traffic by vehicle class of the following major roads for 2019, 2020 and 2021 (Monday to Friday) as follows –

Major Roads (Note 1)	Year	Class of Vehicle (%) ^(Note 2)				
		Private Car	Taxi	Goods Vehicle	Bus	Motor Cycle
Tuen Mun Road (Sham Tseng Section)	2019	47.7	6.6	34.9	8.4	2.4
	2020	48.3	5.4	35.7	7.8	3.0
	2021	48.0	6.7	34.6	7.5	3.2
Tai Lam Tunnel	2019	45.6	8.3	36.4	8.7	1.2
	2020	47.9	5.2	37.1	8.3	1.5
	2021	45.6	6.0	38.8	7.6	2.0
Ting Kau Bridge	2019	47.0	8.7	35.2	7.5	1.9
	2020	47.8	5.3	38.2	6.5	2.3
	2021	47.9	7.5	36.0	6.2	2.4
Lantau Link	2019	42.6	24.6	23.5	8.0	1.4
	2020	42.2	7.9	39.2	8.2	2.5
	2021	43.8	9.6	36.1	7.1	3.3

Major Roads (Note 1)	Year	Class of Vehicle (%) ^(Note 2)				
		Private Car	Taxi	Goods Vehicle	Bus	Motor Cycle
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	2019	42.7	9.6	39.7	6.4	1.5
	2020	46.2	7.7	40.2	3.8	2.2
	2021	44.1	7.7	42.4	3.6	2.3
Tuen Mun-Chek Lap Kok Tunnel (Note 3)	2019	N/A	N/A	N/A	N/A	N/A
	2020	N/A	N/A	N/A	N/A	N/A
	2021	19.2	2.5	25.6	51.5	1.1

Note 1: The traffic count surveys on vehicle classification conducted in the Annual Traffic Census do not cover Tuen Mun Road (Siu Lam Section) and North Lantau Highway. Hence, information on these two road sections is not available.

Note 2: Proportion of vehicles in % (sum may not add up to 100% due to figure rounding)

Note 3: Tuen Mun-Chek Lap Kok Tunnel was commissioned in December 2020.

- End -

CONTROLLING OFFICER'S REPLY

TLB085

(Question Serial No. 1242)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau will continue to take forward the detailed planning and implementation of the railway projects recommended under the Railway Development Strategy 2014. In this connection, please inform this Committee of the specific progress, mode of implementation and estimated expenditure of the Hung Shui Kiu Station, Northern Link and Kwu Tung Station, Tung Chung West Extension, Tuen Mun South Extension, East Kowloon Line, South Island Line (West) and North Island Line.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 23)

Reply:

The latest development, estimated capital expenditure and the implementation approach of the concerned railway projects are set out in the table below –

Railway project	Latest development	Estimated expenditure	Implementation approach
1. Tung Chung Line Extension	Authorisation of railway scheme and Environmental Impact Assessment (EIA) procedures were completed. The Transport and Logistics Bureau and the MTR Corporation Limited (MTRCL) signed the project agreement in February 2023.	The capital cost estimate is \$19.5 billion (in December 2020 prices).	Ownership (see Note 1)
2. Tuen Mun South Extension	Authorisation of railway scheme and EIA procedures were completed. The detailed design is substantially completed.	The capital cost estimate is \$11.4 billion (in December 2015 prices). (see Note 2)	Ownership (see Note 1)
3. Northern Link (NOL) and Kwu Tung (KTU) Station	<p><u>KTU Station</u> Authorisation of railway scheme and EIA procedures were completed. The detailed design is substantially completed.</p> <p><u>NOL Main Line</u> The detailed planning and design are underway.</p>	<p><u>KTU Station</u> The capital cost estimate is \$3.5 billion (in December 2015 prices). (see Note 2)</p> <p><u>NOL Main Line</u> The capital cost estimate is \$58.5 billion (in December 2015 prices). (see Note 2)</p>	Ownership (see Note 1)
4. Hung Shui Kiu Station	The detailed planning and design are underway.	The capital cost estimate is \$4.1 billion (in December 2018 prices). (see Note 2)	Ownership (see Note 1)
5. South Island Line (West)	Planning work is ongoing taking into account the redevelopment programme of Wah Fu Estate and the demographic change of relevant areas. According to the information provided by the Housing Department, it is anticipated	Under review	Under review

Railway project	Latest development	Estimated expenditure	Implementation approach
	that existing residents will gradually move from Wah Fu Estate to the reception estates at Pok Fu Lam South starting from 2027/28. After the first batch of residents are relocated and the existing building blocks are demolished for freeing up the required space, construction works of the relevant railway facilities will follow.		
6. East Kowloon Line	The Government is exploring an elevated trackless rapid transit system as an alternative to the original heavy rail scheme, and the technical feasibility study is planned to be completed in mid-2023.	Under review	Under review
7. North Island Line	The MTRCL is conducting a further study on the feasible options for improving the design of the project.	Under review	Under review

Note 1: Under the ownership approach, MTRCL will be responsible for the funding, design, construction, operation and maintenance of the new railway, and will ultimately own the railway. For financially non-viable railway projects, the Government will provide funding support to bridge the funding gap. Upon receipt of the funding support, MTRCL would bear all the commercial risks associated with the design, construction, operation and maintenance of the new railway. The Government has no obligation to provide any further funding support to MTRCL even if the future revenue arising from the new railway turns out to be lower than expected.

Note 2: Independent assessment on MTRCL's detailed planning and design will be conducted to ascertain the cost estimates.

- End -

CONTROLLING OFFICER'S REPLY

TLB086

(Question Serial No. 0934)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that “the Airport Authority Hong Kong has announced that it would give away free air tickets while the Hong Kong Tourism Board is handing out gift packs to inbound visitors.”

It has been reported by the media recently that with the resumption of normal travel between Hong Kong and the Mainland, a large number of beggars from the Mainland have come to Hong Kong to earn a living, thus disturbing law and order. Whether the Administration has estimated the number of Mainland beggars who will benefit from the “free air tickets” activity? What measures the Bureau has taken as a gatekeeper to ensure that the beneficiaries are welcome and genuine visitors so as to avoid wasting public resources?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 11)

Reply:

The “World of Winners” Tickets Giveaway Campaign sponsored by Airport Authority Hong Kong (AAHK) will give away around 500 000 air tickets to travellers in major passenger markets in support of the Government’s global promotions, with a view to expediting the recovery of the aviation and tourism industries. The majority of the 500 000 tickets will be given away in phases by three home-based airlines through their respective channels in major passenger markets. The giveaway started in Southeast Asia markets on 1 March 2023, followed by the Mainland, Northeast Asia and other markets, continuing for about six months. The campaign is sponsored by AAHK and does not involve government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB087

(Question Serial No. 0951)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Financial Secretary has mentioned in paragraph 106 of the Budget Speech that the Government and the Airport Authority Hong Kong (AAHK) are examining the manpower shortage situation in the aviation industry, with a view to identifying solutions to the problem. It is understood that airlines are facing a shortage of ground crew, which will be further exacerbated with the gradual resumption of passenger travels and the commissioning of the Three-Runway System in end-2024.

Will the Government and the AAHK examine the possibility of solving the manpower shortage of airline ground crew through “restrictive” policy to import airline ground crew from the Greater Bay Area who will only be allowed to work within the airport?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 28)

Reply:

Due to severe impact of the pandemic on Hong Kong's air traffic, Hong Kong's aviation industry has sustained a significant loss of manpower and is now facing manpower shortage amidst air traffic recovery. In this connection, as mentioned in the 2022 Policy Address, the Transport and Logistics Bureau has been tasked to study the manpower situation in the transport sector, including the aviation industry, and draw up relevant solutions. To this end, the Airport Authority Hong Kong (AAHK) has just completed a fresh round of airport manpower survey. At the same time, the Government is collecting the views of the relevant stakeholders on the issue of manpower shortage in the industry.

The Government is, in association with the AAHK, considering the feasibility of various options, including the industry's suggestion of importing labour from other parts of the Greater Bay Area to meet the manpower need on the airport frontline, with a view to coming up with relevant measures later this year so as to drive the sustainable manpower development in the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB088

(Question Serial No. 0097)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the elevated trackless rapid transit system in East Kowloon, will the Government inform this Committee of the following:

1. What are the planning progress, the system to be adopted, the alignment, the carrying capacity, the construction method, as well as the procurement and financial arrangements regarding the project?
2. Whether any technical studies have been conducted on the connection of the above project to Tsz Wan Shan? If yes and if it is technically feasible, whether it will connect to Tsz Wan Shan? If it is not technically feasible, whether the authorities will consider constructing an independent new line from Chuk Yuen up to Tsz Wan Shan and down to Choi Hung? If not, what are the reasons? and
3. Whether any studies will be conducted on the construction of a rapid transit system in Kai Tak to improve the transport facilities in the Kai Tak runway area? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 17)

Reply:

(1) and (2)

As adopting heavy rail scheme for the East Kowloon Line is not an effective option due to various technical difficulties and less desirable transport performance, the Government is now exploring an elevated trackless rapid transit system as an alternative. The preliminary alignment of the proposed trackless rapid transit system is approximately 4 kilometres in length, connecting Po Tat via Sau Mau Ping, Shun On, Shun Lee and Choi Wan with Choi Hung East near MTR Choi Hung Station. It will operate on a dedicated elevated corridor and hence will not be affected by the traffic at Clear Water Bay Road, New Clear Water Bay Road and Choi Hung Interchange. The journey time from Po Tat to Choi Hung East is estimated to be about 10 minutes. We plan to complete the technical feasibility study of the proposed trackless rapid transit system, including the details of the scheme and implementation arrangement, in mid-2023. Specifically, the study will look into the alignment and station locations (including suggestions received from Legislative Council Members and the public), taking into account various factors such as transport performance, technical feasibility and cost-effectiveness.

(3)

The earlier study of the Civil Engineering and Development Department revealed that on the basis of the increasingly comprehensive road and railway infrastructure facilities as well as convenient public transport services provision in the area, the implementation of a “multi-modal” Environmentally Friendly Linkage System for Kowloon East (KE) could meet the travelling need of people and connect with the neighbouring areas conveniently as well as shape Kai Tak Development into a green community. The Government is now proactively implementing various initiatives, including enhancing public transport services in KE and deploying electric vehicles to run new bus/green minibus routes in the area, developing travellers network, GreenWay network for shared use by pedestrians and cyclists and elevated landscaped deck and establishing a water taxi service point in the area. Meanwhile, the Government would continue to review the latest developments in green and smart mass transport systems around the world, including the Mainland, and explore rooms to improve the “multi-modal” Environmentally Friendly Linkage System for KE so as to enhance the efficiency and sustainability of the transport network in Kai Tak Development area.

- End -

CONTROLLING OFFICER'S REPLY

TLB089

(Question Serial No. 0098)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the railway development of the MTR Corporation Limited (MTRCL), will the Government inform this Committee of the following:

1. the monthly average patronage and total patronage, as well as the carrying capacity and loading in the busiest one hour in the morning and in the evening of various railway lines per direction in each of the past three years;
2. the numbers of times of service disruptions on various railway lines in each of the past three years with a breakdown by type of service disruption; and
3. the timetables for upgrading the signalling systems of railway lines and the numbers of train frequencies that can be increased in table form?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 18)

Reply:

- (1) According to the information provided by the MTRCL, in general, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peaks. As such, when evaluating the service demand for individual railway lines, the MTRCL will assess the most crowded scenario for the railway line concerned mainly on the basis of the passenger loading during the morning peak hours. The requested figures for heavy rail and light rail are set out at **Annex 1** and **Annex 2** respectively.
- (2) The number of incidents with service disruptions of eight minutes or above caused by factors under the MTRCL's control over the past three years is tabulated at **Annex 3**.
- (3) According to the current programme, the new signalling system for Tsuen Wan Line will be commissioned in 2025-2026. The signalling system upgrading work for the Island Line, Kwun Tong Line and Tseung Kwan O Line will draw on the experience of that for the Tsuen Wan Line and it would then take about a year to complete the works of one railway line. The overall project is expected to be completed in 2028-2029. The programme is tabulated below.

Railway Line	Expected Service Commencement Date
Tsuen Wan Line	2025-2026
Island Line	2026-2027
Kwun Tong Line	2027-2028
Tseung Kwan O Line	2028-2029

It is expected that upon the completion of the replacement project, the overall capacity of the system could be increased by about 10%.

Annex 1**Statistics for the Heavy Rail System (Note 1)**

	East Rail Line	Tuen Ma Line (Note 2)	West Rail Line (Note 3)	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line	Airport Express (Note 4)
2022											
Monthly Average Patronage (million)	15.3	19.9	NA	8.8	20.9	1.8	16.0	23.1	0.3	5.2	0.3
Total Patronage (million)	183.5	238.8	NA	105.1	250.5	21.6	192.0	277.4	3.4	62.7	3.1
Carrying capacity (6 persons standing per square metre (ppsm))	62 500	58 800	NA	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
Loading (6 ppsm)	60%	59%	NA	59%	56%	54%	48%	50%	51%	47%	34%
Loading (4 ppsm)	83%	82%	NA	84%	79%	76%	67%	70%	72%	66%	
Critical link	Tai Wai to Kowloon Tong	Tsuen Wan West to Mei Foo	NA	Yau Tong to Quarry Bay	Tin Hau to Causeway Bay	Admiralty to Ocean Park	Choi Hung to Kowloon Bay	Sham Shui Po to Prince Edward	Sunny Bay to Disneyland Resort	Olympic to Kowloon	Tsing Yi to Airport
2021											
Monthly Average Patronage (million)	16.1	14.1	11.4	9.4	22.9	1.9	17.2	25.3	0.3	5.6	0.2
Total Patronage (million)	193.7	169.0	68.3	113.3	275.2	22.9	206.1	303.2	3.3	67.3	2.2
Carrying capacity (6 ppsm)	73 300	58 800	NA	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
Loading (6 ppsm)	41%	61%	NA	64%	60%	55%	56%	70%	39%	55%	25%

	East Rail Line	Tuen Ma Line (Note 2)	West Rail Line (Note 3)	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line	Airport Express (Note 4)
Loading (4 ppsm)	58%	86%	NA	90%	84%	77%	79%	98%	55%	78%	
Critical link	Sha Tin to Tai Wai	Tsuen Wan West to Mei Foo	NA	Yau Tong to Quarry Bay	Tin Hau to Causeway Bay	Admiralty to Ocean Park	Shek Kip Mei to Prince Edward	Yau Ma Tei to Jordan	Sunny Bay to Disneyland Resort	Kowloon to Hong Kong	Tsing Yi to Airport
2020											
Monthly Average Patronage (million)	13.7	4.4	10.4	7.5	18.9	1.5	14.0	21.1	0.1	4.6	0.3
Total Patronage (million)	163.8	52.9	124.4	90.0	226.3	18.0	167.8	253.1	1.4	55.0	3.1
Carrying capacity (6 ppsm)	71 200	45 900	56 200	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
Loading (6 ppsm)	52%	37%	60%	62%	58%	49%	62%	66%	42%	52%	28%
Loading (4 ppsm)	73%	52%	84%	88%	81%	69%	87%	93%	59%	74%	
Critical link	Tai Wai to Kowloon Tong	Che Kung Temple to Tai Wai	Kam Sheung Road to Tsuen Wan West	Yau Tong to Quarry Bay	Tin Hau to Causeway Bay	Admiralty to Ocean Park	Shek Kip Mei to Prince Edward	Yau Ma Tei to Jordan	Sunny Bay to Disneyland Resort	Kowloon to Hong Kong	Tsing Yi to Airport

Note 1: The carrying capacity and loading refer to that during the busiest one hour in the morning per direction for critical links. In view of the pandemic, the figures tabulated above are based on data obtained in those months when the pandemic was relatively eased.

Note 2: The patronage in 2020 refer to those for Ma On Shan Line and Tuen Ma Line Phase 1 (commissioned on 14 February 2020). The patronage in 2021 refer to those for Tuen Ma Line Phase 1 and Tuen Ma Line (commissioned on 27 June 2021).

Note 3: West Rail Line and Tuen Ma Line Phase 1 was integrated as Tuen Ma Line on 27 June 2021. The patronage in 2021 count only the first six months of the year.

Note 4: The design of the Airport Express is based on seat provision. The passenger density level in terms of the number of standees does not apply.

Statistics for the Light Rail System (Note 1)

Carrying capacity and loading

Light Rail Route	Carrying capacity per direction in the busiest hour during the morning peak hours			Loading of the busiest section in the morning		
	2020	2021	2022	2020	2021	2022
505	1 613	2 993	2 993	84%	81%	68%
507	2 031	2 544	2 827	81%	81%	74%
507P (Note 2)	NA	NA	212	NA	NA	80%
610	1 765	1 995	2 056	93%	98%	80%
614	824	873	1 372	65% (Note 3)	84% (Note 3)	70% (Note 3)
614P	1 091	1 388	1 156			
615	824	998	748	77% (Note 3)	83% (Note 3)	85% (Note 3)
615P	1 091	1 388	1 388			
705	4 000	4 240	4 240	81%	78%	76%
706	4 800	5 088	5 088	63%	72%	85%
751	2 125	2 650	2 857	76%	79%	82%
751P	706	205	398	80%	40%	75%
761P	4 364	4 625	4 240	79%	70%	67%

Patronage (in million)

	2020	2021	2022
Monthly Average Patronage	9.3	11.8	11.0
Total Patronage	111.9	141.6	131.7

- 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 or patronage 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 by on-site observations and surveys.
- Note 2: Route 507P was introduced in September 2022 to run at morning peak hours.
- Note 3: 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.

The number of incidents with service disruptions of eight minutes or above caused by factors under the MTRCL's control

Year	Cause	East Rail Line	Tuen Ma Line (Note)	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tung Chung Line	Airport Express	Light Rail
2022	Equipment fault	28	12	10	7	2	14	5	1	4	4	16
	Human Factor	1	0	1	0	0	2	0	0	3	0	2
2021	Equipment fault	55	19	13	9	0	12	4	0	9	2	14
	Human Factor	0	0	1	0	0	0	2	0	1	2	0
2020	Equipment fault	11	16	14	5	1	6	11	1	2	1	25
	Human Factor	0	0	1	0	0	0	0	0	2	0	4

Note: The figures include those of the Ma On Shan Line and the West Rail Line before commissioning of the Tuen Ma Line Phase 1 on 14 February 2020 and the Tuen Ma Line on 27 June 2021.

- End -

CONTROLLING OFFICER'S REPLY

TLB090

(Question Serial No. 0099)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), will the Government inform this Committee of the following:

1. What are the monthly train frequency, the destination points, the carrying capacity and the actual patronage of the XRL from its commissioning to service suspension in January 2020?
2. What are the monthly train frequency, the destination points, the carrying capacity and the actual patronage of the XRL since its service resumption; and whether train frequency will be increased and long-haul services resumed? If yes, what are the details? If not, what are the reasons? and
3. Whether enhancement of intercity short-haul services for the XRL will be considered, i.e. to get on a train without adhering to a specific service schedule, so as to increase train frequency and speed and reduce the fares to facilitate commuting by the public? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 19)

Reply:

- (1)&(2) The XRL was commissioned on 23 September 2018. The number of long haul destinations with direct train services connected by the XRL increased from 38 to 52 on 10 July 2019, whereas the number of short haul destinations increased from six to nine on 15 January 2023. The number of long haul and short haul destinations further increased to 56 and 10 respectively on 1 April 2023. There were 66 pairs of short haul trains and 17 pairs of long haul trains per day before service suspension due to the pandemic on 30 January 2020.

As the pandemic subsides, short haul high speed rail services resumed on 15 January 2023 with 38.5 pairs of trains per day. The number of trains increased to 51 pairs per day on 11 March 2023 when long haul services within Guangdong province resumed. Cross-provincial long haul services resumed on 1 April 2023 and the number of trains further increased to 82 pairs per day.

The monthly patronage of the high speed rail services at West Kowloon Station since its commissioning to February 2023 is tabulated below:

Year/month		Inbound and outbound passengers
2018	Sept	376 137
	Oct	1 609 740
	Nov	1 467 710
	Dec	1 816 502
2019	Jan	1 682 274
	Feb	1 761 439
	Mar	1 533 498
	Apr	1 757 524
	May	1 657 157
	Jun	1 473 949
	Jul	1 568 832
	Aug	1 166 323
	Sept	917 769
	Oct	1 038 032
	Nov	1 044 371
	Dec	1 131 260
2020	Jan	975 897
2023	Jan	257 787
	Feb	787 311

The short haul trains are operated by both the Hong Kong and Mainland operators while the long haul trains are operated by the Mainland operator only. The carrying capacity of each “Vibrant Express” train of the MTR Corporation Limited (MTRCL) is about 580 while the capacity of the Mainland high speed rail trains varies.

- (3) Upon gradual resumption of the high speed rail services, the Government will continue to explore various enhancement measures with the MTRCL and relevant Mainland authorities, including “metroisation”, so as to provide a more convenient experience for passengers.

- End -

CONTROLLING OFFICER'S REPLY

TLB091

(Question Serial No. 0877)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. What are the number of enforcement actions taken to combat the illegal carriage of passengers by motor vehicles for hire or reward and the numbers of vehicles impounded and licences suspended upon conviction by the court in 2022?
2. In 2022-23, the Government has publicised through different channels against the use of private cars without a valid hire car permit for carriage of passengers for hire or reward. What are the numbers of times and frequencies of publicity, the expenditure involved and the effectiveness of the various publicity channels?
3. It is alleged that the illegal carriage of passengers for hire or reward has taken away many drivers, resulting in a serious shortage of public transport drivers. In this connection, will the Government step up its efforts to combat the illegal carriage of passengers for hire or reward in 2023-24? If yes, what are the details, including the planned targets and the additional expenditures? If no, what are the reasons?

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

Reply:

1. The Hong Kong Police Force (HKPF) has been following up on complaint cases and conducting investigation on suspected non-compliance with relevant legislations, as well as formulating Selected Traffic Enforcement Priorities according to the situation. In this connection, HKPF will continue to closely monitor any illegal carriage of passengers by motor vehicles for hire or reward and follow up on related complaints. Suitable enforcement actions will be taken where there is sufficient evidence. The number of enforcement actions concerning illegal carriage of passengers by motor vehicles for hire or reward on which HKPF took enforcement actions was 26 in 2022. The Transport Department (TD) detained 35 vehicles, with the relevant vehicle licences suspended, upon conviction by the court in 2022.
2. In addition to operations and law enforcement actions taken by HKPF, 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 TD's website, and putting up posters in public places. These efforts serve to further enhance public 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 HKPF on information exchange to combat illegal carriage of passengers by motor vehicles for hire or reward. The Government does not maintain specific information on the broadcasting numbers and frequencies.

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

3. In order to enhance the safety and safeguard the interests of passengers and other road users, we have proposed to increase the penalties for illegal carriage of passengers by motor vehicles 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 plans on introducing the amendment bill into the Legislative Council in due course.

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

- End -

CONTROLLING OFFICER'S REPLY

TLB092

(Question Serial No. 2914)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24, the Transport and Logistics Bureau will continue to oversee the formulation and implementation of various measures to enhance taxi service quality. Please inform this Committee of the following:

- (1) What are the details of the plan and objectives of the relevant work and the estimated expenditure involved?
- (2) Currently, given the difficult business environment faced by the taxi trade, the high costs of persistently high fuel prices and soaring insurance premiums as well as the shortage of drivers, some taxis are left idle. The current difficult business environment coupled with the fact that fuel prices and insurance premiums are unlikely to come down in the near future, all make it difficult for the trade to enhance its services. In view of the above problems, what measures will be taken by the Government to help the trade tide over the difficulties?

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

Reply:

1. The Government has reviewed the overall taxi operation and management and earlier proposed to take forward a series of measures so as to improve the development of the taxi industry. These measures include introducing a Taxi Fleet Management Regime (Regime), increasing the maximum passenger seating from five to six, introducing taxi-driver-offence points system and two-tier penalty system for certain taxi-driver-related offences. The proposed Regime, in particular, could encourage the trade to adopt professional fleet management, which is conducive to better maintenance and management of the taxis under the fleet, as well as more effective management of the performance and quality of taxi drivers. The Government is formulating the details of the relevant legislative amendments and will submit the legislative proposals altogether to the Legislative Council for scrutiny in due course.

2. Upon consulting the Financial Services and the Treasury Bureau, the Commerce and Economic Development Bureau and the Hong Kong Monetary Authority (HKMA), our reply to sub-question (2) is set out below.

The Government has been closely monitoring the operation of the taxi sector and adopting different measures to alleviate their operational difficulties. Having regard to the increasing operating costs of taxis as well as lower meter revenue and rental revenue due to the pandemic, the new taxi fares have been implemented since 17 July 2022. It is observed that the financial viability of taxi operation has improved generally for all types of taxis since the last fare increase.

In addition, in view of the impact of the COVID-19 epidemic on the local passenger transport sector, the Government has introduced a series of relief measures under several rounds of the Anti-Epidemic Fund¹ since 2020 to provide financial support (including one-off non-accountable subsidies and fuel subsidies) for the taxi trade to tide them over the hardship.

Meanwhile, the HKMA and the banking sector decided in October 2022 to further extend the Pre-approved Principal Payment Holiday Scheme to end-July 2023. In response to the challenges faced by the taxi industry, the HKMA and the banking sector have also introduced a number of relief measures, such as providing greater flexibility in handling new financing applications for the purchase of new vehicles for taxi operators, and handling requests for principal payment holiday and extension for taxi loans taken out by personal customers based on prudent risk management principles. The HKMA also continues to encourage banks to actively consider extending the maximum loan tenors for existing taxi loans to 30 years having regard to the circumstances of individual borrowers. Separately, the Financial Secretary announced in the 2023-24 Budget the extension of the application period of all the guarantee products under the SME Financing Guarantee Scheme from end-June 2023 to end-March 2024. The above schemes would help the taxi operators to cope with liquidity pressure and improve their financial position.

Regarding the issue of taxi insurance premium level, the Government considers it necessary to tackle the problems at source by improving the safety standard of taxis and encouraging taxi owners/ companies to adopt technology to improve driving safety and hire drivers with satisfactory driving records with a view to reducing traffic accidents and amount of claims. The proposed Regime, as mentioned in sub-question (1), could encourage the taxi trade to adopt technology to reduce traffic accidents and attract operators who are more amenable to adopting modern management tools to provide taxi services, thereby enhancing taxi service quality and safety.

Last but not the least, to attract more new blood to join the taxi industry, the Government has relaxed the requirement for applying a commercial vehicle (including taxi) driving licence since 1 October 2020, from the original requirement that the applicant must have held a driving licence of private car or light goods vehicle for at least three years to at least one year. Also, the Transport Department has enhanced the taxi written test with effect

¹ The financial impact of measures under the Anti-epidemic Fund does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

from 14 February 2020, including adjusting the content, number of questions and passing criteria such that the examination can better suit the practical needs, with a view to attracting more new comers who are interested in joining the taxi trade and thereby alleviating the problem of manpower shortage in the trade.

As the epidemic situation stabilises, the Government has been relaxing the social distancing measures, and most public transport modes have seen a rebound in patronage. We believe that the business of the taxi operators will improve gradually.

- End -

CONTROLLING OFFICER'S REPLY

TLB093

(Question Serial No. 2915)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Matters Requiring Special Attention in 2023-24, the Transport and Logistics Bureau will continue to examine the introduction of a mandatory registration scheme for vehicle mechanics (VMs) and vehicle maintenance workshops (VMWs). Will the Government inform this Committee of the following:

- 1) What are the respective registration figures of the voluntary registration scheme for VMs and VMWs, and their percentages out of the total numbers of VMs and VMWs in 2022?
- 2) The Government has been examining the introduction of a mandatory registration scheme for VMs and VMWs for many years, and it is now re-examining it in the light of the development of electric vehicles. What are the timetable and expected completion date of the study? What is the expenditure involved?
- 3) It is learned that the Government is conducting a consultancy study on the construction of multi-storey buildings for VMWs. What are the progress of the study as well as the expected completion date and location of the first multi-storey building for VMWs?

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

Reply:

- (1) In 2022, the numbers of registered vehicle mechanics (RVMs) and registered vehicle maintenance workshops (RVMWs) and the percentage they represented among the total number of VMs and VMWs are 8 284 (80.4%) and 2 024 (72.7%) respectively.
- (2) The Government has introduced the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM) and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW) with the aim of enhancing the overall standard of the local vehicle maintenance trade. Drawing on the experience of implementing the two voluntary registration schemes, the Government is examining the feasibility of introducing a mandatory registration system for VMs and VMWs, with a view to keeping up with the development of vehicle technology including maintenance needs of electric vehicles (EVs) etc., ensuring that the public can have safe and reliable services and facilitating their choice of such services, as well as providing continuous professional development and opportunities for practitioners in the trade. We have also been liaising closely with stakeholders on the matter via the Vehicle Maintenance Technical Advisory Committee (VMTAC), which was established by the Government with representatives from the vehicle maintenance trade, academia and training institutes, professional bodies, vehicle owners' associations and other stakeholders. In this connection, a consultancy study with expenditure of about \$2.7 million would be commissioned in 2023 to benchmark other jurisdictions' practice and to advise the Government and the VMTAC on the technical details and requirements for the voluntary registration for EV maintenance, with a view to putting forward the proposals on registration requirements, detailed arrangements and implementation timeframe in 2023-24. The Government and the VMTAC will also in parallel examine the introduction of a mandatory registration system for both VMs and VMWs in close liaison with stakeholders, so as to formulate an appropriate regulatory framework and timeframe with due considerations to the latest developments, including the aforesaid maintenance needs of EVs.
- (3) The Electrical and Mechanical Services Department (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 benchmarking 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 consideration regarding MSBs for reference. A trade engagement working group with members from professional bodies, vehicle maintenance associations, transport operators, drivers' association and property management association has been formed in order to canvass their views on the MSB design requirements, technical details and modes of operation of such MSBs. The second phase of the consultancy study is expected to be completed by this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB094

(Question Serial No. 2920)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, The Transport and Logistics Bureau will continue to work with the Hong Kong Logistics Development Council and industry associations to devise and implement short, medium and long term measures and initiatives to promote and support modern logistics development. Will the Administration inform this Committee of the details of the work, the progress, the timetable for implementing the measures and the estimated expenditure involved?

It has been almost ten years since the publication in 2014 of the Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre and the Study on the Strategic Development Plan for Hong Kong Port, will the Administration consider conducting relevant studies again? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 10)

Reply:

As announced in the 2022 Policy Address, the Transport and Logistics Bureau (TLB) is, in consultation with the Hong Kong Logistics Development Council and the logistics trade, formulating an action plan, with a view to devising short, medium and long term development strategies within 2023 along the following three directions – reinforcing intermodal transport by integrating air, sea and land transport to strengthen the key role played by Hong Kong in the logistics chain of the Greater Bay Area and beyond; leveraging our strengths in handling high-value goods to promote the development of high-end and high value-added logistics services; and encouraging a wider application of smart logistics solutions by the logistics trade to enhance competitiveness through technology. The relevant work is undertaken by the existing staff of TLB as part of their normal duties and there is no separate breakdown on the expenditure involved.

Meanwhile, to further promote the development of Hong Kong as an international maritime centre, as announced in the 2023-24 Budget, TLB will set up a task force with the aim of putting forward, in collaboration with the Hong Kong Maritime and Port Board and representatives of the high end maritime services industry, an action plan by the end of 2023 on strategies that include enhancing business sectors such as ship finance, marine insurance, maritime arbitration and ship management, thereby enabling Hong Kong to become a global leading high end maritime service market. The Government has earmarked \$20 million to expedite studies on the relevant strategies. The Government will work closely with the trade on the action plan and the studies. We will announce the outcomes and findings when more details are available.

- End -

CONTROLLING OFFICER'S REPLY

TLB095

(Question Serial No. 2921)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, the Transport and Logistics Bureau will continue to improve the intermodal operations and to facilitate the flow of goods and logistics information in the Greater Bay Area. What are the plan for the relevant work and the expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 11)

Reply:

Hong Kong's traditional strengths on aviation and maritime fronts, as well as its convenient cross-boundary transportation, have all along been enabling the unimpeded transshipment of cargos from the Greater Bay Area (GBA) and other parts of the Mainland to the rest of the world through Hong Kong's airport and ports.

As announced in the 2022 Policy Address, the Transport and Logistics Bureau (TLB) is, in consultation with the Hong Kong Logistics Development Council and the logistics trade, formulating an action plan, with a view to devising short, medium and long term development strategies within 2023 to reinforce intermodal transport by integrating air, sea and land transport to strengthen the key role played by Hong Kong in the logistics chain of the GBA and beyond, in addition to leveraging our strengths in handling high-value goods to promote the development of high-end and high value-added logistics services and encouraging a wider application of smart logistics solutions by the logistics trade to enhance competitiveness through technology. The relevant work is undertaken by the existing staff of TLB as part of their normal duties and there is no separate breakdown on the expenditure involved.

In the meantime, we will continue to improve various intermodal transport initiatives, including the sea-air intermodal cargo transshipment between the Hong Kong International Airport and Dongguan being developed by the Airport Authority Hong Kong without incurring government resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB096

(Question Serial No. 2922)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the promotion of the logistics industry, please inform this Committee of the following:

- 1) The Government has launched the Pilot Subsidy Scheme for Third-party Logistics Service Providers to encourage the logistics industry to enhance productivity through the application of technology. What is the latest position on the applications under the Scheme, including the numbers of applications and successful enterprises, the average amount of subsidy received by each enterprise, the number of unsuccessful enterprises and the reasons for their rejection?
- 2) What measures will be taken by the Transport and Logistics Bureau (TLB) in 2023-24 to encourage more logistics enterprises to participate in the Scheme so as to accelerate the pace of Hong Kong's development towards smart logistics?
- 3) Inadequate land supply hinders the development of the logistics industry. To meet the housing demand of the community, the Government has been resuming short-term tenancy sites and brownfield sites in recent years, but no alternative sites have been provided, which has forced many logistics-related operators to close down, affecting the entire logistics supply chain. The TLB has indicated that it will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments in 2023-24. What are the details of the relevant work and the expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 12)

Reply:

(1) and (2)

To encourage the logistics industry to enhance productivity and operation efficiency through technology application, the Government launched the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) amounting to \$300 million in October 2020. The Pilot Scheme was implemented on a 1:1 matching basis, providing subsidy amounting to \$1 million to each qualified third-party logistics service provider. The Government has raised the subsidy ratio to "2 (Government):1 (applicant)" with effect from 1 January this year, to ease the cash flow of the applicants in carrying out the project. The cap of \$1 million for each applicant remains unchanged.

As at end February 2023, the Pilot Scheme has received 220 qualified applications. Among these applications, 173 applications from 154 enterprises have been approved by the Management Committee with the total approved funding amounting to \$103 million (i.e. about \$0.67 million for each enterprise on average); 32 applications are being processed; and 15 applications were unsuccessful. In assessing the applications, the Management Committee considers the eligibility of the applicant enterprise, the reasonableness of the budget, and whether the proposed technology solutions to be adopted by applicant enterprise would be effective in enhancing its productivity and operation efficiency.

To further encourage the logistics industry to upgrade and transform through adoption of technology and smart solutions, the Government, in collaboration with the industry associations, will continue to implement various measures for stepping up publicity to promote the Pilot Scheme through various channels and promotional events.

(3)

The Government has been actively identifying suitable sites for the development of multi-storey modern logistics facilities for modern logistics and port back-up uses so as to enhance land use efficiency. We are currently conducting feasibility studies on two sites in Kwai Tsing District with potential for modern logistics development. At the same time, the Government has also reserved land in the Northern Metropolis for modern logistics facilities, including about 37 hectares of land in the Hung Shui Kiu New Development Area, to meet the development need of the industry. In 2023-24, we will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments. Such work is undertaken by the existing staff of the Transport and Logistics Bureau as part of their normal duties and there is no separate breakdown on the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB097

(Question Serial No. 2923)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, the Transport and Logistics Bureau (TLB) will follow up with relevant departments on port-related issues. In this connection, please inform this Committee of the following:

- 1) With the increasing number of local vessels, there is a keen demand for berthing spaces at typhoon shelters. The close proximity of vessels easily causes collision. What is the progress of the review of the demand and supply of berthing spaces at typhoon shelters?
- 2) The increasing number of vessels also results in a higher demand for vessel maintenance services. However, the short-term tenancy (STT) waterfront sites currently available for shipyards are often re-tendered for more profitable berthing services. What is the work progress of providing more waterfront sites for shipyard development? and
- 3) The maritime industry has pointed out that the Government has reduced dredging works for fairways and port basin in recent years, which has affected the navigation of vessels. In this connection, what is the progress of the dredging works carried out by the Government in 2022 and what are the details of the planned dredging works in 2023?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 13)

Reply:

- 1) The Government is committed to ensuring that there is sufficient sheltered space within the Hong Kong waters for local vessels to take refuge during typhoon or other inclement weather in order to safeguard the safety of vessels and their crew members. The Marine Department (MD) conducts periodic assessment on the current and projected demand and supply of sheltered space for local vessels to take refuge during typhoon. Following the release in June 2017 of the previous assessment report covering the period from 2015 to 2030, MD entrusted the Hong Kong Polytechnic University in 2021 to conduct a new round of “Assessment of Typhoon Shelter Space Requirement” covering the supply and demand of sheltered spaces in Hong Kong from 2022 to 2035. This assessment was completed in December 2022, and indicated that there should be sufficient supply of sheltered space for local vessels on a territory-wide basis up till 2035. The result of this assessment was reported to the Local Vessels Advisory Committee in December 2022, and the relevant report was also uploaded to the website of MD for public reference in January 2023.
- 2) At present, the conditions of STT of shipyard sites stipulate that the sites shall only be used for ship or boat building and/or repairing. To strengthen the monitoring of the use of these STT sites, Lands Department and MD conduct joint inspections as and when necessary to ensure that the use of the sites complies with the tenancy conditions.
- 3) MD carries out hydrographic surveys of major channels and fairways in the Hong Kong waters to monitor any changes in water depths that may affect the navigational safety of vessels. In case of need, MD will put up a case to Civil Engineering and Development Department to consider planning for maintenance dredging. By checking the record of cases put up by MD, the numbers of projects in action or under planning for maintenance dredging are three and two in 2021 and 2022 respectively.

- End -

CONTROLLING OFFICER'S REPLY

TLB098

(Question Serial No. 1606)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Programme shows that the estimated expenditure for air and sea communications and logistics development is only \$297.8 million. Although it is higher than last year's revised estimate, it is still 25.6% less than the original estimate of last year and lower than the actual expenditure in 2021-22. The aim of the Programme includes the work to maintain and further develop Hong Kong's position as a centre of international and regional aviation, uphold the competitiveness of Hong Kong Port so as to sustain Hong Kong's economic growth and meet the demands of trade, and strengthen the role of Hong Kong as the preferred international transportation and logistics hub in Asia. In this connection, please advise how the Bureau can enhance efficiency to ensure that the relevant functions can be fully discharged to meet the development needs within the limited estimated expenditure. This year's Budget puts forward four action plans for enhancing high-end maritime services, promoting the development of smart initiatives and digitalisation in the maritime industry, promoting exchanges and collaboration among maritime industries in the Greater Bay Area (GBA) and those around the world, etc. What are the Government's specific expenditures for taking forward the action plans? In addition, it is mentioned in the Budget that \$20 million will be earmarked to expedite studies on strategies for promoting the high-end maritime service industry and enhance exchanges among industries in the international arena and the GBA. Is this \$20 million earmarked in this year's financial provision?

Asked by: Hon YIM Kong (LegCo internal reference no.: 4)

Reply:

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

In order to further promote the development of Hong Kong as an international maritime centre, the Transport and Logistics Bureau will set up a task force with the aim of putting forward, in collaboration with the Hong Kong Maritime and Port Board and representatives of the high-end maritime services industry, an action plan by the end of this year. Strategies to be covered in the action plan include:

- (a) enhancing business sectors such as ship finance, marine insurance, maritime arbitration and ship management, thereby enabling Hong Kong to become a global leading high-end maritime service market;
- (b) facilitating transformation of global maritime and port business towards zero emission;
- (c) promoting the development of smart initiatives and digitalisation in the maritime industry; and
- (d) promoting exchanges and collaboration among maritime industries in the Greater Bay Area and those around the world.

The expenditure involved to implement the above strategies will be subject to the individual policy measures to be deliberated by the task force.

Meanwhile, the Government has earmarked \$20 million to expedite studies on strategies for promoting the high-end maritime service industry and enhance exchanges among industries in the international arena and the Greater Bay Area. The relevant cash flow for 2023-24 to support the aforementioned work has been subsumed in the financial provision this year.

- End -

CONTROLLING OFFICER'S REPLY**TLB099****(Question Serial No. 1113)**

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Please provide information on the increase or decrease in the numbers of flights and passenger throughput at the airport since the implementation of the "0+3" quarantine-free arrangement in late September last year as compared with the same period in 2018.

	2022-23		Percentage of Decrease	2018	
Passenger Throughput	September			September	
	October			October	
	November			November	
	December			December	
	2023		Percentage of Decrease	2019	
	January			January	
	February			February	
	2022-23		Percentage of Decrease	2018	
Number of Flight	September			September	
	October			October	
	November			November	
	December			December	
	2023		Percentage of Decrease	2019	
	January			January	
	February			February	
	2022-23		Percentage of Decrease	2018	
Number of Destination	September			September	
	October			October	

	November			November	
	December			December	
	2023		Percentage of Decrease	2019	
	January			January	
	February			February	

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 20)

Reply:

The table below provides information on the passenger throughput and the numbers of flights at Hong Kong International Airport (HKIA) in various months of 2022-23 as compared with the corresponding periods in 2018-19:

	2022-23		Percentage of Decrease	2018	
Passenger Throughput ('000)	September	525	90.6%	September	5 566
	October	757	87.7%	October	6 176
	November	1 048	82.5%	November	5 995
	December	1 603	75.5%	December	6 528
	2023		Percentage of Decrease	2019	
	January	2 065	68.1%	January	6 479
	February	2 143	63.6%	February	5 879
	2022-23		Percentage of Decrease	2018	
Number of Flight	September	11 672	65.4%	September	33 722
	October	12 584	65.5%	October	36 516
	November	13 657	61.5%	November	35 451
	December	15 777	57.5%	December	37 104
	2023		Percentage of Decrease	2019	
	January	16 215	55.6%	January	36 534
	February	16 305	49.7%	February	32 436

Note: Statistics for January to February 2023 traffic are provisional.

As for the number of destinations the statistics of which are collated on a yearly basis, HKIA was connected to 153 destinations in 2022, representing a decrease of 30% as compared with 220 in 2019.

- End -

CONTROLLING OFFICER'S REPLY

TLB100

(Question Serial No. 1115)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration will enhance the aircraft leasing preferential tax regime, striving to establish Hong Kong as an aircraft leasing and services hub, and allow tax deduction for the acquisition cost of aircraft. What is the relevant expenditure involved? Will the Administration consider providing other tax concessions to promote the development of the aviation industry?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 24)

Reply:

The aircraft leasing preferential tax regime ("Regime") was introduced in 2017 to provide global industry players with competitive profits tax concessions in Hong Kong as compared to those of other places. To further develop Hong Kong as an aircraft leasing and services hub, the Government will introduce a series of enhancement measures to enhance the competitiveness of the Regime. The Government has conducted a trade consultation on the proposed enhancement measures, which include, amongst other things, allowing tax deduction for the acquisition cost of aircraft and interest expenses payable to financiers outside Hong Kong. We believe that these enhancement measures will attract more aircraft leasing companies to establish a presence in Hong Kong.

While the enhancement measures will not involve any additional expenditure, there could potentially be additional tax revenue and economic benefits to Hong Kong if the presence of the industry is strengthened by the enhanced Regime.

As for the development of the aviation industry as a whole, we will continue to maintain close contact with the Airport Authority Hong Kong and industry players, and consider any suitable measures having regard to industry needs, with a view to consolidating and enhancing Hong Kong's status as an international aviation hub.

- End -

CONTROLLING OFFICER'S REPLY

TLB101

(Question Serial No. 2675)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Hong Kong's status as an international aviation hub has been seriously challenged by the epidemic. Regarding the various proposals set out in the Budget to enhance our status as an international aviation hub, please inform this Committee of the following:

1. the details and financial estimates of reducing or waiving airport charges by the Airport Authority Hong Kong;
2. the details and financial estimates of providing incentives to resume suspended flight services or launch new routes;
3. the details and expenditures regarding the organisation of large-scale promotion activities;
4. the measures taken by the Administration to address the problem of manpower shortage in the aviation industry.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 22)

Reply:

1. The pandemic drastically reduced air traffic at Hong Kong International Airport (HKIA) and severely impacted the business of the aviation industry. The Airport Authority Hong Kong (AAHK) will therefore continue to provide waivers and concessions of certain airport fees to reduce the operational pressure on the airport community caused by the pandemic. These waivers and concessions do not involve government expenditure.

2. To restore HKIA's air connectivity, the AAHK has been actively engaging airlines in resuming flights to / from Hong Kong. Specifically, in a bid to provide financial incentives to accelerate passenger flight resumption at HKIA, the AAHK has rolled out an "early bird guaranteed landing charge rebate" scheme since December 2022. This initiative does not involve government expenditure.
3. To expedite the recovery of the aviation and tourism industries, the AAHK has launched The "World of Winners" Tickets Giveaway Campaign, whereby around 500 000 air tickets are being given away to travellers in major passenger markets through the three home-based airlines from which the tickets were purchased in support of the Government's global promotions. Consumer promotional activities with online and social media promotions will be launched in selected Asian markets. Another 80 000 tickets will also be distributed to local residents of Hong Kong this summer. The campaign does not involve government expenditure.
4. In face of the manpower shortage in the aviation industry, in order to maintain the competitiveness of HKIA amid the recovery of the aviation industry, the Government has been maintaining close communication and dialogue with the AAHK and the aviation industry, with a range of measures taken to relieve the short-term pressure on manpower within the industry. Such measures include, inter alia, organising job fairs for HKIA, launching a staff pooling scheme by the AAHK, encouraging public transport operators to offer concessions to qualified airport staff, and extending waivers and concessions of certain airport fees by the AAHK.

In terms of medium- to long-term measures, apart from introducing innovation and technology by the AAHK to increase HKIA's operation efficiency, we have also been stepping up effort in manpower training for the aviation industry, including providing various aviation-related training courses through the Hong Kong International Aviation Academy (HKIAA), and encouraging more young people to study aviation-related courses through different aviation-related training and incentives schemes under the Maritime and Aviation Training Fund by the Government, with a view to attracting them to join the aviation industry.

In addition, HKIAA will, in collaboration with the relevant aviation training institutions in the Mainland, launch the GBA Youth Aviation Industry Internship Programme in the first half of this year. With 450 places in the first year, the programme will allow interns to be cross-posted to HKIA and other airports in the Greater Bay Area (GBA) for internship, with a view to supporting the long-term manpower development of the aviation industry in Hong Kong and the GBA.

Also, the AAHK has just completed a fresh round of airport manpower survey. At the same time, the Government is collecting the views of the relevant stakeholders on the issue of manpower shortage in the industry. The Government is, in association with the AAHK, considering the feasibility of various options, including the industry's suggestion of importing labour from other parts of the GBA to meet the manpower need on the airport frontline, with a view to coming up with relevant measures later this year so as to drive the sustainable manpower development in the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB102

(Question Serial No. 2676)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the integration of the Hong Kong International Airport (HKIA) into the national development and enhancing its role as a hub, will the Administration inform this Committee of the following:

1. The SkyPier Terminal will commence operation in the middle of this year. Please advise on the maximum daily capacity and the estimated utilisation rate of the SkyPier.
2. The Airport Authority Hong Kong is planning to construct a new aviation business park on the Airport Island. Please give a brief description of its scale, use and related budget.
3. What is the preliminary plan for building an aviation industrial park with Zhuhai?
4. What is the progress of co-operation between the HKIA and the Zhuhai Airport?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 23)

Reply:

The Airport Authority Hong Kong (AAHK) is now developing the SkyPier Terminal, which is expected to handle around 3 million passenger per year from 2030 onwards.

At the same time, the AAHK is exploring with the Zhuhai Municipal Government the possibility of establishing an aviation industrial park in Zhuhai, encompassing such fields as aircraft maintenance engineering, manufacturing and distribution of aircraft parts and components, and research on aircraft engineering. To complement the development of the aviation industrial park in Zhuhai, the AAHK is planning to develop on the Airport Island a new aviation business park, creating an aviation ecosystem that provides research and development, business support and other services. The aforesaid developments are funded by the AAHK, with no involvement of government expenditure.

As for the cooperation between Hong Kong International Airport and Zhuhai Airport, the AAHK signed a memorandum of understanding with Zhuhai Municipal Government in November 2022, whereby the two sides agree to strive to open “Fly via Zhuhai-Hong Kong” (i.e. direct “air-land-air” passenger service achieved through the land transport linkage by the Hong Kong Zhuhai-Macao-Bridge), develop international air cargo business of Hong Kong and Zhuhai, take forward the development of a high-end aviation industrial park, as well as proactively discuss the acquisition of the equity of Zhuhai Airport by the AAHK, etc. The AAHK will continue to work closely with Zhuhai on the aforesaid cooperation.

- End -

CONTROLLING OFFICER'S REPLY

TLB103

(Question Serial No. 0428)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Maritime Services Traineeship Scheme, please inform this Committee of the following:

1. What is the number of local maritime lawyers as at January 2023 and whether the Administration has assessed the current shortfall of maritime lawyers in Hong Kong? If yes, what are the details?
2. What are the number of programmes included in the Scheme, their contents and the relevant expenditures, as well as the estimated number of local maritime lawyers to be trained under the Scheme?
3. What are the staffing establishment for the Scheme, their ranks and the relevant expenditures?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 18)

Reply:

1. According to Hong Kong Bar Association and the Law Society of Hong Kong, there are more than 12 000 practising barristers and solicitors by end of December 2022. We do not have statistics on the number of lawyers engaging in maritime law.
2. The Maritime Services Traineeship Scheme (the Scheme) aims to incentivise participating companies to provide traineeship for young people who aspire to a career in maritime law so as to nurture more home-grown maritime lawyers in support of high value-added maritime services. The funding support for each participating company will not exceed \$500,000 a year. The initial estimated number of trainees under the Scheme is within 20 in the first year.
3. The implementation work of the Scheme will be absorbed within existing resources and cannot be itemised.

- End -

CONTROLLING OFFICER'S REPLY

TLB104

(Question Serial No. 2885)

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 Logistics

Question:

The problem of shortage of parking spaces has been long-standing in Hong Kong. Under Programme (2), it is mentioned that the Government 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 use”. In this connection, will the Government inform this Committee of the following:

- (1) the number of public car parks planned in government facilities and public open spaces projects in the coming two years; and
- (2) the staff establishment and expenditure involved in this task.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 34)

Reply:

- (1) Following the principle of “single site, multiple use”, 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 progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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 have already commenced construction, including:

- Joint-user Government Office Building in Area 67, 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 (Site 2) in Sheung Shui;
- Public Vehicle Park at Area 99, Tung Chung;
- The development of Chinese Medicine Hospital in Tseung Kwan O;
- Kwun Tong Composite Development Project;
- District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street; and
- Redevelopment of Yuen Long Stadium – demolition and main construction works.

The construction of Joint-user Complex at Site G2, Anderson Road Quarry will commence soon.

As regards other projects including the New Territories East Cultural Centre in Area 11, Fanling, Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po and Town Park with Public Vehicle Park in Area 66, Tseung Kwan O, the Government plans to seek funding approval for the projects from the Legislative Council in the 2023 legislative session.

- (2) The task of taking forward public vehicle park projects is undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB105

(Question Serial No. 0474)

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 Logistics

Question:

Regarding the Government's loan scheme with 100% guarantee for the taxi trade as an incentive for replacing their existing taxis with battery electric taxis (e-taxis), will the Government inform this Committee of the following:

1. the vetting and approval procedures of the scheme's applications;
2. the estimated number of taxis to be replaced;
3. the average amount of loan per application and the maximum length of repayment period;
4. the progress and details of the Government's initiative to install dedicated e-taxi quick chargers in Tung Chung and Tseung Kwan O in addition to launching the loan scheme; and
5. further to the above, whether the Government will consider installing additional dedicated e-taxi quick chargers in other districts to meet the demand from the increasing number of e-taxis in future; and irrespective of yes or no, what are the details.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 25)

Reply:

1. As announced in the 2023-24 Budget, the Government has proposed to introduce a loan scheme with 100% guarantee (the Scheme) for the taxi trade so as to encourage taxi owners to replace their taxis with battery electric taxis (e-taxis). The Government is working closely with the Hong Kong Mortgage Corporation Insurance Limited, as scheme administrator, on the detailed arrangements and preparatory work of the Scheme, and will announce the details in due course.
2. The Scheme serves as an incentive to encourage taxi owners to replace their existing taxis with battery e-taxis. While the Government's target is to introduce 3 000 e-taxis by end-2027 as announced in the 2022 Policy Address, we have not set a specific target for the number of applications to be received under the Scheme, as that would be

affected by various factors (e.g. the financial position of the relevant taxi owners, the age and condition of the existing taxis owned by the taxi owners, etc.). The Government proposed to provide a total commitment of \$6.4 billion for the Scheme, which should be sufficient for all 18 163 taxis in Hong Kong to apply for the loan once.

3. The proposed maximum loan amount is the actual sales price of a battery e-taxi, subject to a cap of \$350,000. If the borrower has also applied for a subsidy under the New Energy Transport Fund (NETF) for purchasing the battery e-taxi, the maximum loan amount will be the actual sales price of the battery e-taxi less the subsidy available to the borrower under the NETF, subject to a cap of \$350,000. The maximum repayment period is proposed to be 10 years from the initial disbursement of the loan by the lending institutions.

4&5. With regard to parts 4 and 5 of the question, upon consulting the Environment and Ecology Bureau, our reply is set out below.

The Government has engaged contractor to provide quick charging service for e-taxis in Lantau Island, and later in Sai Kung District. No less than 10 relevant electric vehicle chargers (see the locations in the table below) are expected to be put into service in phases from mid-2023.

Area	Location	Number of Quick Chargers
Lantau Island		
Tung Chung	Taxi Stand at Tung Chung Waterfront Road, Tung Chung Development Pier	2
Tung Chung	Yat Tung Estate Car Park No. 2	2
Ngong Ping	Taxi Stand at Ngong Ping	2
Mui Wo	Taxi Stand at Ngan Shek Street, opposite Mui Wo Municipal Building	1
Sai Kung District		
Sai Kung	Taxi Stand at Fui Yiu Lane, next to Lakeside Garden	1 (maximum)
Sai Kung	The Jockey Club Kau Sai Chau Public Golf Course Car Park	2 (maximum)
Pak Tam Chung	Taxi Stand at Pak Tam Chung Country Park	2 (maximum)
Tseung Kwan O	Taxi & Minibus Stands at Tseung Kwan O Industrial Estate	2 (maximum)
Tseung Kwan O	Kin Ming Estate Car Park	2 (maximum)

Furthermore, the Government is identifying suitable locations across the territory to provide quick charging service for e-taxis, thereby establishing a comprehensive charging service network for e-taxis and promoting the electrification of taxis. We are also exploring the use of existing quick charging facilities operated by commercial operators to facilitate e-taxi charging, and encourage commercial operators to expand

the public quick charging network. In addition, the Government is studying the feasibility of gradually converting some of the existing petrol filling stations into quick charging stations in the medium to long term for charging various types of vehicles (including e-taxis). Tenders are expected to be invited in 2023-24 for the conversion of the first petrol filling station site into a quick charging station.

- End -

CONTROLLING OFFICER'S REPLY**TLB106****(Question Serial No. 2045)**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 LogisticsQuestion:

Regarding the extension to Admiralty Station and the conversion from 12-car trains to 9-car trains on the MTR East Rail Line (EAL), would the Government inform this Committee of the following:

1. the average frequency of train service during peak and non-peak hours;
2. the design capacity and the actual patronage of EAL;
3. the number of times of service disruptions each year and the time of occurrence; and
4. the respective numbers of incidents caused by equipment fault and human factors, and the relevant details.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 28)Reply:

1. The following table shows the average train frequency of EAL in 2022 after the commissioning of its cross-harbour extension:

Time	Average Train Frequency of EAL in 2022 (minutes) (Note)
Peak hours	2.7 - 3.2
Non peak hours	5.8 - 8.0

Note

(1) Figures include train frequencies of the different sections of the railway line.

(2) Following the implementation of measures to contain the outbreak of COVID-19 pandemic by the Government, service at Lok Ma Chau and Lo Wu Stations was suspended from 4 February 2020 to 8 January and 6 February 2023 respectively. The figures above refers to train frequencies between Sheung Shui and Admiralty Station only.

2. Under the new signalling system, the design capacity of EAL is 82 500 passenger trips per hour per direction (six persons standing per square metre (ppsm)). The actual carrying capacity is subject to train frequency and service arrangement, passenger demand, etc. The existing carrying capacity of EAL is 62 500 (six ppsm). In 2022, the patronage of the critical link of EAL (i.e. Tai Wai to Kowloon Tong) during the busiest one hour in the morning peak was 37 700.

3.& 4.

The number of incidents caused by factors under the MTR Corporation Limited's control which led to service disruption of eight minutes or above on EAL in 2022 is as follows:

Cause	Number of Incidents
Equipment failure	28
Human factors	1

- End -

CONTROLLING OFFICER'S REPLY**TLB107****(Question Serial No. 0204)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

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 a 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 a breakdown by year, and how the expired subsidy will be handled by the Government;
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.: 5)Reply:

1. The Scheme was first launched on 1 January 2019 and enhanced on 1 January 2020. After the enhancement, the subsidy rate under the Scheme was increased from one-fourth to one-third, and the monthly subsidy cap was raised from \$300 to \$400. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023. The amount of subsidy, the number of beneficiaries and the average amount of monthly subsidy per beneficiary by year (before and after the Scheme enhancement) are set out in the table below:

Year	Total subsidy amount (\$ million)	Average number of beneficiaries per month (rounded off to the nearest thousand)	Average amount of monthly subsidy per beneficiary (\$)
2019 (before Scheme enhancement)	1,874	2 143 000	73
2020	2,147	1 982 000	90
2021	3,709	2 999 000	103
2022	2,837	2 274 000	104

The distribution of beneficiaries by monthly subsidy amount by year (before and after the Scheme enhancement) is listed below:

Monthly subsidy amount	Monthly average number of beneficiaries (rounded off to the nearest thousand)			
	2019 (before Scheme enhancement)	2020	2021	2022
\$0.1-\$100.0	1 583 000	1 291 000	1 756 000	1 327 000
\$100.1-\$200.0	438 000	490 000	837 000	625 000
\$200.1-\$300.0	117 000	148 000	293 000	226 000
\$300.1 or above	N/A	49 000	108 000	91 000

- Under the Scheme, the subsidy for each month is valid for collection within three months. Since the implementation of the Scheme, the Government has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. On average, over 85% 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 expired subsidy was returned to the Government by the Octopus Cards Limited.

The monthly average numbers of beneficiaries with expired subsidy from 2019 to 2022 (up to October) are listed in the table below:

Year	Monthly average number of beneficiaries with expired subsidy (rounded off to the nearest thousand)
2019	357 000
2020	371 000
2021	359 000
2022 (up to October) ^(Note)	212 000

Note:

The subsidy for November 2022 onwards remains valid for collection as at the beginning of March 2023 and hence is not included in the table.

3. The average monthly subsidy amounts by year are listed below:

Year	Average monthly subsidy amount (\$ million)
2019	156.1
2020	178.9
2021	309.1
2022	236.4

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 is \$38.2 million.

4. In 2022, around 32% of commuters entitled to the subsidy used Personalised Octopus.

- End -

CONTROLLING OFFICER'S REPLY

TLB108

(Question Serial No. 0205)

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 Logistics

Question:

The “water taxi” ferry service (WTFS) in Hong Kong was launched in 2021. Please advise this Committee of the following:

1. what is the patronage of respective routes of WTFS and whether the patronage meets the expectation;
2. whether the Government has any measures in place to increase the number of locals and visitors taking water taxis; and
3. whether there are any measures to help reduce the operating costs of the ferry operator.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 6)

Reply:

1. WTFS is a recreational service, primarily for sightseeing and tourism purpose. WTFS commenced operation on 1 July 2021 with one sailing plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route) on Saturdays during the time of the COVID-19 pandemic. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator had also operated a short-working route with two sailings plying between Central and TSTE via West Kowloon (Central - TSTE route) on Sundays and public holidays since 12 November 2021. However, in the light of the fifth wave of the COVID-19 pandemic and related social distancing measures in early 2022, the two WTFS routes were temporarily suspended from 16 January and 9 February 2022 respectively. In view of the epidemic development and the gradual lifting of social distancing measures, the Hung Hom - Central route resumed service since 21 May 2022, while the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central on Saturdays since 14 January 2023.

Since the launch of WTFS and up to the end of February 2023, the total patronage of the two routes were 9 331. We anticipate that there will be gradual increase in the demand for WTFS with increase in tourists following the return to normalcy of the society and full resumption of normal travel. The Transport Department (TD) and the operator of

WTFS will continue to closely monitor the situation, and make timely adjustments to the service levels in order to meet the needs of passengers.

2. TD has all along been proactively collaborating with the operator of WTFS, the West Kowloon Cultural District Authority (WKCD) and the Hong Kong Tourism Board (HKTB) to promote WTFS, including setting up eye-catching signage at the West Kowloon Cultural District and disseminating service information of WTFS on the websites of the operator, TD, WKCD and HKTB. The Government will continue to explore possible measures to facilitate the operator in promoting WTFS.
3. The Government has implemented various measures to help reduce the operating costs of ferry services, 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 fifth wave of the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund (AEF) 6.0 and 2022 Employment Support Scheme^{Note}. The operator of WTFS was eligible for reimbursement of 40% subsidy on fuel costs for a period of eight months from February to September 2022; a one-off non-accountable subsidy of \$30,000 per vessel; and wage subsidy to employers for a period of three months from May to July 2022.

Note: 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**TLB109****(Question Serial No. 0206)**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 LogisticsQuestion:

Franchised bus operators (FBOs) established “Franchised Bus Toll Exemption Fund” (the Fund) 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 amount deposit, withdrawn and balance of the Fund of each FBO since the establishment of the Fund. Please list out the details by year with reference to the table below.

FBO	Amount Deposited	Amount Withdrawn	Balance of the Fund

2. FBO should make use of the Fund to mitigate the fare increase magnitude imposed on passengers. Please advise if the Fund in effect helps relieving the fare increase pressure since its establishment.

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

Reply:

1. All franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. A dedicated account has been set up for each franchise, viz. the Franchised Bus Toll Exemption fund (the Fund), to keep the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding FBO. When a franchisee applies for a fare increase and the Chief Executive in Council considers that there is a justifiable need to increase the fare, the magnitude of the increase may be reduced by using the Fund.

The deposit, withdrawal and balance details of each franchise by year since the implementation of the Fund in 2019 are tabulated below.

2019

Franchise (Note 1)	Amount Deposited in 2019 (\$'000) (Note2) [A]	Amount Withdrawn in 2019 (\$'000) [B]	Balance of the Fund in 2019 (\$'000) [A] - [B]
KMB	170,559	0	170,559
CTB(F1)	32,551	30,300	2,251
CTB(F2)	18,073	0	18,073
NWFB	40,493	39,020	1,473
LW	25,795	0	25,795
NLB	8.3	0	8.3

2020

Franchise (Note 1)	Balance of the Fund Brought Forward from 2019 (\$'000) [A]	Amount Deposited in 2020 (\$'000) (Note 2) [B]	Amount Withdrawn in 2020 (\$'000) [C]	Balance of the Fund in 2020 (\$'000) [D] = [A] + [B] – [C]
KMB	170,559	173,141	0	343,700
CTB(F1)	2,251	36,078	35,000	3,329
CTB(F2)	18,073	15,814	0	33,887
NWFB	1,473	43,370	44,619	224
LW	25,795	23,368	0	49,163
NLB	8.3	9	0	17.3

2021

Franchise (Note 1)	Balance of the Fund Brought Forward from 2020 (\$'000) [A]	Amount Deposited in 2021 (\$'000) (Note 2) [B]	Amount Withdrawn in 2021 (\$'000) [C]	Balance of the Fund in 2021 (\$'000) [D] = [A] + [B] – [C]
KMB	343,700	149,334	76,450	416,584
CTB(F1)	3,329	35,995	35,040	4,284
CTB(F2)	33,887	737	34,080	544
NWFB	224	42,672	42,896	0
LW	49,163	939	49,428	674
NLB	17.3	0.4	0	17.7

2022

Franchise (Note 1)	Balance of the Fund Brought Forward from 2021 (\$'000) [A]	Amount Deposited in 2022 (\$'000) (Note 2) [B]	Amount Withdrawn in 2022 (\$'000) [C]	Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C]
KMB	416,584	134,849	102,600	448,833
CTB(F1)	4,284	31,040	35,000	324
CTB(F2)	544	602	0	1,146
NWFB	0	34,401	34,401	0
LW	674	867	0	1,541
NLB	17.7	0.2	0	17.9

Note (1):

KMB = The Kowloon Motor Bus Company (1933) Limited

CTB(F1) = Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) = Citybus Limited (Franchise for Airport and North Lantau bus network)

NWFB = New World First Bus Services Limited

LW = Long Win Bus Company Limited

NLB = New Lantau Bus Company (1973) Limited

Note (2):

The amount deposited includes the interest (if any) received by the dedicated account in the year concerned.

2. The extent of the mitigating effect depends on the balance of the Fund as well as the frequency and level of fare increase of each individual franchise. The Fund has been applied to mitigate the rate of fare increase or reduce the pressure for fare increase in the following occasions:
 - (a) the overall actual weighted average rates of fare increase shouldered by the passengers of CTB(F1) and NWFB, implemented on 20 January 2019, were reduced from 9.9% to 7.0% and from 9.9% to 5.6% respectively;
 - (b) the overall actual weighted average rate of fare increase shouldered by the passengers of the solely-operated routes of the KMB, implemented on 4 April 2021, was reduced from 8.5% to 5.8%;
 - (c) LW's application submitted in September 2018 for increase in fares at a weighted average rate of 8.5% was rejected in March 2021, and LW was allowed to make a one-off draw down of its balance of the Fund as at end-March 2021 instead; and
 - (d) in March 2021, CTB(F2) was allowed to make a one-off draw down of its balance of the Fund as at end-March 2021 similar to LW, to alleviate CTB(F2)'s financial loss and thus reduce the pressure for fare increase.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0209)

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 Logistics

Question:

Regarding the use of tunnels by public transport operators, please list out in tables the figures of the following in the past three years:

- (1) the number of routes and daily departures of franchised bus, public light bus and non-franchised (i.e. Residents' service) bus plying the three road harbour crossings;
- (2) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three tunnels between Kowloon and Sha Tin; and
- (3) the corresponding toll revenue from franchised bus, public light bus and non-franchised bus.

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

Reply:

(1) & (2)

The numbers of routes and daily departures of franchised buses, green minibuses and residents' service plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin in the past three years are set out below:

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Service	
		Number of routes	Number of daily departures	Number of routes	Number of daily departures	Number of routes	Number of daily departures
Cross-Harbour Tunnel	2020	32	3 978	1	26	6	150
	2021	32	3 940	1	26	7	95
	2022	31	3 228	1	26	6	89
Eastern Harbour Crossing	2020	23	1 915	2	35	6	24
	2021	24	1 968	2	35	8	101
	2022	24	1 746	2	35	4	90
Western Harbour Crossing	2020	34	2 781	0	0	31	309
	2021	40	3 107	0	0	32	319
	2022	45	2 862	0	0	30	283
Lion Rock Tunnel	2020	30	2 970	8	448	7	63
	2021	30	3 096	7	264	9	127
	2022	30	2 840	7	279	8	122
Tate's Cairn Tunnel	2020	35	3 380	0	0	15	212
	2021	37	3 498	0	0	17	240
	2022	40	3 150	0	0	12	218
Eagle's Nest Tunnel	2020	16	542	0	0	5	28
	2021	20	651	0	0	6	34
	2022	22	682	0	0	4	25

Notes:

- Figures provided are based on year end situation of the respective year.
- For franchised buses, actual number of daily departures is provided. For green minibuses and residents' service, scheduled daily departures are provided. Main and supplementary services of a bus route under the same Schedule of Service are counted as one route only.
- Red minibuses are not included because their route and headway are not subject to regulation.

(3)

The toll collection systems of the tunnels keep records of the toll collected based on the vehicle classes of "bus" (i.e. single-deck and double-deck, franchised and non-franchised buses) and "light bus" (i.e. private and public light buses). The toll revenue collected from buses and light buses by respective tunnels in the past three years is tabulated as follows:

Tunnels	Toll revenue collected from “buses” (\$ million) (Note 4)			Toll revenue collected from “light buses” (\$ million)		
	2020	2021	2022	2020	2021	2022
Cross-Harbour Tunnel	4.2	5.5	6.2	3.4	3.4	2.6
Eastern Harbour Crossing	9.6	11.3	11.3	5.9	6.8	6.1
Western Harbour Crossing (Note 5)	251.8	251.3	228.7	15.2	15.5	11.4
Lion Rock Tunnel	Not available (Note 6)					
Tate’s Cairn Tunnel	6.7	7.1	6.5	0.9	1.2	1.1
Eagle’s Nest Tunnel	1.7	1.9	2.1	0.3	0.4	0.5

Notes:

4. Toll revenue collected from franchised buses for government tunnels was not included because franchised buses have been exempted from paying tolls for government tolled tunnels, including Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tate’s Cairn Tunnel and Eagle’s Nest Tunnel, since the implementation of the Franchised Bus Toll Exemption Funds on 17 February 2019.
5. Western Harbour Crossing is a “Build-Operate-Transfer” tunnel operated by Western Harbour Tunnel Company Limited. The toll revenue of Western Harbour Crossing is not government revenue.
6. Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep records of the toll collected based on individual vehicle classes, the Transport Department does not have records of the toll revenue collected from buses and light buses using the Lion Rock Tunnel.

- End -

CONTROLLING OFFICER'S REPLY**TLB111****(Question Serial No. 0210)**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 LogisticsQuestion:

Please list in table form the allowance/exemption items granted by the Government in respect of franchised bus, non-franchised bus (NFB), tram, taxi, ferry and public light bus (PLB) respectively and the respective expenditure incurred in the past three years and this year up to the present.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 11)Reply:

From 2019-20 to 2022-23, the Government provided various forms of exemption/subsidy items to the public transport trades with details set out in the table below:

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
Franchised bus	Exemption of vehicle licence fees ^(Note 1)	25,845	26,347	23,912	23,338
	Reimbursement of government rent and government land rental ^(Notes 1 and 2)	412,850	110,113	108,917	80,818 <u>(as at 31 December 2022)</u>
	Exemption of tolls of government tunnels and roads ^(Note 3)	279,666	247,549	214,606	150,289 <u>(as at 31 December 2022)</u>
	Exemption of first registration tax	29,413	30,665	23,755	25,676

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
	Waiver of vehicle examination fees for registered commercial vehicles ^(Note 4)	1,308	6,178	5,883	5,293
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	3,410	6,270	9,061	4,129
	Subsidy for installation of safety devices on existing buses ^(Note 5)	Not Applicable	40,555	180,121	119,768
NFB	Waiver of vehicle licence fees for registered commercial vehicles ^(Note 4)	3,665	15,743	14,545	13,820
	Waiver of vehicle examination fees for registered commercial vehicles ^(Note 4)	664	6,195	6,026	5,817
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles ^(Note 4)	56	519	530	497
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles ^(Note 4)	307	1,326	1,255	917
	Waiver of fees payable for the new issue or renewal of Closed	106	553	399	448

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
	Road Permit (CRP) for eligible types of vehicles ^(Note 4)				
Tram	Subsidy for tram track replacement and maintenance	7,609	7,713	-	5,000 <u>(as at 6 March 2023)</u>
	Reimbursement of government rent and government land rental ^(Notes 2 and 6)	5,698	1,727	1,640	1,252
Taxi	Waiver of vehicle licence fees for registered commercial vehicles ^(Note 4)	12,412	55,892	55,811	50,252
	Waiver of vehicle examination fees for registered commercial vehicles ^(Note 4)	1,276	10,070	10,034	9,081
Ferry	Exemption of vessel licence fees ^(Note 7)	214	227	236	218
	Reimbursement of pier rental ^(Note 7)	8,804	2,384	2,452	2,184
	Reimbursement under Special Helping Measures (SHM) for outlying island ferry routes ^(Note 8)	120,241	122,676	186,691	163,384
PLB	Waiver of vehicle licence fees for registered commercial vehicles ^(Note 4)	8,431	35,638	35,164	31,115
	Waiver of vehicle examination fees for	370	2,789	2,828	2,515

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
	registered commercial vehicles ^(Note 4)				
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles ^(Note 4)	43	304	302	283
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles ^(Note 4)	215	747	728	658

Notes:

1. The Government has exempted franchised buses from payment of annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations under the Elderly Concessionary Fare Scheme (ECFS).
2. From 2020-21 to 2022-23, the Government has provided 75% rental concession for Short Term Tenancy sites. The Government would continue to provide the 75% rental concession up to June 2023.
3. All franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. A dedicated account has been set up for each franchise, viz. the Franchised Bus Toll Exemption fund (the TEF), to keep the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding FBO. When a franchisee applies for a fare increase and the Chief Executive in Council considers that there is a justifiable need to increase the fare, the magnitude of the increase may be reduced by using the TEF.
4. The Government has waived vehicle licence fees and vehicle examination fees for registered commercial vehicles, as well as fees payable for the new issue or renewal of PSL, PSLC and CRP for eligible types of vehicles for four years from December 2019 to December 2023 under the relief measures announced by the Financial Secretary on 15 August 2019, 15 September 2020, 25 August 2021 and 18 May 2022.
5. To enhance bus safety, the Government subsidises franchised bus operators 80% of the cost of installing electronic stability control, speed limiting retarder and seat belt on all seats in the upper deck on appropriate existing franchised buses. Installation works commenced progressively starting from the third quarter of 2020, and the target is to

complete installation of seat belts in three years and installation of electronic stability control and speed limiting retarder in four years.

6. The Government has reimbursed Hong Kong Tramways (HKT) the rentals of government land used for tram operations under the ECFS.
7. The Government has exempted ferries from annual vessel licence fees, and reimbursed ferry operators the rental of ferry piers used for franchised and licensed ferry operations under the ECFS.
8. Under SHM, subsidies are made through reimbursement of certain expenses associated with the operation of the ferry services, such as vessel-related and pier-related expenses. In 2019-20 to 2022-23, SHM were provided to the six major outlying island ferry routes continuously which include “Central – Cheung Chau”, “Central – Mui Wo”, “Inter-Islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Peng Chau”, “Central – Yung Shue Wan”, and “Central – Sok Kwu Wan” routes. From 2020-21 onwards, SHM have been gradually extended to cover another seven outlying island ferry routes, including the “Discovery Bay – Central”, “Ma Wan – Central”, “Ma Wan – Tsuen Wan”, “Aberdeen – Sok Kwu Wan via Mo Tat”, “Discovery Bay – Mui Wo”, “Aberdeen – Yung Shue Wan (via Pak Kok Tsuen)” and “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O” routes starting from their new licence periods. From September 2021, SHM have been provided to a total of 13 outlying ferry routes.

Apart from the above supporting measures, so far the Government has disbursed a total of about \$6.03 billion subsidies under various rounds of the Anti-epidemic Fund (AEF) starting to the public transport trades. The details are set out in the table below:

Public Transport Modes	Subsidy Details	Amount Disbursed (\$ million) (as at 28 February 2023)
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity cost for 12 months from 1 July 2019 to 30 June 2020 under the first-round AEF	344.3
	Reimbursement of regular repair and maintenance cost and insurance premium for six months from 1 April to 30 September 2020 under the second-round AEF	324.0
	Fuel subsidy to reimburse 40% of actual fuel/electricity cost for eight months from 1 February to 30 September 2022 under the sixth-round AEF	174.4
	One-off non-accountable subsidy of \$30,000 for each vehicle under the sixth-round AEF	189.8

Public Transport Modes	Subsidy Details	Amount Disbursed (\$ million) (as at 28 February 2023)
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by the franchised bus operators and HKT for five months from April to August 2022 under the sixth-round AEF	6.9
NFB	One-off non-accountable subsidy of \$20,000, \$30,000, \$15,000 and \$30,000 to registered owners of each NFB (including local NFB and cross-boundary coach) under the first three rounds and the sixth-round AEF respectively	648.2
	One-off non-accountable subsidy of \$30,000 to registered owners of each cross-boundary coach under the additional support for cross-boundary passenger transport trade under AEF and the fifth-round AEF respectively	76.5
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by NFB operators for five months from April to August 2022 under the sixth-round AEF	1.4
Taxi and PLB	Fuel subsidy of \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG taxis and PLBs, and reimburse one-third of the actual fuel cost for petrol taxis and diesel PLBs for 12 months from 1 July 2020 to 30 June 2021 under the first-round AEF	432.5
	One-off non-accountable subsidy of \$30,000 to registered owners of each taxi, red minibus (RMB) and PSL holders of each green minibus (GMB) under the second-round and sixth-round AEF	1,342.6
	Monthly subsidy of \$6,000 for six months for each eligible active taxi and RMB driver or a lump sum of \$7,500 under the second-round AEF	1,666.5

Public Transport Modes	Subsidy Details	Amount Disbursed (\$ million) (as at 28 February 2023)
	Wage subsidy of \$6,000 for six months to GMB operators in respect of hiring each eligible employee aged 65 or above under the second-round AEF	99.2
	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 eight months from 1 May 2022 to 31 December 2022 under the sixth-round AEF	567.2
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by GMB operators for five months from April to August 2022 under the sixth-round AEF	0.5
Local ferry	Fuel subsidy to reimburse one-third of actual fuel cost for 12 months from 1 July 2019 to 30 June 2020 under the first-round AEF	47.9
	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020 under the second-round AEF	30.8
	Wage subsidy of \$6,000 for six months to local ferry operators in respect of hiring each eligible employee aged 65 or above under the second-round AEF	3.3
	One-off non-accountable subsidy of \$20,000 to kaito operators for each vessel deployed in kaito services under the second-round and the sixth-round AEF respectively	3.2
	Fuel subsidy to reimburse 40% of actual fuel cost for eight months from 1 February to 30 September 2022 under the sixth-round AEF	68.5

Public Transport Modes	Subsidy Details	Amount Disbursed (\$ million) (as at 28 February 2023)
	One-off non-accountable subsidy of \$30,000 to franchised/licensed ferry operators for each vessel deployed in local ferry services under the sixth-round AEF	2.6
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by the franchised/licensed ferry operators for five months from April to August 2022 under the sixth-round AEF	0.6

The financial impact of the measures under AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

- End -

CONTROLLING OFFICER'S REPLY

TLB112

(Question Serial No. 0211)

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 Logistics

Question:

Regarding the provision of parking spaces and facilities, please list:

1. the numbers of commercial vehicle (CV) parking spaces provided by the Government and the private sector respectively in each district in the past three years;
2. the respective proportions of the above government and private sector parking spaces using automated parking systems; and
3. the respective proportions of the above government and private sector parking spaces providing electric vehicle charging facilities.

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

Reply:

1. The numbers of parking spaces for CVs (including those provided by the Government and those provided by the private sector) in each of the 18 districts in the past three years are provided at **Annex**.
2. The Transport Department (TD) has kept under review the latest developments in various types of automated parking system (APS) worldwide. TD is planning and implementing various APS projects for private cars in Hong Kong, of which the feasibility of APS is well proven. It is also closely monitoring the development of APS technology for parking of CVs and will introduce suitable trial promptly in Hong Kong when its feasibility becomes more promising.
3. The Environmental Protection Department does not have the figures for the electric vehicle charging facilities at CV parking spaces.

Numbers of Parking Spaces for CVs by District in the Past Three Years

District	Situation as at	Number of Parking Spaces for CVs^	
		Parking Spaces Provided by the Government	Parking Spaces Provided by the Private Sector
Central and Western	Feb 2023	644	515
	Feb 2022	647	521
	Feb 2021	693	537
Wan Chai	Feb 2023	284	181
	Feb 2022	280	182
	Feb 2021	261	185
Eastern	Feb 2023	537	1 617
	Feb 2022	537	1 626
	Feb 2021	510	1 682
Southern	Feb 2023	331	1 049
	Feb 2022	381	1 066
	Feb 2021	387	1 124
Yau Tsim Mong	Feb 2023	789	864
	Feb 2022	779	976
	Feb 2021	787	1 022
Sham Shui Po	Feb 2023	1 447	2 277
	Feb 2022	1 454	2 262
	Feb 2021	1 418	2 279
Kowloon City	Feb 2023	419	1 068
	Feb 2022	417	1 074
	Feb 2021	382	1 152
Wong Tai Sin	Feb 2023	442	950
	Feb 2022	465	943
	Feb 2021	457	943
Kwun Tong	Feb 2023	665	2 810
	Feb 2022	659	2 811
	Feb 2021	672	2 861
Tsuen Wan	Feb 2023	227	2 228
	Feb 2022	209	2 204
	Feb 2021	201	2 163
Tuen Mun	Feb 2023	631	2 105
	Feb 2022	564	2 100
	Feb 2021	575	2 102
Yuen Long	Feb 2023	696	1 797
	Feb 2022	661	1 752
	Feb 2021	659	1 749
North	Feb 2023	800	916
	Feb 2022	802	855
	Feb 2021	817	901

District	Situation as at	Number of Parking Spaces for CVs [^]	
		Parking Spaces Provided by the Government	Parking Spaces Provided by the Private Sector
Tai Po	Feb 2023	658	692
	Feb 2022	638	673
	Feb 2021	640	666
Sai Kung	Feb 2023	614	1 242
	Feb 2022	682	1 261
	Feb 2021	625	1 248
Sha Tin	Feb 2023	622	2 335
	Feb 2022	579	2 368
	Feb 2021	561	2 376
Kwai Tsing	Feb 2023	960	10 282
	Feb 2022	962	10 275
	Feb 2021	955	10 518
Islands	Feb 2023	266	890
	Feb 2022	307	887
	Feb 2021	192	1 027
Total	Feb 2023	11 032	33 818
	Feb 2022	11 023	33 836
	Feb 2021	10 792	34 535

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

- End -

CONTROLLING OFFICER'S REPLY**TLB113****(Question Serial No. 0212)**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 LogisticsQuestion:

Please list the fare increase applications for various public transport services received by the Transport Department (TD) in the past year, including the routes involved, proposed rates of fare increase and results of assessment, with a breakdown by mode of public transport.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

As public transport services are closely related to people's livelihoods, the Government will handle fare increase applications in a prudent manner as we have always been, taking into account the operators' financial situation and prospects, public acceptability and affordability, etc., and continue to play our gatekeeper role. The fare adjustment applications of public transport services received by TD in 2022 are as follows:

(A) Franchised Bus

No.	Franchised Bus Operators	Fare Increase Rate Applied	Result
1.	Long Win Bus Company Limited	8.5%	Being processed
2.	Kowloon Motor Bus Company (1933) Limited	9.5%	Being processed
3.	New Lantao Bus Company (1973) Limited	9.8%	Being processed
4.	Citybus Limited (Franchise 1) and New World First Bus Limited	\$2 flat fare increase	Being processed
5.	Citybus Limited (Franchise 2)	23% on all routes except airbus services 50% on airbus services (i.e. "A" and "NA" routes) ^{Note}	Being processed

Note: "A" routes refer to airport routes and "NA" routes refer to overnight airport routes.

(B) Green Minibus (GMB)

No.	GMB Route	Fare Increase Rate Applied	Result
Hong Kong Island			
1.	HKI 1	10.1%	Being processed
2.	HKI 1A	9.4%	Being processed
3.	HKI 2	10.0%	Being processed
4.	HKI 3	10.0%	Being processed
5.	HKI 3A	10.0%	Being processed
6.	HKI 9	13.3%	Being processed
7.	HKI 12	25.0%	Being processed
8.	HKI 13	38.1%	Being processed
9.	HKI 26	14.9%	Increased by 11.9%
10.	HKI 27	21.2%	Being processed
11.	HKI 27A	42.9%	Being processed
12.	HKI N27	150%	Being processed
13.	HKI 28	10.4%	Being processed
14.	HKI 28M	10.1%	Being processed
15.	HKI 28S	10.4%	Being processed
16.	HKI 29	47.1%	Being processed
17.	HKI 29A	35.4%	Being processed
18.	HKI 29X	25.0%	Being processed
19.	HKI 49M	17.9%	Being processed
20.	HKI 50	25.0%	Being processed
Kowloon			
21.	KLN 13	20.0%	Being processed
22.	KLN 13A	37.1 %	Being processed
23.	KLN 16	11.8%	Being processed
24.	KLN 16A	13.2%	Being processed
25.	KLN 16B	13.2%	Being processed
26.	KLN 16S	13.2%	Being processed
27.	KLN 23	21.2%	Increased by 12.1%
28.	KLN 23B	18.2%	Increased by 11.4%
29.	KLN 23C	21.2%	Increased by 12.1%
30.	KLN 23M	21.2%	Increased by 12.1%
31.	KLN 23S	20.0%	Increased by 13.3%
32.	KLN 24	23.8%	Increased by 11.9%
33.	KLN 24M	18.4%	Increased by 13.2%
34.	KLN 26	14.7%	Being processed
35.	KLN 26A	13.5%	Being processed
36.	KLN 26H	18.9%	Being processed
37.	KLN 26W	18.9%	Being processed
38.	KLN 26X	14.7%	Being processed
39.	KLN 27M	12.7%	Being processed
40.	KLN 27MS	18.9%	Being processed
41.	KLN 28M	12.5%	Being processed
42.	KLN 28MS	18.9%	Being processed

No.	GMB Route	Fare Increase Rate Applied	Result
43.	KLN 29A	19.2%	Being processed
44.	KLN 29B	19.2%	Being processed
45.	KLN 34M	13.5%	Being processed
46.	KLN 34S	13.5%	Being processed
47.	KLN 35	12.5%	Being processed
48.	KLN 36A	13.5%	Being processed
49.	KLN 43M	12.5%	Being processed
50.	KLN 47	12.1%	Being processed
51.	KLN 56	10.2%	Being processed
52.	KLN 57M	22.2%	Being processed
53.	KLN 59	9.8%	Being processed
54.	KLN 59M	6.0%	Being processed
55.	KLN 60	13.2%	Being processed
56.	KLN 62S	11.5%	Being processed
57.	KLN 63	14.8%	Being processed
58.	KLN 74	14.3%	Increased by 11.4%
59.	KLN CX1	25.0%	Increased by 25.0%
60.	KLN 74S	14.3%	Increased by 11.4%
61.	KLN 76A	11.9%	Being processed
62.	KLN 76B	11.9%	Being processed
63.	KLN 82	41.0%	Being processed
64.	KLN 83A	25.0%	Being processed
65.	KLN 83M	25.0%	Being processed
66.	KLN 87	30.6%	Being processed
New Territories			
67.	NT 1	13.4%	Increased by 6.2%
68.	NT 1A	13.4%	Increased by 6.2%
69.	NT 1S	12.4%	Increased by 7.1%
70.	NT 2	11.8%	Increased by 7.8%
71.	NT 2 (Special)	12.3%	Increased by 6.2%
72.	NT 7	12.2%	Increased by 4.6%
73.	NT 9	12.2%	Increased by 6.8%
74.	NT 9A	11.5%	Increased by 5.3%
75.	NT 19S	10.4%	Withdrawn
76.	NT 25A	6.3%	Increased by 6.3%
77.	NT 25B	5.9%	Increased by 5.9%
78.	NT 25K	6.3%	Increased by 6.3%
79.	NT 27	13.9%	Being processed
80.	NT 27A	11.8%	Being processed
81.	NT 27B	11.8%	Being processed
82.	NT 29	17.1%	Being processed
83.	NT 33	19.8%	Being processed
84.	NT 34A	19.4%	Being processed
85.	NT 35	20.4%	Being processed
86.	NT 39	10.8%	Being processed
87.	NT 39A	10.8%	Being processed

No.	GMB Route	Fare Increase Rate Applied	Result
88.	NT 43	12.3%	Being processed
89.	NT 43A	11.9%	Being processed
90.	NT 43B	12.4%	Being processed
91.	NT 43C	12.7%	Being processed
92.	NT 43S	12.3%	Being processed
93.	NT 65A	8.6%	Being processed
94.	NT 65K	13.9%	Being processed
95.	NT 65M	12.7%	Being processed
96.	NT 65S	8.2%	Being processed
97.	NT 66K	13.9%	Being processed
98.	NT 67A	22.7%	Being processed
99.	NT 67K	15.6%	Being processed
100.	NT 79S	20.0%	Being processed
101.	NT 81	8.6%	Being processed
102.	NT 81M	13.2%	Being processed
103.	NT 82	8.6%	Being processed
104.	NT 82M	11.4%	Being processed
105.	NT 83A	15.3%	Increased by 8.5%
106.	NT 84	14.6%	Being processed
107.	NT 85	15.3%	Increased by 8.5%
108.	NT 86	15.3%	Increased by 8.5%
109.	NT 86A	14.1%	Increased by 9.0%
110.	NT 86M	15.3%	Increased by 8.5%
111.	NT 88A	21.6%	Being processed
112.	NT 88C	19.0%	Being processed
113.	NT 88F	21.6%	Being processed
114.	NT 88G	19.0%	Being processed
115.	NT 88M	16.9%	Being processed
116.	NT 89	59.6%	Being processed
117.	NT 89A	59.6%	Being processed
118.	NT 89B	59.6%	Being processed
119.	NT 89M	59.6%	Being processed
120.	NT 89P	59.2%	Being processed
121.	NT 89S	59.2%	Being processed
122.	NT 98	59.2%	Being processed
123.	NT 101M	11.5%	Being processed
124.	NT 102	11.7%	Being processed
125.	NT 102B	11.7%	Being processed
126.	NT 102S	12.2%	Being processed
127.	NT 103	9.6%	Being processed
128.	NT 103M	10.8%	Being processed
129.	NT 104	9.6%	Being processed
130.	NT 108A	14.0%	Being processed
131.	NT 109M	13.2%	Increased by 7.9%
132.	NT 111	11.7%	Being processed
133.	NT 308A	11.1%	Being processed

No.	GMB Route	Fare Increase Rate Applied	Result
134.	NT 308M	11.1%	Being processed
135.	NT 312	9.9%	Being processed
136.	NT 313	10.3%	Being processed
137.	NT 404M	12.7%	Increased by 7.3%
138.	NT 405	12.1%	Increased by 6.1%
139.	NT 406	12.1%	Being processed
140.	NT 407	11.5%	Being processed
141.	NT 407A	12.1%	Being processed
142.	NT 407B	12.3%	Being processed
143.	NT 413	27.6%	Being processed
144.	NT 501A	20.4%	Being processed
145.	NT 501C	20.4%	Being processed
146.	NT 501K	20.4%	Being processed
147.	NT 501S	20.0%	Being processed
148.	NT 806A	9.3%	Being processed
149.	NT 806B	9.3%	Being processed
150.	NT 806C	9.5%	Withdrawn
151.	NT 807A	20.8%	Being processed
152.	NT 807B	19.7%	Being processed
153.	NT 807C	20.8%	Being processed
154.	NT 807K	20.0%	Being processed
155.	NT 807S	20.0%	Being processed
156.	NT 807X	20.0%	Being processed

(C) Franchised Ferry Service

No.	Franchised Ferry Service	Fare Increase Rate Applied	Result
1.	Central to Tsim Sha Tsui	100%	Increased by \$1.0 to \$2.3 per trip, with an average fare increase rate of 55.2%
2.	Wan Chai to Tsim Sha Tsui		

(D) Licensed Ferry Service

No.	Licensed Ferry Service	Fare Increase Rate Applied	Result
1.	Central to Peng Chau	100%	Being processed
2.	Central to Yung Shue Wan		
3.	Central to Sok Kwu Wan		
4.	Central to Cheung Chau	45.0%	Being processed
5.	Central - Mui Wo		
6.	Inter-Islands		

No.	Licensed Ferry Service	Fare Increase Rate Applied	Result
7.	Central - Hung Hom	22.2%	Being processed
8.	North Point - Kwun Tong - Kai Tak	28.6%	Being processed
9.	Ma Wan - Central	21.5% to 33.3%	Increased by 12.6% to 33.3%
10.	North Point - Hung Hom	45.0%	Being processed
11.	North Point - Kowloon City		
12.	North Point - Kwun Tong (Dangerous Goods Vehicular Ferry Services)	16.7% to 20.0%	Increased by 15.0% - 15.6%

- End -

CONTROLLING OFFICER'S REPLY

TLB114

(Question Serial No. 0347)

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 Logistics

Question:

The Transport Department (TD) will plan for territory-wide roll-out of real-time adaptive traffic signal systems at suitable junctions. In this regard, please provide the following information: the relevant projects and the expenditure and staff establishment involved, with a breakdown of the staff establishment by type in the past three years; and details of the measures to be implemented in 2023-24 including the locations involved, estimated expenditure and means of effectiveness evaluation.

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

Reply:

In 2021, TD completed the pilot project of implementing real-time adaptive traffic signal system at the following five junctions:

- (1) Victoria Road/Sandy Bay Road
- (2) King Cho Road/Lim Cho Street
- (3) Yen Chow Street/Cheung Sha Wan Road
- (4) Castle Peak Road/So Kwun Wat Road
- (5) Castle Peak Road/Ka Wo Li Hill Road

In 2023-24, TD will continue to implement real-time adaptive traffic signal system at the following eight junctions:

- (1) Yu Tung Road and Shun Tung Road
- (2) Shun Tung Road and Tat Tung Road (East)
- (3) Shun Tung Road and Tat Tung Road (West)
- (4) Tat Tung Road and Hing Tung Street
- (5) Tat Tung Road near One Citygate
- (6) Tat Tung Road and Mei Tung Street
- (7) Tat Tung Road and Fu Tung Street
- (8) Yu Tung Road and Chung Yan Road

These junctions are in Tung Chung. This is a further pilot of linked signalised junctions incorporating with real-time adaptive traffic signal.

The expenditure associated with the implementation of the system in 2020-21, 2021-22 and 2022-23 are \$2.6 million, \$1.9 million and \$3.0 million respectively; while the estimated expenditure associated with the implementation of the system in 2023-24 is \$4.0 million. The work of TD for the above projects is undertaken by its existing staff. Whilst the envisaged performance of the systems will vary depending on the locations of the specific junctions, the date/time and the prevailing traffic conditions, we expect the system will in general achieve traffic improvements through reduction of traffic queue and delay at the junctions. For instance, for the pilot project in 2021, we have observed improvement in reducing 5-18% delay to vehicles and pedestrians.

- End -

CONTROLLING OFFICER'S REPLY

TLB115

(Question Serial No. 0351)

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 Logistics

Question:

Please provide 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 2023-24, the APS locations, the estimated expenditure involved and means of effectiveness evaluation.

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

Reply:

Smart Traffic Fund (the Fund)

The \$1 billion Fund was launched in March 2021 for application. The Hong Kong Productivity Council has been engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. As regards the manpower resources of the Transport Department (TD) to manage the Fund, 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 applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex 1**.

The Secretariat will continue its outreach efforts, e.g. seminars/webinars, sounding out exercises, advertisement, etc. to encourage trades and academic institutions to submit innovative projects.

Automated Parking System (APS)

The Government has been actively implementing APS in short-term tenancy (STT) car parks and public works projects. Two STT car parks with APS have already commenced operation. Details of the APS projects taken forward by the Government in the past three years are set out at **Annex 2**.

The Transport and Logistics Bureau (TLB) / TD will continue to explore the use of APS as far as possible in future public vehicle park projects and in suitable STT car parks, taking into account a host of factors including the site constraints and cost-effectiveness. For future public works projects with public car parks, TLB / 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 APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved. The estimated expenditures in 2023-24 is \$2.0 million for the engagement of consultants to offer technical advice on APS for the projects undertaken by TLB / TD.

Projects Approved under the Smart Traffic Fund

Project Title	Project Summary	Approved Funding
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00
Computer Vision-based Smart Bike Flow Estimation	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43
Development of a Personalised and Connected Advanced Driver Assistance System	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83
Designing of an Intelligent Human-machine Cooperative Driving System	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53
Development of Advanced Bollard with Smart Materials for Improving Road Safety	This project aims to develop three different types of traffic bollards for various vehicle types and speeds by utilising smart protection materials with novel structures.	\$17,925,946.31
Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97
Virtual Reality-based Driving Training System	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter	\$3,820,680.00

Project Title	Project Summary	Approved Funding
	in conventional driving practice sessions in the training to enrich the learning experience.	
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72
Intelligent Driving Training and Evaluation System for Container Trucks	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Using Generalised Linear Model and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device, and conducting analysis with Generalised Linear Model and Machine Learning.	\$11,254,796.94

Project Title	Project Summary	Approved Funding
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00
Development of an A.I. Intelligent Traffic Enforcement Robot	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on public transport vehicles.	\$1,349,416.67
Development of an Augmented Reality-Assisted Head-up Display Mechanism for Recommending Driving Strategy	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00
AI Driven Barrier-Free Smart Mobility Platform - BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00

Project Title	Project Summary	Approved Funding
Automatic On-The-Move Anti-Congestion System	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00
Prediction of Traffic Speed and Volume Considering Malfunctioning Detectors using Deep Learning	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	\$19,730,872.00
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	\$1,682,512.30

Project Title	Project Summary	Approved Funding
	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	
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
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

Project Title	Project Summary	Approved Funding
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

APS Projects Taken Forward by the Government in the Past Three Years

Project Type	Project Location	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Implementation Progress
APS in STT car park	STT Car Park at Hoi Shing Road, Tsuen Wan	245	Commissioned in November 2021.
	STT Car Park at Pak Shek Kok, Tai Po	250	Commissioned in December 2022.
	STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	About 210	Tender was awarded in February 2023 and the APS is expected to be commissioned in the first quarter of 2024.
	STT Car Park at Hoi Wang Road, Yau Ma Tei	About 200	The project is expected to be tendered in the second quarter of 2023.
APS in public works projects	Joint-user Government Office Building in Area 67, Tseung Kwan O	Over 300	The construction work has commenced and is expected to be completed in 2025.
	District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	About 300	The construction work has commenced and is expected to be completed in 2026.
	Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	About 200	We plan to seek funding approval from the Legislative Council in the 2023 Legislative Session. Construction of the project is

Project Type	Project Location	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Implementation Progress
			targeted for commencement in 2023 subject to Finance Committee's funding approval.
	Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	About 200	The project is in planning stage and the design is being refined.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0353)

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 Logistics

Question:

Regarding the continued introduction of practicable measures to enhance traffic management and to alleviate road traffic congestion, please advise on the following: 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; details of the measures to be implemented in 2023-24; whether these measures 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 the estimated expenditure involved and means of effectiveness evaluation.

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

Reply:

The Government 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. In 2021, the First Registration Tax rates and Vehicle Licence Fee levels for private cars were increased by 15% and 30% respectively, as a fiscal disincentive to curb growth of private cars. Since then, the number of licensed private cars was reduced from 581 000 in December 2021 to 572 000 in January 2023.

Last year, the East Rail Line cross-harbour extension, Tseung Kwan O - Lam Tin Tunnel and Cross Bay Link were commissioned. With these new infrastructure projects in place, the carrying capacity of cross-harbour public transport was greatly enhanced and the traffic conditions at Tseung Kwan O Tunnel were significantly improved. Taking the opportunity of taking over the Western Harbour Crossing in August 2023, the Transport Department (TD) is proposing to adjust the tolls of the three road harbour crossings in a progressive manner with a view to regulating traffic demand and thereby alleviate congestion at the tunnels during peak hours.

With a view to encouraging the public to make good use of the public transport network for their journeys and minimise their reliance on private cars, TD is exploring the feasibility of providing new-generation Transport Interchange Hubs (TIHs) in new development areas or at strategic traffic locations 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. When exploring the provision of TIHs, Park-and-Ride facilities will be considered with a view to encouraging drivers to park their cars and change to public transport, thereby reducing road traffic to urban areas.

The above tasks are mainly conducted by existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure and manpower could be provided for these tasks.

- End -

CONTROLLING OFFICER'S REPLY**TLB117****(Question Serial No. 0488)**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 LogisticsQuestion:

Please provide in tabular form the changes in the loading (in terms of the service standard of four persons (standing) per square metre (ppsm)) of relevant railway lines during peak hours and non-peak hours since the commissioning of the Shatin-Central Link.

Peak hours

	Shatin-Central Link	Tuen Ma Line	Kwun Tong Line	Island Line	Tsuen Wan Line
Before commissioning					
After commissioning					

Non-peak hours

	Shatin-Central Link	Tuen Ma Line	Kwun Tong Line	Island Line	Tsuen Wan Line
Before commissioning					
After commissioning					

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 31)Reply:

The East Rail Line (EAL) cross-harbour extension was commissioned on 15 May 2022. The passenger loading of the critical links of various railway lines during the busiest one hour in the morning per direction before and after the commissioning of the EAL cross-harbour extension are as follows:

	Before commissioning (Note)		After commissioning (Note)	
	Critical link	Passenger loading (four ppsm)	Critical link	Passenger loading (four ppsm)
East Rail Line	Sha Tin to Tai Wai	60%	Tai Wai to Kowloon Tong	73%
Tuen Ma Line	Kam Sheung Road to Tsuen Wan West	76%	Kam Sheung Road to Tsuen Wan West	77%
Island Line	North Point to Fortress Hill	73%	Tin Hau to Causeway Bay	74%
Kwun Tong Line	Shek Kip Mei to Prince Edward	73%	Choi Hung to Kowloon Bay	65%
Tsuen Wan Line	Yau Ma Tei to Jordan	83%	Sham Shui Po to Prince Edward	66%

Note: Refer to the weekly average figure for the week before and after commissioning of the EAL cross-harbour extension.

According to the information provided by the MTR Corporation Limited (MTRCL), in general, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the non-peak hours and evening peak hours is relatively more dispersed than that in the morning peak hours. As such, when evaluating the service demand for individual railway lines, the MTRCL will assess the most crowded scenario for the railway line concerned mainly on the basis of the passenger loading during the morning peak hours.

- End -

CONTROLLING OFFICER'S REPLY

TLB118

(Question Serial No. 0155)

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 Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2023-24 under Programme (1) that the Government will “continue to implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology”. In this connection, will the Government inform this Committee of the following:

1. the Fund has been set up with funding of \$1 billion and has started to accept applications since 31 March 2021. What are the approved projects and the respective amounts of grant involved?
2. as at the end of March 2023, of the approved projects, how many are (a) completed, (b) ongoing and (c) planned to commence and what are the respective completion/target completion schedules of these three types of projects?
3. of the funded research projects, how many have their research results eventually commercialised in Hong Kong or overseas? What are the estimated benefits of their industrialisation?
4. what specific measures will be taken by the Government to implement the Fund in 2023-24? What are the respective manpower and estimated expenditure involved in providing “funding support for research and application of vehicle-related innovation and technology”?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 6)

Reply:

1. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex**.

2. Out of the approved 36 applications, two projects have been completed and 25 projects are ongoing, while the remaining nine projects are planned to commence in 2023.
3. For project approved under the type of “research and application”, the applicant will arrange commercialising the research deliverable(s) upon completion of the project. 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.
4. The \$1 billion Fund was launched in March 2021 for application. The Hong Kong Productivity Council has been engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Secretariat will continue its outreach efforts, e.g. seminars/webinars, sounding out exercises, advertisement, etc. to encourage trades and academic institutions to submit innovative projects.

As regards TD’s manpower resources to manage the Fund, 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.

Projects Approved under the Smart Traffic Fund**(A) Completed**

Project Title	Project Summary	Approved Funding	Commencement Date	Completion Date
Network-wide Traffic Speed-Flow Estimator ¹	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	January 2022	January 2023
Development of Departure Safety Checking System for Minibus ²	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	March 2022	March 2023

(B) Ongoing

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
HKSafeDriver ²	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	February 2022	August 2023
Development of Crane Position Monitoring System ²	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert	\$3,240,000.00	March 2022	August 2023

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
	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.			
Big Data AI System for Taxi Safe Driving ²	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	March 2022	September 2023
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies ¹	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	April 2022	September 2023
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data ¹	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	May 2022	April 2023

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
Automatic On-The-Move Anti-Congestion System ²	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00	May 2022	December 2023
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety ²	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00	May 2022	November 2023
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO) ¹	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	\$7,982,521.45	May 2022	April 2024

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
	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.			
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model ¹	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	June 2022	November 2023
Prediction of Traffic Speed and Volume considering Malfunctioning Detectors using Deep Learning ¹	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00	June 2022	November 2023
AI driven Barrier-Free Smart Mobility Platform – BoBo ²	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00	July 2022	December 2023
Pilot Project of 5G-enabled Autonomous	This project aims to develop a 5G-enabled autonomous people mover service in a Hong	\$19,730,872.00	August 2022	July 2024

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
People Mover Service in a Residential Park ²	Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.			
Development of an A.I. Intelligent Traffic Enforcement Robot ²	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00	September 2022	February 2024
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 ¹	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	September 2022	August 2024

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera ¹	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00	October 2022	September 2024
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong ²	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00	October 2022	October 2024
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles ¹	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on public transport vehicles.	\$1,349,416.67	November 2022	October 2024
Using Generalised Linear Model and Machine Learning to develop an Analytical	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device,	\$11,254,796.94	January 2023	June 2024

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident ²	and conducting analysis with Generalised Linear Model and Machine Learning.			
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway ²	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50	January 2023	January 2024
Development of an Augmented Reality-Assisted Head-up Display Mechanism for Recommending Driving Strategy ¹	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35	January 2023	December 2024
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information ¹	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00	February 2023	July 2024

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services ¹	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72	March 2023	September 2024
Intelligent Driving Training and Evaluation System for Container Trucks ²	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00	March 2023	February 2025
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience ²	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46	March 2023	March 2025
Virtual Reality-based Driving Training System ²	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying	\$3,820,680.00	March 2023	March 2025

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
	real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter in conventional driving practice sessions in the training to enrich the learning experience.			

(C) To commence

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies ¹	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60	June 2023	May 2025
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving ¹	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00	August 2023	July 2025
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses ¹	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19	To be confirmed ³	To be confirmed ³

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00	To be confirmed ³	To be confirmed ³
Computer Vision-based Smart Bike Flow Estimation ¹	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43	To be confirmed ³	To be confirmed ³
Development of a Personalised and Connected Advanced Driver Assistance System ¹	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83	To be confirmed ³	To be confirmed ³
Designing of an Intelligent Human-machine Cooperative Driving System ¹	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53	To be confirmed ³	To be confirmed ³
Development of Advanced Bollard	This project aims to develop three different types of traffic bollards for various vehicle	\$17,925,946.31	To be confirmed ³	To be confirmed ³

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
with Smart Materials for Improving Road Safety ²	types and speeds by utilising smart protection materials with novel structures.			
Smart Minibus 2.0 ²	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97	To be confirmed ³	To be confirmed ³

Note 1: Pure Research Project

Note 2: Research and Application Project

Note 3: Commencement and completion dates for newly approved projects to be confirmed upon signing of funding agreement

- End -

CONTROLLING OFFICER'S REPLY**TLB119****(Question Serial No. 0156)**

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 Logistics

Question:

It is mentioned in the “Matters Requiring Special Attention in 2023-24” under Programme (3) that “the Government will disburse government subsidies to franchised bus operators (FBOs) for provision of real-time bus arrival display panels and seats at bus stops and termini”. In this regard, will the Government advise this Committee the following:

1. how many bus stops and bus termini have completed relevant installation works in the past three years and please provide the breakdown of the “seat installations” and “display panel installations” by District Council districts respectively;
2. in 2023-24, the location of the bus stops and bus termini for relevant installation works; and the timetable for the relevant works; and
3. what are the breakdowns of expenditures involved in the entire subsidy for the installation of “display panels” and “seats”; in 2023-24, what are the respective budgets for the funding involved in the subsidy; and whether all the above information will be submitted to the Government for free in “HKeMobility” mobile application?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 7)

Reply:

The Government has earmarked \$88.27 million to subsidise FBOs to install seats and real-time bus arrival information display panels (display panels) at covered bus stops with electricity supply in the territory. The Government provides subsidy for installation of seats in full, whereas subsidy for installation of display panels is provided to FBOs on a one-to-one matching basis.

According to the latest plan after taking into account of site conditions, the total number of bus stops to be installed with seats and display panels are 2 481 and 1 114 respectively. As at the end of February 2023, FBOs completed installing seats and display panels at 2 450 and 1 086 covered bus stops respectively. The expenditures involved \$13 million for seats and \$15 million for display panels. The distribution of bus stop with seats or display panels in the 18 districts is set out in the table below. The full list of locations of the covered bus stops

already installed with seats and display panels under the government subsidy scheme is provided on the Transport Department's website (https://www.td.gov.hk/en/transport_in_hong_kong/public_transport/buses/index.html).

District	No. of covered bus stops installed with seats	No. of covered bus stops installed with display panels
Eastern	80	34
Wan Chai	60	51
Central and Western	85	46
Southern	77	50
Islands	27	11
Kowloon City	143	69
Kwun Tong	246	106
Kwai Tsing	171	77
North	116	43
Sai Kung	149	71
Sham Shui Po	118	57
Sha Tin	341	138
Tuen Mun	146	68
Tai Po	138	71
Tsuen Wan	103	31
Wong Tai Sin	156	61
Yuen Long	169	54
Yau Tsim Mong	125	48
Total	2 450	1 086

Note: Due to site constraints, seats and display panels could not be installed at 330 and 253 covered bus stops respectively as originally planned.

FBOs will further install seats at 31 bus stops and display panels at 28 stops for completion by the end of 2023. The locations of the bus stops are listed at **Annex I** and **Annex II**. The expenditures in 2023-24 in respect of seats and display panels are estimated to be \$1 million and \$2 million.

Besides, FBOs have identified and planned to install one additional seat each at 105 existing covered bus stops where feasible to better serve passengers with target completion by the end of 2023. The locations of these bus stops are listed at **Annex III**.

31 planned bus stops to be installed with seats in 2023

Castle Peak Road Ko Hang near L/P FA8399
Castle Peak Road Mai Po near L/P FC4103
Castle Peak Road Mai Po near L/P FC4104
Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099
Castle Peak Road O/S Tai Wo Hau Sports Centre
Chatham Road North near Cooke Street L/P K9729-7
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza
Choi Hung Road near Tung Tai Lane
Clear Water Bay Road near Ying Yip Road
Clear Water Bay Road Pak Shek Wo
Hang Hong Street near Hang Kam Street
Kam Sheung Road Tin Sam near L/P U8366
Kam Tin Road Mung Yeung Primary School near L/P FB5696
Kam Tin Road near Pat Heung Fire Station near L/P H4498
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474
Luen Wo Hui Bus Terminus
Nam Wan Road Sun Hing Garden near L/P N3221
Po Heung Street Luk Heung Public School opp. L/P N3267
Sai Sha Road Che Ha
Sai Sha Road near Wu Kai Sha Sun Chuen
Sha Tin Central Bus Terminus
Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu near L/P N2601
Tai Mong Tsai Road Tsam Chuk Wan
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Road near Keng Hau Road
Tin Ha Road opp. San Uk Tsuen near L/P FB9086
Tin King Road Leung Tin Sports Centre near L/P FA2635
Tsuen Wan West Railway Station B/T [2]
Wang Chiu Road O/S Kai Yip Bus Terminus

Note: The number in the square brackets denotes the number of bus stops with seats to be installed in the same location.

28 planned bus stops to be installed with display panels in 2023

Castle Peak Road Fung Kat Heung near L/P FA9214
Castle Peak Road Ko Hang near L/P FA8399
Castle Peak Road Pak Shek Au Interchange near L/P EA2978
Fan Kam Road Ta Shek Wu Tsuen opp. L/P BD1139
Hang Hong Street near Hang Kam Street
Kam Sheung Road Dao Uk Tsuen near L/P U8451
Kam Sheung Road Shui Lau Tin near L/P U8413
Kam Tin Road opp. Ko Po Tsuen near L/P AD1658
Kam Ying Court B/T
Kowloon Bay Bus Terminus
Lai Chi Kok Road O/S IVE (Haking Wong)
Luen Wo Hui Bus Terminus
Nathan Road O/S House No. 630 Bank Centre [2]
Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S Peninsula Hotel
Po Lam Road North near Yan Kuk House Yan Ming Court
Prince Edward Road East near Sa Po Road
Route Twisk Country Park Management Centre near L/P FA7879
Sau Mau Ping Road near Sau Hong House Sau Mau Ping Estate
Sha Tau Kok Road near Loi Tung near L/P EA9225
Sheung Shing Street Sheung Lok Street near L/P AA1123-8
Siu Lek Yuen Road near Tai Chung Kiu Road
So Uk Bus Terminus
Tai Chung Kiu Road O/S Block 13, City One Shatin
Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0064
Tung Wui Road near Ng Ka Tsuen near L/P AD7113
Tung Wui Road near Sha Tin Hang Tsuen opp. L/P AD7062

Note: The number in the square brackets denotes the number of bus stops with display panels to be installed in the same location.

105 planned bus stops to be installed with one additional seat

Boundary Street O/S Beverly Villas
Castle Peak Road near Chung On Street
Castle Peak Road near Shek Ying Path
Castle Peak Road near Yiu Wing Lane
Che Kung Miu Road opp. Chun Shek Estate
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road O/S Yee Ching Court
Cheung Wing Road O/S Sun Fung Centre
Ching Hong Road beside Cheung Ching Estate B/T
Ching Hong Road O/S Ching Wai House Cheung Ching Estate
Ching Hong Road O/S Hong Shun House Cheung Hong Estate [2]
Ching Hong Road outside Ching Shing Court
Choi Hung Road O/S House No. 8 near Ning Yuen Street
Choi Hung Road O/S Ng Wah Catholic Secondary School
Chuen On Road B/T near Nethersole Hospital
Chuk Yuen Road opp. Baptist Rainbow Primary School
Chun Wah Road O/S Lok Nga Court
Chung Mei Road near Hong Shun House Cheung Hong Estate
Chung Mei Road O/S Hong Fu House Cheung Hong Estate
Chung Nga Road outside Heng Wing House Fu Heng Estate
Fung Shue Wo Road opp. Yee Yat House
Fung Tak Road O/S Fung Tak Park
Fung Tak Road O/S House No. 75
Hin Keng Bus Terminus
Hin Keng Street near Hin Pui House
Hip Wo Street O/S Hiu Kwong Street Sports Centre
Hip Wo Street O/S Wo Lok Estate
Hiu Kwong Street opp. Hiu Lai Court
Hung Mui Kuk Road opp. Sun Yuet House
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road near Kwong Fai Circuit
Kwai Fong Station Bus Terminus [2]
Kwai Fuk Road O/S Kwai Tsing Theatre

Kwai Shing East Bus Terminus
Kwong Fuk Road near Tung Sau Square
Kwong Yuen Bus Terminus
Kwun Tong Road O/S Kai Yip Estate
Kwun Tong Road O/S Millennium City
Lai Chi Kok Bus Terminus
Lai Chi Kok Road O/S House No. 808 Good Luck Industrial Centre
Lee On Road near Shun Lee Fire Station
Lee On Road O/S Lee Hang House Shun Lee Estate
Lee On Road O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Shun On Restaurant Shun On Estate
Lung Cheung Road O/S Temple Mall North
Lung Mun Road O/S Lung Mun Station
Ma Tau Wai Road House No. 29
Ma Tau Wai Road North of Station Lane near Ka Wai Chuen
Mei Foo Bus Terminus
Mei Tin Road O/S Holford Garden
Ming Kum Road O/S Po Tin Estate
Mong Kok East Station Bus Terminus
New Clear Water Bay Road O/S Pak Hung House Choi Wan Estate
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street O/S Yu Chui Court
Ngau Tau Kok Road opp. Amoy Gardens
On Cheung Road Eightland Gardens near L/P EB3767
On Cheung Road Tai Po Civic Centre opp. L/P EB3767
On Po Road Tai Po Central Bus Terminus opp. L/P EB3785
On Yam near Tak Yam House
Prince Edward Road East near Sa Po Road [2]
Prince Edward Road East opp. Rhythm Garden
Prince Edward Road East opp. The Latitude
Prince Edward Road West near Padek Palace
Prince Edward Road West O/S Grandco Mansion
Prince Edward Road West O/S House No. 239
Prince Edward Road West O/S Prince Edward Station
Prince Edward Road West opp. The Lamma Palace
Sau Mau Ping (Central) Bus Terminus

Sau Ming Road opp. Sau On House
Sha Kok Street O/S Sha Kok Estate
Sha Tin Central Bus Terminus [3]
Shek Pai Street opp. Block 1, Shek Lei Estate
Shun Tin Bus Terminus
Siu Lek Yuen Road O/S Siu Lek Yuen Village
Star Ferry B/T [2]
Tai Po Central Bus Terminus
Tin Sam Street O/S Tin Sam Village
Tsing Yi Pier Bus Terminus
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate
Tsuen Fu Street near Tsuen Fu Street Garden
Tsuen Wan (Nina Tower) B/T
Tsun Wen Road near Tai Hing Police Station
Tsun Wen Road O/S Tsing Chung Koon
Tuen Fat Road O/S Waldorf Garden
Tuen Mun Pier Head B/T
Tuen Mun Road near Hung Kiu
Tuen Mun Road near Tuen Yan Street
Wo Yi Hop Road O/S Hong Shue House Lei Muk Shue Estate
Wo Yi Hop Road opp. Wing Shue House Lei Muk Shue Estate
Wu King Road O/S Wu Poon House Wu King Estate
Wu King Road O/S Wu Tsui House Wu King Estate
Wu Shan Road O/S Siu Shan Court
Yeung Uk Road opp. Yeung Uk Road Market
Yue Man Square O/S House No. 16-18
Yuen Long (West) Bus Terminus
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate

Note: The number in the square brackets denotes the number of bus stops with additional seats to be installed in the same location.

- End -

CONTROLLING OFFICER'S REPLY**TLB120****(Question Serial No. 0161)**

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 Logistics

Question:

The 2017 Policy Address mentioned that the Government had committed to upgrading the existing covered public transport interchanges (hereinafter referred to as “interchanges”) on a pilot basis in order to improve the public transport facilities. In Programme (1) “Matters Requiring Special Attention in 2023-24”, it is mentioned that the Government will “continue to renovate the Ma On Shan Public Transport Terminus on a pilot basis to enhance its design and facilities so as to provide passengers with a more comfortable waiting environment”. In this regard, will the Government inform this Committee of the following:

1. the paper of the Sha Tin District Council in June 2022 mentioned that the renovation project had been commenced in June 2021 for anticipated completion in the first half of 2023. What is the latest progress of the above project and whether the current project cost is within the budget?
2. has the Government arranged manpower to conduct on-site questionnaire surveys during the refurbishment of the public transport terminus to collect passengers' views on the work arrangement and their expectations after the renovation works? If yes, what are the details and the manpower involved; and
3. has the Government conducted any statistical survey on how many “interchanges” that have commissioned for over 20 years and whether there is a timetable for comprehensive improvement of “interchanges”? If yes, how would the Government set out the standard for improvement and what are the estimated expenditures?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 9)

Reply:

1. The works on the pilot renovation project at Ma On Shan Town Centre Public Transport Interchange (MOS PTI) commenced in June 2021 and is currently expected to be completed in the second quarter of 2023. The estimated total expenditure of the project is about \$29 million and the anticipated project cost is within budget.

2. The Transport Department (TD), supported by the Architectural Services Department (ArchSD), consulted the Traffic and Transport Committee of the Sha Tin District Council as well as the franchised bus companies on the design of the planned renovation works, the works programme as well as the associated temporary traffic and transport arrangements during different stages of works before commencement of the project. TD and ArchSD also arrange site inspections to monitor the works and the temporary traffic and transport arrangements and would make adjustments as and when required to facilitate construction works and at the same time to ensure smooth bus operations and reduce impact on the users of the MOS PTI to a minimum. While there is no separate survey to collect views specifically about this project, passengers or locals can provide their views to TD through the existing established platforms and channels including the District Council, letters, emails and the 1823 enquiry hotline, etc.
3. Currently, there are 49 government-owned covered interchanges which have commissioned for over 20 years. The Government will take into account the outcome of the pilot project and passengers' feedback to consider further renovation projects at other interchanges.

- End -

CONTROLLING OFFICER'S REPLY

TLB121

(Question Serial No. 0162)

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 Logistics

Question:

Currently, the disbursement of subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) is mainly through Octopus Card. In Matters Requiring Special Attention in 2023-24 under Programme (6), it is mentioned that the Transport Department (TD) will “assist the Transport and Logistics Bureau in taking forward the incorporation of suitable e-payment platform into the Fare Subsidy Scheme”. In this connection, will the Government advise this Committee of the following:

1. how many e-payment platforms are currently involved in subsidy disbursement under the Scheme? Is any administrative cost charged? If yes, what is the amount involved?
2. the disbursement of consumption vouchers by the Government involves different e-payment platforms, whether the Government will draw reference from this mode and increase subsidy disbursement platforms under the Scheme? If yes, what is the estimated change in administrative cost of the Scheme?
3. in view of the epidemic, TD has implemented special measures to relax the monthly expenses threshold from \$400 to \$200 and increase the monthly subsidy cap from \$400 to \$500. Please give a breakdown of the number of beneficiaries of the Scheme by the following categories of monthly subsidy amount: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400, and \$401 to \$500 or above.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 10)

Reply:

1. At present, commuters can collect the public transport fare subsidy through Octopus under the Scheme. The total amount paid to the Octopus Cards Limited (OCL) is about \$26.6 million in 2021-22, representing less than 1% of the annual subsidy amount. This covers the calculation and collection of subsidies and the operation and maintenance of relevant hardware and software by the OCL, as well as other support

services provided by third-party service providers entrusted by the OCL such as the dedicated customer support hotline and other enquiry services.

2. We note the emergence of various e-payment platforms and are exploring ways to expedite the inclusion of suitable e-payment systems into the Scheme in a progressive manner. It should however be noted that the considerations for identifying suitable e-payment systems for the Scheme will be different from those of the Consumption Voucher Scheme. We need to consider whether the relevant e-payment platform has been generally adopted by various public transport operators for the collection of transport fares. Besides, as the Scheme involves a high volume of transactions every day, e-payment platforms to be incorporated under the Scheme would need to meet certain operational requirements, including those concerning the uploading and verification of transaction records, the arrangement of subsidy calculation and collection, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

The Government has been striving to lower the administrative fee of the Scheme as far as possible. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 and 2023-24 are both around 1% of the annual subsidy amount.

3. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023.

The distribution of beneficiaries by monthly subsidy amount during different periods (up to January 2023) are set out below:

Monthly subsidy amount	Number of beneficiaries (rounded off to the nearest thousand)			
	Monthly average from July 2020 to March 2021 (with special measures)	Monthly average from April to December 2021 (with special measures)	Monthly average from January to April 2022 (without special measures)	Monthly average from May 2022 to January 2023 (with special measures)
\$0.1-\$100.0	1 643 000	1 786 000	737 000	1 642 000
\$100.1-\$200.0	640 000	902 000	254 000	812 000
\$200.1-\$300.0	194 000	327 000	74 000	299 000
\$300.1-\$400.0	60 000	92 000	27 000	87 000
\$400.1 or above	N/A	32 000 (Note)	N/A	35 000 (Note)

Note:

The monthly subsidy cap was temporarily increased to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023.

- End -

CONTROLLING OFFICER'S REPLY**TLB122****(Question Serial No. 1400)**

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 Logistics

Question:

Under the “Walk in HK” initiative, there are four pillars of walkability, i.e. "make it connected", "make it safe", "make it enjoyable" and "make it smart", which include decluttering of non-essential traffic signs and pedestrian railings. In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport Department (TD) will “continue to assist the Transport and Logistics Bureau in fostering a pedestrian-friendly environment, promoting “Walk in HK”. In this connection, will the Government inform this Committee of the following:

1. to reclaim space for pedestrians, thereby fostering a pedestrian-friendly environment, the Government decluttered a total of about 290 numbers of non-essential traffic signs and about 3.5km of pedestrian railings in both pilot areas of Central and Sham Shui Po. Please list in a table the locations of the above-mentioned decluttered pedestrian railings and the number of cases of pedestrians jaywalking due to the removal of railings; and whether there have been any traffic accidents due to the decluttering of pedestrian railings; and
2. to enhance the walking environment, TD will provide covers at suitable sections of public walkways and implement walkability enhancement measures in the selected pilot areas (Central and Sham Shui Po). Please list in a table the pilot areas of the provision of covered walkways, the project details and target results.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 11)

Reply:

1. To foster a pedestrian-friendly environment, a minimum approach in the provision of pedestrian railings is adopted. The locations of removal of the non-essential pedestrian railings in the pilot areas in Central & Western and Sham Shui Po districts are listed below. Risk of jaywalking is one of the major considerations when selecting these locations, and hence removal of existing railings was avoided in locations where the pedestrian flow and vehicular traffic were high. According to our records, there were no traffic accident involving pedestrians due to the removal of railings at these locations.

TD will continue to review and monitor the provision of railings to enhance walking environment without compromising safety.

Locations of removal of non-essential pedestrian railings in pilot area in Central and Western District	
1.	Chung King Road
2.	Chung Kong Road
3.	Connaught Place near Man Cheung Street
4.	Connaught Road West between Des Voeux Road Central and Morrison Street
5.	Connaught Road West near Sun Yat Sen Memorial Park
6.	Connaught Road West near Eastern Street North
7.	Connaught Road Central near China Merchants Tower
8.	Harcourt Road near Rodney Street
9.	Legislative Council Road
10.	Lung Wui Road and Lung Hop Street
11.	Lung Wo Road between Edinburgh Place and Legislative Council Road
12.	Man Kwong Street near Man Yiu Street
13.	Tim Mei Avenue
14.	Western Fire Service Street
Locations of removal of non-essential pedestrian railings in pilot area in Sham Shui Po District	
1.	Cheung Sha Wan Road between Shek Kip Mei Street and Wong Chuk Street
2.	Cheung Sha Wan Road near Pei Ho Street
3.	Cheung Sha Wan Road near Tonkin Street
4.	Lai Chi Kok Road between Kweilin Street to Yen Chow Street
5.	Lai Chi Kok Road near Sham Shui Po Park
6.	Nam Cheong Street between Cheung Sha Wan Road and Lai Chi Kok Road
7.	Nam Cheong Street near Un Chau Street
8.	Tonkin Street near Un Chau Street
9.	Un Chau Street between Camp Street and Tonkin Street
10.	Yen Chow Street between Cheung Sha Wan Road and Castle Peak Road
11.	Yu Chau Street near Pei Ho Street

2. To provide better walking environment for pedestrians, the following walkway cover proposals are being taken forward in Central & Western and Sham Shui Po districts:

District (Status)	Location	Length (m)
Sham Shui Po (Works completion by March 2023)	Walkway at Woh Chai Street between Exit A of MTR Shek Kip Mei Station and Mei Leong House of Shek Kip Mei Estate	120
Sham Shui Po (Design in progress)	Caritas Medical Centre at Wing Hong Street and Castle Peak Road	240
Central & Western (Design in progress)	Walkway at Rock Hill Street from MTR Kennedy Town Station Exit B to Axeford Villa	125

- End -

CONTROLLING OFFICER'S REPLY

TLB123

(Question Serial No. 1423)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2023-24 under Programme (2), it is mentioned that the Transport Department (TD) will continue to assist the Transport and Logistics Bureau in matters relating the formulation of measures to combat the illegal carriage of passengers by motor vehicles for hire or reward. In this connection, will the Government inform this Committee of the following:

1. the numbers of enforcement actions against illegal carriage of passengers for hire or reward in each of the past four years with a breakdown by Legislative Council (LegCo) Geographical Constituency. Has the situation improved after the Government imposed these measures to combat illegal carriage of passengers for hire or reward?
2. given that among the cases in which fines were imposed for the offence of illegal carriage of passengers in 2021-22, as many as 70% were cases in which the convicted persons were only fined \$2,000 or below, whether it has assessed if this level of penalty lacks deterrent effect; if so, what are the details and manpower involved?
3. will the Government review the penalty mechanism of illegal carriage of passengers for hire or reward; if so, what are the details and manpower involved?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 12)

Reply:

1. The Hong Kong Police Force (HKPF) has been following up on complaint cases and conducting investigation on suspected non-compliance with relevant legislations, as well as formulating Selected Traffic Enforcement Priorities according to the situation. In this connection, HKPF will continue to closely monitor any illegal carriage of passengers by motor vehicles for hire or reward and follow up on related complaints. Suitable enforcement actions will be taken where there is sufficient evidence.

HKPF does not maintain breakdown of the numbers of enforcement actions against illegal carriage of passenger by motor vehicles for hire or reward by LegCo Geographical Constituency. The numbers of enforcement actions concerning illegal

carriage of passengers by motor vehicles for hire or reward on which HKPF took enforcement actions in 2019, 2020, 2021 and 2022 were 184, 49, 19 and 26 respectively.

2. Pursuant to Section 52(3) of the Road Traffic Ordinance (the Ordinance) (Cap. 374), 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 the vehicle complies with certain conditions stipulated in the Ordinance (e.g. a hire car permit is in force for the vehicle). Otherwise, it is an offence. The Government has been closely monitoring the use of motor vehicles for illegal carriage of passengers for hire or reward, and taking stern enforcement actions against illicit acts.

According to the Ordinance, any person who uses a motor vehicle for illegal carriage of passengers for hire or reward is liable to a maximum fine of \$5,000 and imprisonment of three months, plus suspension of vehicle licence and impoundment of vehicle for three months on the first conviction. For subsequent convictions, a maximum fine of \$10,000 and imprisonment of six months may be imposed along with the suspension of vehicle licence and impoundment of vehicles for six months.

In passing sentence, the court will consider the facts and all relevant factors of each case. As to whether an appeal against a sentence is warranted, the Government will deliberate on a host of considerations, including relevant precedent cases, the gravity of the offences committed by offenders and the trends of the offences concerned.

3. 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 by motor vehicles for hire or reward as stipulated in the Ordinance 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 plans on introducing the amendment bill into LegCo in due course.

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

- End -

CONTROLLING OFFICER'S REPLY**TLB124****(Question Serial No. 1887)**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 LogisticsQuestion:

Regarding the smart mobility initiatives, will the Government advise this Committee of the following:

1. the targets, plans, estimated expenditure and staff establishment involved for the smart mobility initiatives in the coming year;
2. the usage of the Smart Traffic Fund (the Fund); details of the approved projects and implementation progress;
3. the operation of the new on-street parking meters; the number of downloads, number of users, problems and enhancement plans of "HKeMeter", and the percentage of "HKeMeter" users in the total number of users of parking meters; and
4. the estimated percentage of automated parking system (APS) in the total number of parking spaces in public car parks across the territory in the coming year; and the implementation plan of APS in short-term tenancy (STT) public car parks and public car parks in government premises.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 33)

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 2023-24 of the various smart mobility initiatives are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Smart Transport Infrastructure	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of real-time traffic information for traffic management, route selection and transport planning	\$21.6 million
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system.	\$57 million
13. Commission APS pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million ^{Note 1}
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 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 Logistics Bureau / TD, while funding for the capital cost of APS projects in public carparks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

2. The \$1 billion Fund was launched in March 2021 for application. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex 1**.

3. The operation of the new parking meter system (including the parking meter and mobile app viz. “HKeMeter”) has become smoother and the mobile app “HKeMeter” has become increasingly popular since its launch in January 2021. The number of transactions of using the new parking meter system and the number of downloads as well as the proportion of transactions using HKeMeter have been growing. The breakdowns of the downloading counts, the number of transactions and the proportion of transactions using “HKeMeter” by year are provided as follows:

	2021	2022
Cumulative number of downloads	496 851	883 570
Number of transactions ('000) by year end	18 040	46 482
Proportion of transactions using HKeMeter	37.6%	48.1%

To promote the usage of the new parking meter system, TD has put up a sticker at each parking meter to facilitate the downloading of HKeMeter. Tutorial videos and handy user tips are also uploaded onto TD’s social media channel and website. To enhance the users’ experience, TD has been gauging users’ feedback from various channels, for example, social media, mobile app stores and the hotline, and continuously improving the system performance which is evidenced by the increasing popularity amongst the motorists in using HKeMeter for payments.

TD will continue to closely monitor the management, operation and maintenance of the parking meter system and take appropriate actions to enhance the system performance.

4. Information of the current APS projects are listed at **Annex 2**.

Projects Approved under the Smart Traffic Fund

Project Title	Project Summary	Approved Funding
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00
Computer Vision-based Smart Bike Flow Estimation	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43
Development of a Personalised and Connected Advanced Driver Assistance System	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83
Designing of an Intelligent Human-machine Cooperative Driving System	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53
Development of Advanced Bollard with Smart Materials for Improving Road Safety	This project aims to develop three different types of traffic bollards for various vehicle types and speeds by utilising smart protection materials with novel structures.	\$17,925,946.31
Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97
Virtual Reality-based Driving Training System	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter	\$3,820,680.00

Project Title	Project Summary	Approved Funding
	in conventional driving practice sessions in the training to enrich the learning experience.	
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72
Intelligent Driving Training and Evaluation System for Container Trucks	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Using Generalised Linear Model and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device, and conducting analysis with Generalised Linear Model and Machine Learning.	\$11,254,796.94

Project Title	Project Summary	Approved Funding
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00
Development of an A.I. Intelligent Traffic Enforcement Robot	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00
Channel State Information-Learning-based Passenger Counting System on PT Vehicles	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on PT vehicles.	\$1,349,416.67
Development of an Augmented Reality-Assisted Head-up Display mechanism for recommending driving strategy	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00
AI Driven Barrier-Free Smart Mobility Platform - BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00

Project Title	Project Summary	Approved Funding
Automatic On-The-Move Anti-Congestion System	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00
Prediction of Traffic Speed and Volume considering Malfunctioning Detectors using Deep Learning	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	\$19,730,872.00
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	\$1,682,512.30

Project Title	Project Summary	Approved Funding
	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	
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
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

Project Title	Project Summary	Approved Funding
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

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)
A. APS in STT car parks				
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	The installation of APS commenced in 2020	November 2021 (actual)	245
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	The installation of APS commenced in 2021	December 2022 (actual)	250
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200
B. APS in public works projects				
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2023	2026	About 200

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	To be determined ¹		About 200

Note 1: As the project is in planning stage and design is being refined, the schedules are to be determined.

- End -

CONTROLLING OFFICER'S REPLY**TLB125****(Question Serial No. 1379)**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 LogisticsQuestion:

It is mentioned in the Budget that the Transport and Logistics Bureau (TLB) will continue to oversee the progress and development of various Smart Mobility initiatives including the operation of new on-street parking meters, and the implementation of the Smart Traffic Fund (the Fund) and automated parking system (APS) projects. In this connection, please 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 2023-24; 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, including 2022-23.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 15)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 2023-24 of the various smart mobility initiatives are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Smart Transport Infrastructure	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of	\$21.6 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
real-time traffic information for traffic management, route selection and transport planning	
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate the \$1 billion Smart Traffic Fund to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system.	\$57 million
13. Commission APS pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million ^{Note 1}
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 million

Note 1: The estimated expenditure is for the engagement of consultants which will offer technical advice on APS for the projects undertaken by TLB / TD, while funding for the capital cost of APS projects in public car parks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

- (2) As at February 2023, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate was about 70 000.

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

Financial Year	Operating Expenditure
2020-21	\$3,250,000
2021-22	\$4,520,000
2022-23	\$4,130,000

Remark: Expenditure rounded to nearest \$10,000

- End -

CONTROLLING OFFICER'S REPLY

TLB126

(Question Serial No. 2203)

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 Logistics

Question:

There are views from the community that the provision of parking facilities in Hong Kong has all along remained short of demand. In this connection, will the Government advise this Committee of the following:

1. information concerning each of the public car parks owned by the Government in each District Council (DC) district: (i) the location, (ii) the government department(s) responsible for its management, (iii) the opening hours, (iv) the number of each type of parking spaces and the parking fees charged, (v) the number of parking spaces installed with electric vehicle (EV) charging facilities (standard and medium speed charging), (vi) the average monthly utilisation rate in the past five years; and
2. the current number of lessees of government land using the leased sites for operating fee-paying public car parks, the locations of the sites, the numbers of parking spaces provided and the tenancy terms.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 17)

Reply:

1. The details of existing Government public car parks managed by the Transport Department (TD), the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD), with a breakdown by DC districts are tabulated at **Annex 1**.
2. Currently, there are 192 short term tenancy (STT) sites for operating fee-paying public car parks. Their locations by DC districts and the number of parking spaces provided are tabulated at **Annex 2**.

Existing Government Public Car Parks by DC District

1. Public Car Parks Managed by TD as at December 2022

DC District	Car Park / Address	No. of Parking Space (for Private Car¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Central and Western	Star Ferry Car Park 9 Edinburgh Place Central	Private Car: 377 Motor Cycle: 37	Standard: 27 Medium: 11 Quick: 1	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 19:00 \$23/Hour 19:00 - 07:00 \$17/Hour <u>Day Pass</u> 07:00 - 19:00, Mondays to Saturdays, except Public Holidays (PH) \$180 08:00 - 00:00, Sundays & PH \$120 <u>Night Pass</u> 19:00 - 07:00, Mondays to Saturdays, except PH \$65	2018: 49% 2019: 44% 2020: 41% 2021: 43% 2022: 45%
Central and Western	City Hall Car Park 1 Edinburgh Place Central	Private Car: 170 Motor Cycle: 27	Medium: 30	<u>Monthly Parking</u> \$4,440 \$5,900 (for the reserved parking space in Star Ferry Car Park) <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Monthly Parking</u> \$340	2018: 43% 2019: 33% 2020: 30% 2021: 33% 2022: 32%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Central and Western	Rumsey Street Car Park 2 Rumsey Street Sheung Wan	Private Car: 829 Motor Cycle: 164	Medium: 110	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$23/Hour 23:00 - 07:00 \$17/Hour <u>Day Pass</u> 07:00 - 19:00, Mondays to Saturdays, except PH \$180 08:00 - 00:00, Sundays & PH \$120 <u>Night Pass</u> 19:00 - 07:00, Mondays to Saturdays, except PH \$65 <u>Quarterly Parking</u> \$12,150 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 64% 2019: 58% 2020: 42% 2021: 42% 2022: 44%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Central and Western	Kennedy Town Car Park 12 Rock Hill Street Kennedy Town	Private Car: 195 Motor Cycle: 37	Medium: 59	<u>Private Cars</u> <u>Hourly Charges</u> \$13/Hour <u>Quarterly Parking</u> \$6,900 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 80% 2019: 77% 2020: 78% 2021: 83% 2022: 82%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Wan Chai	Tin Hau Car Park 1 King's Road Causeway Bay	Private Car: 428 Motor Cycle: 75	Medium: 162	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$21/Hour 23:00 - 07:00 \$16/Hour <u>Day Pass</u> 07:00 - 19:00 \$105 <u>Quarterly Parking</u> \$8,700 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 75% 2019: 71% 2020: 69% 2021: 72% 2022: 71%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Eastern	Shau Kei Wan Car Park 1 Po Man Street Shau Kei Wan	Private Car: 385 Motor Cycle: 72	Medium: 116	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$13/Hour 23:00 - 07:00 \$11/Hour <u>Day Pass</u> 07:00 - 19:00 \$80 <u>Quarterly Parking</u> \$6,300 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 84% 2019: 79% 2020: 79% 2021: 81% 2022: 81%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Southern	Aberdeen Car Park 18 Aberdeen Reservoir Road Aberdeen	Private Car: 293 Motor Cycle: 51	Medium: 44	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$17/Hour 23:00 - 07:00 \$15/Hour <u>Quarterly Parking</u> \$5,700 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 81% 2019: 77% 2020: 79% 2021: 77% 2022: 78%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Wong Tai Sin	Sheung Fung Street Car Park Sheung Fung Street Wong Tai Sin	Private Car: 267 Motor Cycle: 74	Medium: 35	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$13/Hour 23:00 - 07:00 \$11/Hour <u>Day Pass</u> 07:00 - 19:00 \$80 <u>Quarterly Parking</u> \$6,000 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 90% 2019: 84% 2020: 80% 2021: 79% 2022: 81%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Wong Tai Sin	Wong Tai Sin Public Transport Terminus Car Park ² Upper deck of Wong Tai Sin Public Transport Terminus Wong Tai Sin	Private Car: 27 Motor Cycle:-	-	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$13/Hour 23:00 - 07:00 \$11/Hour <u>Day Pass</u> 07:00 - 19:00 \$80 <u>Coach/Goods Vehicle over 5.5 tonnes</u> <u>Half Hourly Charges</u> \$15 <u>Night Pass</u> 18:00 - 07:00 \$120	2020: 6% 2021: 46% 2022: 49%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Kwai Tsing	Kwai Fong Car Park 19 Kwai Yi Road Kwai Chung	Private Car: 511 Motor Cycle: 93	Medium: 94	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$15/Hour 23:00 - 07:00 \$12/Hour <u>Day Pass</u> 07:00 - 19:00 \$100 <u>Night Pass</u> 19:00 - 07:00 \$55 <u>Quarterly Parking</u> \$6,300 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 73% 2019: 78% 2020: 71% 2021: 76% 2022: 77%

DC District	Car Park / Address	No. of Parking Space (for Private Car ¹ and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Tsuen Wan	Tsuen Wan Car Park 174-208 Castle Peak Road Tsuen Wan	Private Car: 545 Motor Cycle: 34	Medium: 162	<u>Private Cars</u> <u>Hourly Charges</u> 07:00 - 23:00 \$18/Hour 23:00 - 07:00 \$14/Hour <u>Day Pass</u> 07:00 - 19:00 \$100 <u>Night Pass</u> 19:00 - 07:00 \$60 <u>Quarterly Parking</u> \$6,300 <u>Motor Cycles</u> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 89% 2019: 87% 2020: 82% 2021: 81% 2022: 81%

Notes

1. Parking spaces for private cars can accommodate private cars, van-type light goods vehicles and taxis.
2. Wong Tai Sin Public Transport Terminus Car Park is open for use by coach/goods vehicle over 5.5 tonnes with effect from September 2019 and by private car with effect from September 2020. On top of 27 parking spaces for private car, there are ten parking spaces for coach/goods vehicle over 5.5 tonnes.

2. Public Car Parks Managed by GPA as at December 2022

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Central and Western	Queensway Government Offices 66 Queensway	Private Car: 159 Motor Cycle: 21	Medium: 42	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<u>Private Cars</u> (i) Mondays to Thursdays (except PH): \$25 per hour (ii) Fridays, Saturdays, Sundays and PH: \$28 per hour (iii) Monthly Parking: \$1,300 <u>Motor Cycles</u> (iv) Mondays to Thursdays (except PH): \$4 per hour (v) Fridays, Saturdays, Sundays and PH: \$6 per hour (vi) Monthly Parking: \$300	12.6%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower 12 Harbour Road, 7 Gloucester Road and 5 Gloucester Road, Wan Chai	Private Car: 157 Motor Cycle: 10	Medium: 30	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<p><u>Private Cars</u></p> <p>(i) Mondays to Fridays (except PH): \$13 per half hour</p> <p>(ii) Saturdays, Sundays and PH: \$15 per half hour</p> <p>(iii) Monthly Parking: \$1,200</p> <p>(iv) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$130</p> <p>(v) Night Parking (19:00 - 07:00 the next day): \$80</p> <p><u>Motor Cycles</u></p> <p>(vi) \$8 per hour</p> <p>(vii) Monthly Parking: \$600</p>	24.9%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate¹
Eastern	North Point Government Offices 333 Java Road, North Point	Private Car: 95	Medium: 29	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays \$10 per hour (ii) Saturdays, Sundays and PH: \$ 20 per hour (iii) Monthly Parking: \$1,600	41.0%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Eastern	Chai Wan Municipal Services Building 338 Chai Wan Road, Chai Wan	Private Car: 39 Motor Cycle: 6	-	24 Hours	<p><u>Private Cars</u></p> <p>(i) Mondays to Fridays: \$10 per half hour</p> <p>(ii) Saturdays, Sundays and PH: \$11 per half hour</p> <p>(iii) Monthly Parking: \$3,200</p> <p>(iv) Day Parking (08:00 - 18:00): \$110</p> <p>(v) Night Parking (18:00 - 08:00 the next day): \$120</p> <p><u>Motor Cycles</u></p> <p>(vi) \$5 per half hour</p> <p>(vii) \$10 per hour</p> <p>(viii) Monthly Parking: \$800</p>	90.9%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Sham Shui Po	Cheung Sha Wan Government Offices 303 Cheung Sha Wan Road, Cheung Sha Wan	Private Car: 250 Motor Cycle: 13	Medium: 71	A portion of the fee-paying public car park provides 24-hour parking spaces. The remaining are parking spaces of user departments of the Joint-User General Office Building, which are open for public use during non-office hours only.	<u>Private Cars</u> (i) Mondays to Fridays (07:00-12:00): \$15 per half hour (ii) Mondays to Fridays (12:00-19:00): \$20 per half hour (iii) Mondays to Fridays (19:00-07:00 the next day): \$12 per half hour (iv) Saturdays, Sundays and PH: \$15 per half hour (v) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$130 (vi) Night Parking (19:00 - 07:00 the next day): \$50 (vii) Monthly Parking: \$3,500 <u>Motor Cycles</u> (viii) Monthly Parking: \$1,100	52.3%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Kowloon City	To Kwa Wan Market and Government Offices 165 Ma Tau Wai Road, To Kwa Wan	Private Car: 29 Motor Cycle: 4	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<u>Private Cars</u> (i) Mondays to Fridays (except PH): \$12 per hour (ii) Saturdays, Sundays and PH: \$16 per hour (iii) Monthly Parking: \$1,380 <u>Motor Cycles</u> (iv) Monthly Parking: \$250	36.8%
	Trade and Industry Tower 3 Concorde Road, Kai Tak	Private Car: 24	Medium: 20	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Sundays (including PH): \$20 per hour (ii) Monthly Parking: \$2,200	46.5%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate¹
Yau Tsim Mong	West Kowloon Government Offices 11 Hoi Ting Road, Yau Ma Tei	Private Car: 50	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays (except PH): \$5 per half hour (ii) Saturdays, Sundays and PH: \$7 per half hour (iii) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$90 (iv) Night Parking (19:00 - 07:00 the next day on Monday to Friday except PH): \$30 (v) Night Parking (19:00 - 07:00 the next day on Saturdays, Sundays and PH): \$60 (vi) Monthly Parking: \$1,500	38.1%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Kwun Tong	Shun Lee Disciplined Services Quarters 32 Lee On Road, Kwun Tong	Private Car: 89 Motor Cycle: 16	-	24 Hours	<p><u>Private cars</u></p> <p>(i) Mondays to Fridays: \$22 per hour</p> <p>(ii) Saturdays, Sundays and PH: \$24 per hour</p> <p>(iii) Day Parking (08:00 - 18:00 on Monday to Friday): \$85</p> <p>(iv) Day Parking (08:00 - 18:00 on Saturdays, Sundays and PH): \$120</p> <p>(v) Night Parking (18:00 - 08:00 the next day on Monday to Friday): \$130</p> <p>(vi) Night Parking (18:00 - 08:00 the next day on Saturdays, Sundays and PH): \$150</p> <p>(vii) Monthly Parking: \$3,300</p> <p><u>Motor Cycles</u></p> <p>(viii) \$7 per hour</p> <p>(ix) Monthly Parking: \$650</p>	54.8%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate¹
Sai Kung	Sai Kung Government Offices 34 Chan Man Street, Sai Kung	Private Car: 70	Medium: 26	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) <u>Saturdays, Sundays and PH</u> 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Thursdays (except PH): \$27 per hour (ii) Fridays, Saturdays, Sundays and PH: \$40 per hour	17.8%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Sha Tin	Shatin Government Offices 1 Sheung Wo Che Road, Sha Tin	Private Car: 122 Motor Cycle: 22	Medium: 74	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays (except PH) 14:00 - 07:00 the next day Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<u>Private Cars</u> (i) Mondays to Fridays: \$18 per hour (ii) Saturdays, Sundays and PH: \$25 per hour (iii) Special days from 07:00 to 19:00 for 25/3, 26/3, 1/4, 2/4, 5/4, 7/4, 8/4, 9/4, 10/4, 15/4, 16/4, 22/4, 23/4, 7/10, 8/10, 14/10, 15/10, 21/10, 22/10, 28/10, 29/10, 4/11 and 5/11 in 2023: \$30 per hour (iv) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$70 (v) Monthly Parking: \$800 <u>Motor Cycles</u> (vi) Monthly Parking: \$250	41.8%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
	New Territories (Shatin) Forensic Medicine Centre 7 Lower Shing Mun Road, Tai Wai, Sha Tin	Private Car: 50	Medium: 15	24 Hours	(i) 09:00 - 17:00: \$12 per hour (ii) 17:00 - 22:00: \$18 per hour (iii) 22:00 - 09:00 the next day: \$5 per hour	Information is not available
Tai Po	Tai Po Government Offices 1 Ting Kok Road, Tai Po	Private Car: 71 Motor Cycle: 4	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<u>Private Cars</u> (i) Mondays to Fridays: \$8 per hour (ii) Saturdays, Sundays and PH: \$18 per hour (iii) Monthly Parking: \$1,200 <u>Motor Cycles</u> (iv) \$5 per hour	59.3%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate¹
Tuen Mun	Tuen Mun Government Offices 1 Tuen Hi Road, Tuen Mun	Private Car: 42	Medium: 22	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays: \$5 per hour (ii) Saturdays, Sundays and PH: \$20 per hour (iii) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$30 (iv) Night Parking (19:00 - 07:00 the next day on Saturdays, Sundays and PH): \$40 (v) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$50 (vi) Monthly Parking: \$800	22.8%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate¹
Yuen Long	Yuen Long District Office Building 269 Castle Peak Road, Yuen Long	Private Car: 44	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays: \$10 per hour (ii) Saturdays, Sundays and PH: \$20 per hour (iii) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$30 (iv) Night Parking (19:00 - 07:00 the next day on Saturdays, Sundays and PH): \$55	46.9%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate¹
North	North District Government Offices 3 Pik Fung Road, Fanling	Private Car: 101	Medium: 26	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day) Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays: \$10 per hour (ii) Saturdays, Sundays and PH: \$12 per hour (iii) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$50 (iv) 12-hour Parking (Saturdays, Sundays and PH): \$70 (v) 24-hour Parking (Saturdays, Sundays and PH): \$140 (vi) Monthly Parking: \$1,180	26.2%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
North	Heung Yuen Wai Boundary Control Point	Private Car: 415 Motor Cycle: 36 Van-type Light Goods Vehicle: 15	Medium: 126	24 Hours	<p><u>Private Cars</u> (i) \$15 per hour</p> <p>(ii) Day Parking (Any 24 hours): \$150</p> <p>(iii) Night Parking (18:00 - 08:00 the next day): \$80</p> <p><u>Van-type Light Goods Vehicle</u> (iv) \$15 per hour</p> <p><u>Motor Cycles</u> (v) \$5 per hour</p> <p>(vi) Day Parking (Any 24 hours): \$40</p> <p>(vii) Night Parking (18:00 - 08:00 the next day): \$25</p>	Information is not available

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
Islands	Hong Kong Zhuhai Macao Bridge Hong Kong Port	Private Car: 673 Motor Cycle: 25 Light Goods Vehicle: 14 Taxi: 21	Medium: 89 Quick: 2	24 Hours	<u>With Pre-booking</u> <u>Hourly Parking</u> (i) Private Car: \$20 per hour (ii) Motor Cycle: \$8 per hour (iii) Light Goods Vehicle: \$16 per hour (iv) Taxi: \$16 per hour <u>Day Parking (Any 24 hours)</u> (v) Private Car: \$160 (vi) Motor Cycle: \$45 (vii) Light Goods Vehicle: \$125 (viii) Taxi: \$125	0.5%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate ¹
					<p><u>Without Pre-booking</u></p> <p>(ix) Private Car 1st and 2nd hours: \$20 per hour 3rd hour: \$30 per hour from 4th hours: \$40 per hour</p> <p>(x) Motor Cycle 1st and 2nd hours: \$8 per hour 3rd hour: \$12 per hour from 4th hours: \$16 per hour</p> <p>(xi) Light Goods Vehicle 1st and 2nd hours: \$16 per hour 3rd hour: \$24 per hour from 4th hours: \$32 per hour</p> <p>(xii) Taxi 1st and 2nd hours: \$16 per hour 3rd hour: \$24 per hour from 4th hours: \$32 per hour</p>	

Note

- The figures are the average utilisation rates of the car parks during the operating hours for the period from April 2022 to December 2022 and are based on the information provided by the contractors. GPA does not have the statistics on the utilisation rates of the car parks for the entire period of the past five years. As the car parks at New Territories (Shatin) Forensic Medicine Centre and Heung Yuen Wai Boundary Control Point have commenced operation in early 2023, information on their average utilisation rates during the period concerned is not available.

3. Public Car Parks Managed by LCSD as at December 2022

LCSD currently manages over 80 public car parks. As a large amount of data is involved, LCSD is unable to list out the information of each car park in detail, but a breakdown of the number of parking spaces in various districts by DC district.

	Private Cars		Light Goods Vehicles		Motor Cycles		Coaches	
	Hourly	Monthly	Hourly	Monthly	Hourly	Monthly	Hourly	Monthly
Central and Western	47	0	4	0	4	0	0	0
Wan Chai	99	22	0	0	0	0	6	0
Eastern	118	20	0	0	10	0	5	0
Southern	72	0	0	0	8	0	0	0
Yau Tsim Mong	35	0	0	0	1	0	2	0
Sham Shui Po	111	0	0	0	13	0	7	0
Kowloon City	73	0	0	0	4	0	0	0
Wong Tai Sin	78	0	0	0	0	0	3	0
Kwun Tong	277	0	0	0	36	0	6	0
Tsuen Wan	81	0	13	0	2	0	0	0
Tuen Mun	207	0	0	0	2	0	0	0
Yuen Long	86	0	0	0	8	0	11	0
North	100	0	0	0	2	0	6	0
Tai Po	126	100	216	0	48	0	10	0
Sai Kung	138	0	0	0	25	0	18	0
Sha Tin	308	0	0	0	26	0	9	0
Kwai Tsing	177	0	0	0	23	0	8	0
Islands	35	0	0	0	0	0	0	0
Total	2 168	142	233	0	212	0	91	0

Existing Fee-paying Public Car Parks at STT Sites by DC District as at December 2022

District Name	Total Number of Parking Spaces
Central and Western	165
Wan Chai	-
Eastern	1 172
Southern	229
Yau Tsim Mong	827
Sham Shui Po	876
Kowloon City	856
Wong Tai Sin	347
Kwun Tong	1 352
Tsuen Wan	2 663
Tuen Mun	2 627
Yuen Long	1 195
North	1 975
Tai Po	1 547
Sai Kung	3 509
Sha Tin	2 940
Kwai Tsing	7 881
Islands	214

- End -

CONTROLLING OFFICER'S REPLY**TLB127****(Question Serial No. 2204)**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 LogisticsQuestion:

The Government announced in 2018 that it would earmark \$500 million to subsidise franchised bus operators for retrofitting three types of safety devices (i.e. seat belts, electronic stability control (ESC) and speed limiting retarder) on suitable existing buses. In this regard, will the Government inform this Committee of the following:

- (1) the breakdown of the three types of safety devices installed by each franchised bus operator on existing buses, and the percentage of existing buses (please list in the table below):

Franchised Bus Operators	Total Number of Buses Installed with Safety Devices					
	Seat Belts	% of Existing Buses	ESC	% of Existing Buses	Speed Limiting Retarder	% of Existing Buses

- (2) whether the Government has explored measures to expedite the installation of the three types of safety devices on all existing buses; if yes, what are the details; if not, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 18)Reply:

(1) & (2)

To further enhance safety in franchised bus services, from July 2018 onwards all new double-deck buses procured are equipped with seat belts on all the passenger seats, ESC that can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

For existing buses, taking into consideration the results of the cost-benefit analyses, the franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all the seats on the upper deck of around 1 900 double-deck buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for the franchised bus operators.

The numbers of buses installed with the safety devices by individual franchised bus companies are set out in the table below:

Franchised Bus Company	Total Number of Buses Installed with Safety Devices (Position as at the end of December 2022)					
	Seat Belts	% of Total Number of Double-deck Buses Planned for Installation	ESC	% of Total Number of Double-deck Buses Planned for Installation	Speed Limiting Retarder	% of Total Number of Double-deck Buses Planned for Installation
Citybus Limited	296	91%	586	91%	586	91%
Long Win Bus Company Limited	116	100%	116	100%	116	100%
New Lantau Bus Company (1973) Limited	28	100%	10	100%	39	100%
New World First Bus Services Limited	252	79%	371	76%	371	76%
The Kowloon Motor Bus Company (1933) Limited	810	70%	1 897	69%	1 919	69%
Total	1 502	77%	2 980	75%	3 031	75%

Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation of seat belts in three years and installation of ESC and speed limiting retarder in four years. As at the end of December 2022, the franchised bus operators have completed at least 75% of the installation of the three types of safety devices on suitable existing double-deck buses as scheduled. The installation works need to take place in a progressive manner because there is a limit on number of buses that can be temporarily removed from service for installation at any one time without affecting provision of bus services. The Transport Department and the franchised bus companies will continue to monitor the installation progress of the above devices and will review the installation schedule as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

TLB128

(Question Serial No. 2208)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Many citizens pointed out the long waiting time of driving tests for various vehicle types in recent years. In this connection, will the Government advise this Committee of the following:

1. the total number of candidates and average waiting time of road tests for various vehicle types (i.e. light goods vehicle, private light bus, public light bus, private bus, public bus, franchised public bus, medium goods vehicle, heavy goods vehicle, articulated vehicle, special purpose vehicle) in each of the past five years;
2. the staff establishment, strength, wastage rate and vacancy of Driving Examiners of the Transport Department (TD) in each of the past five years; and
3. the current number of valid full driving licences, with a breakdown by vehicle type and age group of licence holders (i.e. aged 18 to 29, 30 to 39, 40 to 49, 50 to 59, 60 to 64, and 65 or above).

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 22)

Reply:

1. The demand for road tests has been continuously increasing. Over a ten-year period from 2012 to 2021, the yearly number of applications for road test has increased from 122 554 applications to 211 798 applications, representing an increase of 73%. On the other hand, to tie in with various social distancing measures put in place by the Government during the COVID-19 pandemic, TD had to intermittently suspend driving tests during the period from 2020 to early 2022. After each resumption of services, TD had to firstly arrange make-up road tests for the affected candidates and the waiting time of road tests was therefore further lengthened in the past three years.

The numbers of candidates who attended road tests for the various vehicle types in each year between 2018 and 2022 are tabulated below:

Numbers of Candidates Who Attended Road Tests (2018 - 2022)

Type of Test		Numbers of Candidates				
		2018	2019	2020	2021	2022
Light Goods Vehicle	Combined	36 685	33 815	28 656	34 725	30 619
	Part B	2 013	1 665	1 334	2 031	1 946
	Part C	30 778	29 580	17 903	27 780	17 733
Medium Goods Vehicle		4 920	5 788	2 843	6 356	6 152
Heavy Goods Vehicle		2 543	2 815	1 587	3 441	3 253
Franchised Bus		1 092	1 470	1 097	1 377	1 045
Private/Public Light Bus		435	472	83	287	212
Private/Public Bus		3 924	5 275	2 526	4 139	3 027
Articulated Vehicle		1 146	1 062	580	1 261	1 313

The average waiting time of road tests for the various vehicle types in each year between 2018 and 2022 is tabulated below:

Average Waiting Time (in Calendar Days) for Road Tests (2018 - 2022)

Type of Test (Note 2)		Number of Calendar Days (as at 30 November of each year) (Note 1)				
		2018	2019	2020	2021	2022
Light Goods Vehicle	Combined	275	259	220	355	370
	Part B	57	56	87	111	121
	Part C	178	196	248	280	352
Medium Goods Vehicle		63	62	83	93	107
Heavy Goods Vehicle		75	55	94	111	105
Private/Public Light Bus		54	24	67	84	79
Private/Public Bus		67	71	86	91	104
Articulated Vehicle		66	54	76	87	114

Note 1: Since driving tests were suspended in December 2020 under the COVID-19 pandemic, the average waiting time (in calendar days) of road tests for the various vehicle types in the above table was calculated based on the situation as at 30 November of each year.

Note 2: There is no waiting time figure for franchised bus driving test. Under the current arrangement, the franchised bus operators will liaise with TD from time to time to arrange tests for their trainees when the need arises.

2. The establishment, strength, vacancy and wastage of the Driving Examiner grade in each year between 2018 and 2022 are tabulated below:

Manpower of Driving Examiners (2018 - 2022)

Year	Number of Staff (as at 31 July of each year)			Wastage (Note 4)
	Establishment (Note 3)	Strength	Vacancy	
2018	75	71	4	5
2019	77	69	8	2
2020	79	79	0	2
2021	85	85	0	4
2022	85	81	4	4

Note 3: The numbers include both permanent and time-limited posts.

Note 4: The wastage refers to the number of driving examiners retired, resigned or transferred to other Government departments in that whole year.

- As at 28 February 2023, there were a total of 2 361 950 valid full driving licence holders. The numbers of full driving licence holders, with breakdown by different classes of vehicles and age groups, are tabulated below:

Driving Licence Statistics (as at 28 February 2023) (Note 5)

Class of Vehicle	Number of Driving Licence Holders					
	18-29	30-39	40-49	50-59	60-64	65 or above
Private Car	169 065	488 577	607 879	568 595	254 197	259 435
Light Goods Vehicle	88 996	258 701	342 263	315 116	191 969	224 339
Motor Cycle	13 882	45 777	92 531	91 971	30 532	36 343
Private Light Bus	2 013	9 342	28 670	47 932	35 277	54 367
Public Light Bus	1 269	7 415	26 012	45 327	34 061	52 504
Taxi	2 339	9 577	20 940	48 492	48 725	74 358
Private Bus	2 009	9 260	27 872	40 391	24 962	33 914
Public Bus	1 631	8 875	27 482	40 061	24 867	33 909
Government Vehicle	1 903	9 267	10 251	9 854	2 217	605
Franchised Bus	963	2 592	4 663	6 799	4 449	6 696
Medium Goods Vehicle	2 500	13 607	32 996	49 976	33 960	50 478
Heavy Goods Vehicle	872	5 151	13 438	20 345	15 190	36 034
Articulated Vehicle	343	2 159	6 507	12 556	9 707	11 766
Special Purpose Vehicle	236	1 645	4 175	5 086	2 902	3 183
Motor Tricycle	13 882	45 778	92 526	91 978	30 537	36 341

Note 5: Since a person may hold a driving licence with endorsement of more than one class of vehicles, the sum of individual classes of licence holders in the above statistics may be more than the total number of driving licence holders.

- End -

CONTROLLING OFFICER'S REPLY

TLB129

(Question Serial No. 2209)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the research on road safety and standards, will the Government inform this Committee of the following:

- (1) the number of research items on road safety and standards completed by the Transport Department (TD) in the past five years, with the following details of each item: (i) name and category; (ii) expenditure involved; (iii) commencement and completion dates; and (iv) contents of the recommended improvement measures; and
- (2) whether there is any programme for reviewing and amending the regulations and safety standards for different vehicle types (i.e. light goods vehicle, private light bus, public light bus, private bus, public bus, franchised bus, medium goods vehicle, heavy goods vehicle, articulated vehicle, special purpose vehicle). If yes, what are the details; if no, what are the reasons.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 23)

Reply:

- (1) TD has been conducting researches on the latest road safety developments and technologies in other places, and investigating whether such developments and technologies can be applied in Hong Kong to enhance road safety. Some items introduced since 2018 are provided as follows:
 - (i) Trial of the Average Speed Camera System (ASCS) was carried out from October 2020 to October 2021, at an expenditure of \$13.21 million. ASCS utilised cameras and artificial intelligence technology to capture and calculate vehicles' average speed along a predefined stretches of road section. The system assessment indicates that ASCS is accurate and reliable. TD is currently liaising with the Hong Kong Police Force on the details of system integration, technical optimisation, operating procedures and resources.
 - (ii) Trial of enhanced zebra crossing facilities is being carried out by stages from April 2022 to October 2022 and from March 2023 to April 2024. It aims at making the crossing more conspicuous and alerting motorists to stop and give

way to pedestrians. The total expenditure of the trial would be \$4.82 million. TD will review the trial result before considering further deployment at other locations.

- (iii) Trial of auxiliary devices at signalised crossing, which projected red light onto the pedestrian waiting area of the crossing to remind the pedestrian the red man status, was carried out between July 2022 and January 2023, at an expenditure of \$0.65 million. The trial result is positive, and TD is currently reviewing and selecting suitable signalised pedestrian crossings for wider use of the auxiliary devices.
 - (iv) Trial of seat belt fastening detection and alert system on Public Light Buses (PLBs) was carried out between September 2020 and July 2021 under a technical study of \$1.40 million. It aimed to identify feasible technical solutions for the system with a view at enhancing PLB passenger's awareness of fastening seat belt. The trial result is positive, and TD has required PLBs with their first registration on or after 1 September 2023 to have such installation.
- (2) TD has also been closely monitoring the international development and application of relevant automotive technology, and is conducting legislative amendment exercises on updating the following construction of vehicles' requirements to improve road safety:
- (i) requiring the installation of acoustic vehicle alerting system for all electric/hybrid electric vehicle classes before the first registration of the vehicles;
 - (ii) requiring the installation of over-height warning system for vehicles with extendable aerial structures such as goods vehicles and special purpose vehicles;
 - (iii) revising the statutory requirement of reflecting mirrors and introducing requirements of camera-monitor system for all vehicle classes;
 - (iv) revising the statutory requirements of visual display unit for all vehicle classes;
 - (v) revising the driving rules to enable the use of remote control parking function by driver;
 - (vi) updating miscellaneous requirements on vehicle construction to tally with international vehicle standards and technological development (i.e. relaxing the overall height of single-decked bus from 3.5 metres to 4 metres, and allowing the use of light emitting diodes for lamps of vehicles); and
 - (vii) extending the existing statutory requirements for the mandatory fitting and wearing of seat belts on private cars, taxis and public light buses to other classes and seats of vehicles.

The abovementioned items (1) and (2) on road safety and standards are undertaken by the existing staff of TD as part of their normal duties.

- End -

CONTROLLING OFFICER'S REPLY

TLB130

(Question Serial No. 1179)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

In relation to encouraging the use of new energy transport, the Government had rolled out various policies and initiatives for promoting electric public transport, including setting the target of introducing about 700 electric buses and 3 000 electric taxis by the end of 2027; setting aside \$350 million to provide subsidies to four in-harbour ferry operators for the construction and trials of electric ferries and the related charging facilities, as set out in the Budget. In addition, a loan scheme will be launched with 100% guarantee for the taxi trade as an incentive for taxi owners to replace their existing taxis with battery electric taxis.

Apart from these policies and initiatives, would the Government deploy resources for a holistic review on whether the prevailing traffic and transport related regulations could cope with the development and need of new energy transport, to keep the existing statutory regime abreast of the prevalent use of electric vehicles, in order not to hinder the development of new energy transport in Hong Kong. If yes, what are the details, including the expenditure, manpower and programme involved, and whether a detailed review checklist would be formulated?

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 31)

Reply:

The Environment and Ecology Bureau (EEB)/Environmental Protection Department (EPD) has been promoting new energy vehicles.

Meanwhile, under the prevalent regulatory regime, all vehicles registered in Hong Kong are required to comply with the Road Traffic Ordinance (Cap. 374) and its subsidiary regulations, including the Road Traffic (Construction & Maintenance of Vehicles) Regulations (Cap. 374A). To this end, the Transport Department (TD) keeps regular review of the prevalent legislation and guidelines to embrace the latest development of vehicle technology with a view to support the introduction of new energy vehicles, including electric vehicles (EVs), into local market. The provisions in the prevalent regulatory regime under Cap. 374A give TD the flexibility to set updated requirements and approve fossil fuelled and EVs.

In order to facilitate the import of EVs in Hong Kong, TD issued guidelines on “Vehicle Construction Approval Requirements for Electric Vehicles” in November 2010 to set out

technical requirements for EVs in Hong Kong. The requirements were updated from time to time to cope with the rapid development of EV technology. The latest version was issued in July 2022. Moreover, in December 2022, to facilitate the importation of parallel/individual imported EV model into Hong Kong, TD issued a new guideline to the trade about batch processing mechanism and arranged facilitation measure for the trade to introduce EVs in bulk on one hand and to ensure such EVs are in compliance with relevant technical requirements on the other hand.

Moreover, it is noted that hydrogen fuel cell (HFC) vehicles are potential means of new energy vehicles for adoption, especially for heavy commercial vehicles. Different parts of the world have been allocating resources in works relevant to industry research and development, trial operations and ancillary infrastructure development. To keep up with the development trend and the demand for ancillary facilities for HFC vehicles, EEB is leading an inter-departmental working group (IWG), with participation of other relevant bureaux and departments, including TD, to progressively commence the trials of HFC double-decked buses and heavy vehicles in phases having regard to local circumstances.

With the results and data gathered from the trials of HFC vehicles, EEB will formulate the long-term strategies for the application of hydrogen energy in road transport by 2025, in order to assist in guiding Hong Kong towards the target of zero vehicular emissions before 2050. TD will continue to work with IWG closely, gauge the latest development of the new vehicle technology and initiate a holistic review on the prevalent regulatory regime with a view to facilitating the introduction of new energy vehicles to Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB131

(Question Serial No.: 2097)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the relevant document that the Transport Department (TD)'s target is set at 95% for the conduct of road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence. However, the actual percentages achieved were only 37% in 2021 and 30% in 2022 respectively. Please advise this Committee of the following:

- i. what is the performance target for conducting road test for private car driving licence?
- ii. what concrete measures will the Government take to shorten the existing waiting time for road test?
- iii. what substantial grounds does the Government have to convince the public that it can achieve the target set for the conduct of road tests?

Given that the performance of TD has long been criticised as members of the public are often kept waiting in line at TD's office for service, please advise this Committee of the following:

- i. what are the details of the Government's initiative on electronic service delivery?
- ii. what plans does the Government have to improve the present situation of long waiting time for service?
- iii. what actual action plans does the Government have for enhancing service efficiency?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 32)

Reply:

Driving Test Waiting Time

The demand for road tests has been continuously increasing. Over a ten-year period from 2012 to 2021, the yearly number of applications for road test has increased from 122 554 applications to 211 798 applications, representing an increase of 73%. On the other hand, to tie in with various social distancing measures put in place by the Government during the

COVID-19 pandemic, TD had to intermittently suspend driving tests during the period from 2020 to early 2022. After each resumption of services, TD had to firstly arrange make-up road tests for the affected candidates and the waiting time of road tests was therefore further lengthened in the past three years. Therefore, the target for conducting road test within 82 days upon application of driving licence (DL) for commercial vehicles could not be met in 2021 and 2022. Taking into account that the driving test services have been resumed since April 2022, subject to the demand for commercial vehicle driving tests, TD will strive to meet the target in 2023.

Moreover, in order to further increase the output of road tests, TD will make use of technology and arrange driving examiners to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:

- TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial driving test centres (DTCs) per month starting from late March 2023.
- TD has arranged driving examiners to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.
- TD is also conducting a new round of recruitment exercise for Driving Examiner II and the new recruits are expected to assume duty in the second half of 2023.
- TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of driving examiners, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
- In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.

At present, there is no performance pledge on the number of waiting days required for arranging the road test upon receiving an application of DL for private car. Nevertheless, following the implementation of the above-mentioned measures, TD will review the situation in 2024 and explore drawing up a target for the waiting days required for non-commercial vehicle driving test (including private cars). In the meantime, TD has announced on its webpage the waiting days for the driving tests of various types of vehicles.

E-licensing Service

TD has been working on expansion of online licensing services and streamlining of application procedures in order to reduce the reliance on counter services and provide greater convenience for members of the public in handling licensing applications by saving their queuing time at licensing offices and allowing them to submit applications anytime and anywhere.

By tapping the benefits of “iAM Smart”, TD has already implemented 18 types of online licensing services (including renewal of full DL and vehicle licence (VL)) using “iAM Smart” as identity authentication. In 2023-24, TD will continue to further enhance the operational efficiency of its licensing offices by providing more user-friendly services to the public, including the extension of online licensing services to other types of licensing applications and to introduce electronic licences and permits as detailed below:

- Electronic Permits - Since December 2022, TD has progressively introduced by phases the electronic form of the permits, licences and certificates (collectively referred to as “permits”) of TD by issuing them in portable document format (pdf) and sending them to applicants by email for the applicants to print and display.
- Electronic VL (eVL) - TD plans to further digitalise the information on VL so that vehicle owners will no longer need to replace their paper-form VL upon each renewal after the first issuance, and to streamline the application procedures for VL renewal and pave way for full automation of processing. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, the implementation of eVL can be completed by 2024. Moreover, upon streamlining of the application procedures for VL renewal and full automation of processing, it is expected that the processing time of online VL renewal applications which do not involve manual checking can be reduced from ten working days to less than three working days by 2024.
- Electronic DL (eDL) - TD plans to introduce this measure as a supplementary and additional form of DL. While the physical DL will continue to be issued, eDL will be presented via a mobile application with the authentication by “iAM Smart”. eDL can be accepted in lieu of the physical DL, so that its holder can choose to bring along either the physical DL or eDL when driving. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, eDL is expected to be introduced in 2024.

TD has been extending e-licensing and online vehicle and driving licensing and permit services. TD will continue to encourage members of the public to utilise online services to submit licensing applications so that they no longer need to visit licensing offices in person to process their applications.

- End -

CONTROLLING OFFICER'S REPLY

TLB132

(Question Serial No. 2998)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Will the Government advise this Committee of the following:

1. in the past three financial years, the numbers of newly registered electric private cars and other vehicle classes processed by the Government;
2. from 24 February 2021 to February 2023, how many eligible private car owners enjoyed the general concession for electric vehicles (EVs)? What is the amount involved?
3. in the past three financial years, how many local vehicle owners joined the “One-for-One Replacement” Scheme for the first registration tax concession? What is the amount involved?
4. in the Hong Kong Roadmap on Popularisation of EVs (the Roadmap) announced by the Government in March 2021, it mentioned the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. What is the Transport Department (TD)’s corresponding plans and policies to complement the targets of the Roadmap? If yes, what are the details; if no, what are the reasons?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 4)

Reply:

1. The numbers of newly registered electric private cars (e-PCs) and other vehicles with breakdown by vehicle class over the past three financial years (up to 28 February 2023) are tabulated below:

Vehicle class	Number of newly registered vehicles					
	2020-21		2021-22		2022-23 (as at 28 February 2023)	
	EVs	Non- EVs	EVs	Non- EVs	EVs	Non- EVs
Private cars	4 944	33 612	11 572	26 082	20 695	16 202
Motorcycle	51	9 684	63	8 865	171	6 422
Taxi	0	876	0	1 049	4	995
Franchised bus	0	309	2	230	17	228
Non-franchised bus	0	254	0	209	3	354
Private bus	0	49	0	61	0	75
Public light bus	0	135	0	153	0	126
Private light bus	0	130	0	99	0	71
Goods vehicle	26	5 714	58	7 232	124	6 078
Special purpose vehicle	9	90	11	114	16	96
Total	5 030	50 853	11 706	44 094	21 030	30 647

Note: Government vehicles are not included as they are not required for registration.

- During the period from 24 February 2021 to 28 February 2023, there was a total of 682 e-PCs enjoying general first registration tax (FRT) concessions, which involved a total amount of \$66,495,000.
- Over the past three financial years (from 1 April 2020 to 28 February 2023), there was a total of 36 226 e-PCs granted FRT concessions under the “One-for-One Replacement” Scheme, which involved a total amount of \$9.55 billion.
- TD has all along been working in close collaboration with the Environment and Ecology Bureau (EEB)/Environmental Protection Department (EPD) and relevant government departments in promoting EVs.

TD keeps regular review of the prevalent legislation and guidelines to embrace the latest development of EV technology with a view to supporting the introduction of new energy vehicles into the local market. In order to facilitate the import of EVs in Hong Kong, TD issued guidelines on “Vehicle Construction Approval Requirements for Electric Vehicles” in November 2010 to set out technical requirements for EVs in Hong Kong. The requirements were updated from time to time to cope with the rapid development of EV technology. The latest version was issued in July 2022. Moreover, in December 2022, to facilitate the importation of parallel/individual imported EV model into Hong Kong, TD issued a new guideline to the trade about batch processing mechanism and arranged facilitation measure for the trade to introduce EVs in bulk on one hand and to ensure such EVs are in compliance with relevant technical requirements on the other hand.

Regarding public transport services, TD has assisted EEB/EPD to liaise with franchised bus and taxi operators on trials of electric buses and taxis. TD will continue to assist EEB/EPD to work with various public transport operators or transport trades to

participate in EV pilot/trial schemes and introduce more EVs, which include (i) a trial on green minibus services on different routes to test the use of different models of electric public light buses within 2023; (ii) wider application of electric taxis and electric buses with the target of introducing about 3 000 electric taxis and about 700 electric buses by the end of 2027; (iii) commencing a trial of electric ferries for inner-harbour routes in 2024; and (iv) installation of EV chargers to facilitate the use by public transport operators.

Other than the above, TD will continue with initiatives to install more EV chargers in government multi-storey car parks under TD's purview as far as practicable, and examine measures to discourage non-EVs from using those parking spaces equipped with EV chargers.

- End -

CONTROLLING OFFICER'S REPLY

TLB133

(Question Serial No. 3001)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Over the past decade, the number of licensed vehicles in Hong Kong has increased over 20 per cent. There are views that a drastic increase in the number of vehicles will aggravate the problem of traffic congestion. In this connection, will the Government inform this Committee of the following:

1. the number of first registered private cars received by the Government since the passing and implementation of raising the first registration tax for private cars and licence fees;
2. in comparison with the period preceding the raising of the first registration tax rates and vehicle licence fees, the growth and change on the number of licensed private cars in Hong Kong;
3. with a view to enabling smoother driving in the areas where tolling applies, the Government is now implementing HKeToll (the free-flow tolling system). Up to February 2023, how much resources have been allocated on publicity and administrative works?
4. whether the Government has plans to adopt other smart road management system or technologies to further ameliorate traffic congestion; if so, what are the details and budget?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 7)

Reply:

1. The first registration tax and vehicle licence fee for private cars were last raised on 24 February 2021. The numbers of first registered private cars after that last revision are tabulated below:

Year	Numbers of newly registered private cars
2021 (From 1 March to 31 December)	34 170
2022 (From 1 January to 31 December)	37 478
2023 (From 1 January to 28 February)	6 421

2. The changes in the number of licensed private cars from 2018 to 2022 are tabulated below:

Year (as at year end)	Number of licensed private cars	Percentage change compared to the previous year
2018	565 213	+2.3%
2019	573 932	+1.5%
2020	573 003	-0.2%
2021	581 012	+1.4%
2022	571 412	-1.7%

3. The Transport Department (TD) has engaged a toll service provider (TSP) to implement HKeToll in 2021 following an open tender exercise. The main duties of TSP are to develop and host the web and mobile application, develop payment platform and engage related service providers, issuance of toll tags, toll collection, toll recovery, provision of account management and customer services. It also manages and operates the integrated backend and on-site field equipment of the whole HKeToll system. TSP is also required to conduct publicity and public relations activities and measures for the implementation and operation of HKeToll. As at 28 February 2023, the fee paid to TSP under the contract for the aforementioned duties was \$0.86 million.

Separately, TD has incurred \$2.21 million for the HKeToll publicity. As for TD's administrative cost involved in implementing HKeToll, it is currently undertaken by the existing staff of TD. There is no separate breakdown of resources involved.

4. With a view to optimising the use of limited road space in Hong Kong through harnessing smart transport technologies, TD has been taking forward smart mobility initiatives under three key dimensions, namely "Smart Transport Infrastructure", "Data Sharing and Analytics" and "Applications and Services". The estimated expenditures in 2023-24 of the various smart mobility initiatives are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Smart Transport Infrastructure	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of real-time traffic information for traffic management, route selection and transport planning	\$21.6 million
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system	\$57 million
13. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million ^{Note 1}
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 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 Logistics Bureau / TD, while funding for the capital cost of APS projects in public carparks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

- End -

CONTROLLING OFFICER'S REPLY**TLB134****(Question Serial No. 3002)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Lasting for almost three years, the pandemic has affected the community at large as well as the normal operation of public services. At the end of last year, the Audit Commission pointed out that the waiting time of road tests was long and candidates were unable to obtain a driving licence even after a long time. In this connection, will the Government advise this Committee of the following:

1. the total duration (expressed in number of days or hours) during which the driving test centres (DTCs) of the four designated driving schools (DDSs) were not opened as normal in the past three financial years, and the respective percentages over the total normal operating time;
2. the average waiting time of road tests for various vehicle types at DTCs of the four DDSs in the past three financial years;
3. the average waiting time of road tests at DTCs of the Government in the past three financial years; and
4. whether there is a plan to allocate additional resources and recruit more staff to expedite the processing of various driving tests; if yes, what are the details and the estimated expenditure.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 8)

Reply:

The demand for road tests has been continuously increasing. Over a ten-year period from 2012 to 2021, the yearly number of applications for road test has increased from 122 554 applications to 211 798 applications, representing an increase of 73%. On the other hand, to tie in with various social distancing measures put in place by the Government during the COVID-19 pandemic, the Transport Department (TD) had to intermittently suspend driving tests during the period from 2020 to early 2022. After each resumption of services, TD had to firstly arrange make-up road tests for the affected candidates and the waiting time of road tests was therefore further lengthened in the past three financial years.

Our reply to the various parts of the question is as follows.

1. The respective numbers of working days on which DTCs of DDSs did not open and the relevant percentages over the total number of working days in the past three financial years are tabulated below. The numbers of opening days of DTCs are subject to a host of factors, including the geographical considerations of the venues, traffic conditions of the nearby areas, the test demands for various vehicle types and the deployment of TD's manpower resources. During the COVID-19 pandemic, DTCs were closed intermittently and this has been reflected in the numbers of non-open working days in the past three financial years.

Financial Year	Ap Lei Chau DTC		Siu Lek Yuen DTC		Yuen Long DTC		Kwun Tong DTC (Note 1)		New Kwun Tong DTC (Note 2)		No. of Working Days in the Year (Note 3)
	Days not open	%	Days not open	%	Days not open	%	Days not open	%	Days not open	%	
2019-20	118	47.4%	27	10.8%	59	23.7%	81	60.0%	52	70.3%	249
2020-21	131	47.5%	95	34.4%	107	38.8%	N/A	N/A	198	71.7%	276
2021-22 (Note 4)	74	28.0%	1	0.4%	4	1.5%	N/A	N/A	165	62.5%	264

Note 1: Kwun Tong Driving School was closed since 18 October 2019. The figures in 2019-20 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 135 days) during the period between 1 April 2019 and 17 October 2019.

Note 2: New Kwun Tong Driving School has provided driving tests since 13 December 2019. The figures in 2019-20 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 74 days) during the period between 13 December 2019 and 31 March 2020.

Note 3: During the COVID-19 pandemic, TD arranged make-up road tests on Saturdays for the affected candidates after each resumption of driving tests. The Saturdays with DTCs opened are counted as working days.

Note 4: Balancing social distancing needs, TD maintained motorcycle road tests in the fifth wave of COVID-19 pandemic. The days on which DTCs of DDSs opened for motorcycle road tests accordingly are counted as opening days.

2. The average waiting time for each type of road tests at DDSs in the past three financial years are tabulated below:

Type of Road Tests		Average Waiting Time (No. of Calendar Days)		
		2019-20	2020-21	2021-22
Private Car	Combined	258	192	360
	Part B	51	69	139
	Part C	240	224	295
Motor Cycle	Part B (Competence Test)	159	227	226
	Part C (Road Test)	204	162	239
Light Goods Vehicle	Combined	260	197	363
	Part B	53	72	145
	Part C	244	225	300
Medium Goods Vehicle		70	60	71
Public/Private Bus		67	58	85
Articulated Vehicle		62	54	65

3. The average waiting time for each type of road tests at the Government (non-DDS) DTCs in the past three financial years are tabulated below:

Type of Road Tests		Average Waiting Time (No. of Calendar Days)		
		2019-20	2020-21	2021-22
Private Car	Combined	238	143	265
	Part B	41	50	63
	Part C	104	147	212
Motor Cycle	Part C	227	135	223
Light Goods Vehicle	Combined	246	149	273
	Part B	39	53	63
	Part C	136	160	206
Medium Goods Vehicle		57	58	100
Heavy Goods Vehicle		58	60	102
Public / Private Bus		57	58	104
Public / Private Light Bus		40	38	81
Articulated Vehicle		45	60	101

4. In order to further increase the output of road tests, TD will make use of technology and arrange driving examiners to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:
- TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial DTCs per month starting from late March 2023.
 - TD has arranged driving examiners to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.

- TD is also conducting a new round of recruitment exercise for Driving Examiner II and the new recruits are expected to assume duty in the second half of 2023.
- TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of driving examiners, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
- In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.

The above work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**TLB135****(Question Serial No. 3014)**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 LogisticsQuestion:

Currently, the ten Government multi-storey public car parks under the Transport Department provide about 4 000 and 650 parking spaces for private cars and motorcycles respectively. Yet, there is only one car park for tourist coaches. In this connection, will the Government advise this Committee of the following:

1. the numbers of local tourist coaches and the newly registered ones, as well as the numbers of fixed penalty notices issued for illegal parking by tourist coaches in the past three years in tabular form; and
2. whether the Government has a plan to increase the number of car parks or parking spaces for tourist coaches; if yes, what are the details; if no, what are the reasons.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 21)Reply:

1. The numbers of licensed coaches / non-franchised buses in the past three years are tabulated as follows:

Month/Year	Dec 2020	Dec 2021	Dec 2022
Numbers of Licensed Coaches/Non-franchised Buses	7 418	6 958	7 113

The numbers of newly registered coaches / non-franchised buses in the past three years are tabulated as follows:

Year	2020	2021	2022
Numbers of Newly Registered Coaches/Non-franchised Buses	207	347	366

The Hong Kong Police Force did not keep records of fixed penalty notices against illegal parking by coaches / non-franchised buses.

2. The Government has been actively pursuing a host of short term and medium- to long-term measures to increase the supply of parking spaces for coaches / non-franchised buses, including:
- (a) designating suitable on-street locations as night-time parking spaces and to provide on-street parking spaces and picking up / setting down facilities;
 - (b) providing suitable parking spaces in accordance with the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) which were revised in August 2021. The revised HKPSG has increased the type and number of parking spaces for commercial vehicles in subsidised housing developments which can be parked by coaches / non-franchised buses;
 - (c) providing public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects in line with the “single site, multiple use” principle; and
 - (d) specifying in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for coaches / non-franchised buses.

- End -

CONTROLLING OFFICER'S REPLY**TLB136****(Question Serial No. 3015)**

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 Logistics

Question:

According to the revenue estimates published by the Government, “fines, forfeitures and penalties” will bring in \$2.438 billion in 2022-23, which is 20.2% more than the original estimate. Of this, “Fixed penalty system (Traffic Contraventions)” accounts for \$1.161 billion. Calculating on the basis of a \$320 fixed penalty per case, the amount translates into 3.628 million fixed penalty tickets (FPTs). Meanwhile, the Government’s revenue estimate for this item in 2023-24 is \$1.269 billion, representing an estimated 9.5% increase. In this connection, will the Government advise this Committee of the following:

1. the factors (e.g. additional manpower and equipment for law enforcement) based on which the revenue from traffic contraventions is expected to increase year-on-year;
2. whether the Government has any plan to earmark resources and identify suitable sites for the construction of additional government car parks, or as a policy initiative, require private developments to provide adequate parking facilities so as to alleviate the shortage of parking spaces; and
3. whether the Government has considered raising the penalties to demonstrate its determination to combat “illegal parking”; if yes, what are the details; if no, what are the reasons.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 22)

Reply:

1. Since March 2020, the Hong Kong Police Force (HKPF) has launched in phases the e-Ticketing Pilot Scheme (the Scheme) in all police districts across the territory. Frontline officers have since been able to print FPTs using portable printers after capturing details of the traffic contraventions using their mobile devices, thereby minimising human errors arising from hand-written FPTs and enhancing the overall efficiency of law enforcement. In 2021 and 2022, HKPF continued to procure additional devices so that frontline officers can issue FPTs printed out from the mobile devices. There are currently around 2 600 portable printers available for use. In 2022, of the 3 363 471 FPTs issued against illegal parking, 3 075 398 (91.4%) were

printed out from the mobile devices, indicating that the enforcement efficiency has been enhanced by the Scheme.

Meanwhile, HKPF is currently developing a new Traffic e-Enforcement System to facilitate the electronic processing of FPTs and summons applications for traffic offences. The system will also process all information and data relating to traffic enforcement, which will be conducive to enhance HKPF's efficiency in traffic management. HKPF will also develop a public-oriented website dedicated to electronic traffic enforcement, through which members of the public can view their electronic FPTs and handle related matters online.

In June 2021, a funding of \$352 million was secured from the Finance Committee of the Legislative Council (LegCo) for the development of the system. The first phase of the implementation of the system is under planning and is expected to be launched within 2023.

2. The Government has been actively pursuing a host of short-term and medium- to long-term measures to increase the supply of parking spaces, including:
 - (a) designating suitable on-street locations as night-time parking spaces;
 - (b) stipulating the provision of a minimum number of parking spaces for commercial vehicles (CVs) in the tenancy agreement of suitable short-term tenancy car parks;
 - (c) encouraging schools to allow student service vehicles to park within school premises after school hours;
 - (d) requiring new developments to provide suitable parking spaces in accordance with the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) which were revised in August 2021. The revised HKPSG has increased the number of ancillary 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;
 - (e) providing public parking spaces in suitable "Government, Institution or Community" (GIC) facilities and public open space (POS) projects in line with the "single site, multiple use" principle; and
 - (f) taking forward automated parking systems in suitable public works projects.

As for the provision of public parking spaces in suitable GIC facilities and POS projects, subject to the technical feasibility assessments and progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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.

3. Stringent penalty and enforcement of traffic offences are among the 12 measures recommended by the Transport Advisory Committee in the Report on Study of Road Traffic Congestion in Hong Kong (2014). In February 2017, the Government

proposed to increase the penalty charges for illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) as well as six of the congestion-related offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) to restore the deterrent effect. Eventually, the LegCo supported increasing the penalty for five of the offences under Cap. 240.

The above fixed penalty charges for five congestion-related traffic offences under Cap. 240 were increased with effect from 1 June 2018. Relevant traffic contraventions include (a) unlawfully entering box junction, (b) 'U' turn causing obstruction, (c) unauthorised stopping at bus stop/public light bus stand/taxi stand/public light bus stopping place, (d) stopping public bus, public light bus or taxi longer than necessary when picking up/setting down passengers and (e) picking up/setting down passengers in restricted zone. The penalty charges of items (a) to (d) increased from \$320 to \$400 and the penalty charges of item (e) increased from \$450 to \$560.

The Government will continue to closely monitor the illegal parking situation that causes traffic congestion, and keep under review the relevant penalty levels.

- End -

CONTROLLING OFFICER'S REPLY**TLB137****(Question Serial No. 3016)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Government first introduced the Public Transport Fare Subsidy Scheme (PTFSS) in January 2019. In this connection, will the Government advise this Committee of the following:

1. with several extensions, PTFSS has run for four years. Please provide in tabulated form the details of the relevant administrative costs since its launch up to the present.
2. please provide in tabulated form the number of eligible beneficiaries who have received subsidy under both PTFSS and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in the past four years, as well as the amount of subsidy involved.
3. will the Government consider merging PTFSS with the \$2 Scheme to address the issues of overlapping eligibility and “double subsidy”, thus ensuring effective use of public funds? If yes, what are the details? If no, what are the reasons?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 23)

Reply:

1. The recurrent expenditures for PTFSS (excluding the subsidy amount) in the past four years are listed below:

Financial Year	Recurrent Expenditure (\$ million)
2019-20	42.1
2020-21	39.0
2021-22	41.8
2022-23 (Revised Estimate)	38.2

The Government has been striving to lower the administrative fee of PTFSS as far as possible. The estimated recurrent expenditure for PTFSS (excluding the estimated subsidy amount) in 2022-23 is around 1% of the annual subsidy amount.

2. & 3. The Government launched PTFSS in 2019 to relieve the fare burden of commuters who use local public transport services for daily commuting and whose public transport expenses are relatively high. Under PTFSS, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a subsidy cap of \$400 per month per Octopus. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under PTFSS for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month.

The policy objective of the \$2 Scheme is to build a caring and inclusive society in Hong Kong. Elderly people and eligible persons with disabilities can make use of designated public transport modes and services at a concessionary fare of \$2 per trip.

Given their different policy objectives and modes of operation, the two schemes are separately implemented. TD does not have figures on the number of eligible beneficiaries who received subsidy under both schemes.

Given that the monthly threshold under PTFSS (without temporary special measures) is \$400, a beneficiary under the \$2 Scheme would have to travel over 200 times in a month (i.e. travelling 6 to 7 times a day on average) in order to qualify for subsidy under PTFSS. The actual public transport expenses for beneficiaries of the \$2 Scheme will normally not exceed the threshold of PTFSS, rendering the chance of "double benefits" very slim.

In view of the different purposes and target beneficiaries served, the Government has no plan to merge PTFSS and the \$2 Scheme. TD will continue to closely monitor the proper and efficient operation of the two schemes to ensure proper use of the public funds.

- End -

CONTROLLING OFFICER'S REPLY**TLB138****(Question Serial No. 2587)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Taxi is one of the major public transport modes for commuters in Hong Kong, providing personalised point-to-point services. However, the taxi trade faces a prolonged manpower shortage, without sufficient newcomers joining. As a result, while there are currently more than 200 000 taxi driving licence holders in Hong Kong, only about 40 000 of them are actively engaged in the trade, with quite a number being relief drivers working only two or three days a week. The shortage of drivers has led to a rise in the idling rate of taxis and an overall drop in service level, thereby affecting the general standard of taxi services. In this regard, will the Government advise this Committee of the following:

- 1) whether the deployment capacity of taxi call centres will be enhanced to effectively match passengers with empty taxis nearby so as to reduce the empty rate of taxis;
- 2) whether the use of mobile applications for taxi hailing will be promoted; and
- 3) whether there will be additional taxi stands set up, more taxi pick-up/drop-off points designated, and prohibited zones further opened up.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 7)

Reply:

- 1) & 2) The Transport Department (TD) has all along been encouraging the taxi trade to leverage on technology to enhance the operational efficiency and service quality. As gathered by TD, there are about 20 taxi call centres currently operated by taxi associations, receiving telephone bookings from the public and disseminating booking orders to taxi drivers through radio stations. Some taxi call centres have applied technology, such as global positioning system and computerised taxi dispatching systems, to facilitate taxi order dispatching and enhance the efficiency of taxi operation. Separately, it is observed that there are growing number of ride-hailing applications for taxis. Some ride-hailing applications offer the flexibility to let passengers choose their preferred types of taxi (e.g. wheelchair accessible taxis), harbour-crossing tunnels (if applicable) and means of payment, etc.

The Government has also proposed to introduce a Taxi Fleet Management Regime (Regime), under which existing taxis may form a fleet and apply to TD for a Taxi Operator Fleet Licence. Under the proposed Regime, the fleet operator is required to, among other things, provide online hailing services through e-booking apps. The Government is formulating the details of the relevant legislative amendments and will submit them to the Legislative Council for scrutiny in due course.

- 3) Currently, there are about 830 taxi stands and designated taxi pick-up/drop-off points to facilitate taxi operation across the territory. TD will continue to identify suitable locations for setting up such facilities in consultation with the taxi trade. TD will take into account various factors when considering the set-up of new designated taxi stands and pick-up/drop-off points, including passenger demand, traffic conditions and road safety of the proposed locations, and impact on other road users.

Separately, TD has relaxed the restrictions on taxis for picking up or setting down passengers in all designated restricted zones on roads with speed limits at 70 kilometres per hour or below (except taxi restricted zones) with the following operation hours:

- (a) 8 a.m. to 10 a.m. and 5 p.m. to 7 p.m.;
- (b) 8 a.m. to 10 a.m. and 5 p.m. to 8 p.m.;
- (c) 7 a.m. to 7 p.m.; and
- (d) 7 a.m. to 8 p.m.

- End -

CONTROLLING OFFICER'S REPLY

TLB139

(Question Serial No. 0846)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

At present, Tung Chung Road (south of Shek Mun Kap) and all roads on South Lantau are designated as closed roads. Any person who drive a motor vehicle on Tung Chung Road and roads on South Lantau must possess a valid Lantau Closed Road Permit (LCRP). In this regard, please advise this Committee of the following:

1. the number of applications received and the number of long-term and temporary LCRPs issued in the past five years;
2. given the existing daily quota under the Driving on Lantau Island Scheme (DLS) is 50, the monthly average number of applications approved last year;
3. the mechanism of setting and reviewing of the daily quota of DLS;
4. will the Government consider increasing the number of quota under DLS. If yes, how many quotas will be increased? If not, please advise the reason; and
5. the fees for issuing LCRP are \$900 per annum or \$75 per month for first issue, and \$660 per annum or \$55 per month for renewal. Lantau residents are also required to pay the same permit fees. However, having checked the information, all types of Frontier Closed Area (FCA) Permits/Closed Road Permits issued by the Hong Kong Police Force (HKPF) are free of charge. Please advise the reasons for maintaining the fees for the issue and renewal of LCRP. Are the fees necessary? Will consideration be given to waive the fees for first issue and renewal of LCPR for Lantau residents? If not, please advise the factors of consideration and reasons.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 7)

Reply:

1. The number of applications received and the number of various types of LCRP, namely long-term LCRP, temporary LCRP and permits under DLS, issued in the past five years are tabulated as follows:

	Calendar Year				
	2018	2019	2020	2021	2022
Number of Applications	16 100	17 000	16 400	20 600	22 600
Type of Permits					
Long-term LCRP (Note 1)	4 600	5 500	6 000	6 400	6 100
Temporary LCRP (excluding DLS) (Note 2)	11 900	12 000	9 100	13 900	16 400
Temporary LCRP under DLS (Note 3)	5 700	5 600	6 300	6 200	9 300
Total (Note 4)	22 200	23 100	21 400	26 500	31 800

Note 1: Long-term LCRPs are generally issued to residents/people doing business on South Lantau. The maximum validity period of a long-term LCRP is 12 months and LCRP can be renewed upon expiry.

Note 2: Temporary LCRPs are generally issued to people with temporary needs to enter South Lantau, such as moving of furniture and carrying out construction works.

Note 3: Under the second phase of DLS implemented since July 2022, the daily quota was increased from 25 to 50 on Mondays to Fridays (except public holidays).

Note 4: An application may involve more than one permit. Hence, the total number of permits issued in a year exceed the total number of applications received.

2. to 4.

The Transport Department (TD) introduced the first phase of DLS on 26 February 2016. Members of the public may submit online applications for driving their own private cars on the closed roads on South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25, five are reserved for electric private cars. Since the introduction of the DLS, the response has been very positive, with overall utilisation rate above 95%.

In view of the improved traffic condition and supply of parking spaces on South Lantau as well as the demand from members of the public, TD has increased the total number of daily quota to 50 for private cars on weekdays, of which 10 are reserved for electric private cars, since the commencement of the second phase of DLS in July 2022. The average number of successful applications per month during the period between July and December 2022 was about 1 050.

TD will closely monitor the demand for DLS quota, the traffic condition as well as provision of parking spaces on South Lantau, and review DLS arrangement when situation warrants.

5. Pursuant to regulation 49 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E) (the Regulations), any person who wishes to drive a motor vehicle on a closed road to a place outside Hong Kong, or on a closed road in Lantau, may apply to the Commissioner for Transport for a closed road permit. The

Commissioner may issue these closed road permits, and charge fees as stipulated in Schedule 2 of the Regulations.

Currently, the access roads leading to FCAs (including Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port) are closed roads. Tung Chung Road (the section to the south of Shek Mun Kap Road) and all roads on South Lantau are also closed roads. According to the Regulations, the fees charged for the issue of closed road permits are as follows:

Item	Types of Closed Road Permits	Annual Fee (\$)^(Note 5)
(A)	For vehicles travelling on closed roads leading to a place out of Hong Kong (cross-boundary vehicles)	
	Private car	540
	Goods vehicle	456
	Bus	456
(B)	For vehicles travelling on closed road in Lantau	
	First issue	900
	Renewal	660

Note 5: In the case of an application for a closed road permit valid for less than 12 months, a fee equal to one-twelfth of the annual fee multiplied by the number of months for which the permit is sought (any part of a month counting as 1 month) is chargeable.

The level of the LCRP fee (item (B) above) is set out in Cap. 374E and set on a cost recovery basis. The levying of the LCRP fee also involves various considerations, such as whether waiver may cause abuse and the possible impact on traffic, etc. The need to safeguard Lantau's tranquil environment was also an important consideration. Currently the Government has no plan to waive LCRP fee. Nevertheless, the Government will review the fee on a regular basis in accordance with the established principles.

The closed road permits that HKPF issues are for non-cross-boundary vehicles (including franchised buses, green minibuses and local school buses serving public transport interchanges at control points) which enter FCAs, i.e. the permits issued do not belong to item (A) nor (B) above. Under Cap. 374E, there is no charge for the issue of the relevant closed road permits for non-cross-boundary vehicles.

- End -

CONTROLLING OFFICER'S REPLY

TLB140

(Question Serial No. 0271)

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 Logistics

Question:

Regarding the implementation of the Free-flow Tolling System (FFTS) at government tolled tunnels, please advise this Committee of the following:

- (1) the latest implementation timetable;
- (2) the monitoring of the performance of the toll service provider (TSP); and
- (3) the manpower and establishment for monitoring the performance of TSP.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 31)

Reply:

(1)

The free-flow tolling service, known as the HKEToll, will be first implemented at the Tsing Sha Control Area (TSCA) (namely the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) at 5 a.m. on 7 May 2023. Following TSCA, the Transport Department (TD) plans to extend the HKEToll to Shing Mun Tunnels and Lion Rock Tunnel, and then progressively to all government tolled tunnels within 2023.

(2)

The main duties of the TSP of the HKEToll are to develop and host the web and mobile application, develop payment platform and engage related service providers, issuance of toll tags, toll collection, toll recovery, provision of account management and customer services (including disseminating notifications to vehicles owners and registered account holders on toll-related matters, handling enquiries and complaints and arranging publicity, etc.). It also manages and operates the integrated backend and on-site field equipment for provision of the service.

Together with Electrical and Mechanical Services Department (EMSD), TD carries out robust performance monitoring to closely keep in view the work of TSP in accordance with the contract requirements and service pledges. In addition to day-to-day on-site monitoring and surprise checks to ensure that TSP fulfils their required duties, TD holds regular and ad-hoc meetings with TSP to review their performance and resolve potential issues.

On toll collection and toll recovery services, TD will conduct day-to-day monitoring on the toll payment received by the Government against the management reports provided by TSP. Moreover, TD will conduct regular surveys on the number and type of vehicles passing through tunnels from the footage recorded at the toll area to ensure the toll collection system functions properly and collects tolls accurately. If there is any discrepancy, TD will conduct investigation and require TSP for rectification. TSP is also required to submit regular reports related to operational and financial matters, such as the manpower level and its potential shortage, incidents which it failed to meet the service standards as stipulated in the contract, and yearly assurance report covering its financial records and information.

(3)

The relevant tasks are currently undertaken by the existing staff of TD and EMSD with no separate breakdown of the manpower involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB141

(Question Serial No. 0272)

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 Logistics

Question:

The Matters Requiring Special Attention in 2023-24 mentioned continuing to take forward the procurement of new vessels under the Vessel Subsidy Scheme (VSS) for the six outlying island ferry routes and monitoring the provision of Special Helping Measures (SHM) to the outlying island ferry routes. Please advise on the following:

1. what types of energy will be used by the newly procured vessels and the procurement schedule;
2. what were the average daily patronage of each ferry route with SHM in the past three years; and
3. what were the expenditures involved in the SHM in the past three years. Please list out by ferry routes.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 32)

Reply:

1. Under the first phase of the VSS, the Government would fully subsidise the two operators of the six major outlying island ferry routes to procure 22 new vessels, including 16 diesel-fuel engine vessels, two diesel-electric vessels and four hybrid vessels. The first three vessels are planned for delivery by the end of 2023. The delivery of the other 12 vessels and seven vessels was planned for 2024 and 2025 respectively.

The second phase of the VSS covers the remaining 11 vessels for the six major outlying island ferry routes and 11 vessels for other outlying island ferry routes. The energy type(s) of vessels to be procured for the second phase would be subject to a review on the performance of vessels procured in the first phase and the latest technology development.

2. The average daily patronage of each ferry route with SHM in the past three years are tabulated below -

No.	Ferry Routes	Average Daily Patronage		
		2020	2021	2022
1.	Cheung Chau–Central	19 177	22 350	20 632
2.	Mui Wo – Central	5 496	6 457	5 576
3.	Inter-Islands	983	1 027	923
4.	Peng Chau – Central	6 309	7 380	6 800
5.	Yung Shue Wan – Central	7 242	8 177	7 368
6.	Sok Kwu Wan – Central	1 027	1 169	1 064
7.	Discovery Bay – Central	7 644	9 265	7 853
8.	Ma Wan – Central	2 471	2 597	2 045
9.	Ma Wan – Tsuen Wan	308	361	304
10.	Discovery Bay – Mui Wo	240	266	230
11.	Aberdeen – Yung Shue Wan (via Pak Kok Tsuen)	769	844	816
12.	Aberdeen – Sok Kwu Wan (via Mo Tat)	737	874	808
13.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	1 195	836	659

3. The actual amounts of SHM reimbursement approved in respect of each outlying island ferry routes with SHM in the past three years are set out in the following table -

Item	Routes	Amounts of SHM Reimbursement (\$'000)		
		2020-21	2021-22	2022-23 (as at February 2023)
1.	Cheung Chau – Central	46,784	52,195	45,277
2.	Mui Wo – Central	16,658	24,702	18,150
3.	Inter-Islands	212	514	510
4.	Peng Chau – Central	10,566	15,417	19,881
5.	Yung Shue Wan – Central	13,723	21,644	13,633
6.	Sok Kwu Wan – Central	4,494	6,163	4,721
7.	Discovery Bay – Central	19,582	46,605	45,225
8.	Ma Wan – Central	7,775	12,945	8,635
9.	Ma Wan – Tsuen Wan	2,581	2,087	1,357
10.	Discovery Bay – Mui Wo ^{Note}	N/A	781	535
11.	Aberdeen – Yung Shue Wan (via Pak Kok Tsuen) ^{Note}	N/A	144	1,973
12.	Aberdeen – Sok Kwu Wan (via Mo Tat)	302	1,159	1,546
13.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O ^{Note}	N/A	2,336	1,941

Note: Eligible for receiving SHM since 2021 and actual amounts of SHM in 2021 were reimbursed in 2021-22.

- End -

CONTROLLING OFFICER'S REPLY**TLB142****(Question Serial No. 0273)**

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 Logistics

Question:

Regulating and monitoring the operation of public transport services are the duties of the Transport Department (TD). Regarding the waterborne transport services, please inform this Committee on the following:

1. the occupancy and lost trip rates of each kaito route in the past three years;
2. the occupancy and lost trip rates of each water taxi route since its introduction;
3. the measures taken by the Government to monitor the operation of water taxi and kaito ferry services; and
4. the manpower, staff establishment and expenditure involved in the monitoring of water taxi and kaito ferry services.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 33)

Reply:

1. Kaito ferry services generally are not the major daily public transport means for the general public. Many of them are mainly intended for tourism or recreational purposes, operating on a relatively small scale and offering non-regular services. In general, kaito operators may adjust their service level according to passenger demand and operational considerations. In this regard, TD does not keep the record of the occupancy and lost trip rates of each kaito route.
2. Water taxi ferry service (WTFS) is a recreational service, primarily for sightseeing and tourism purpose. WTFS commenced operation on 1 July 2021 with one sailing plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route) on Saturdays during the time of the COVID-19 pandemic. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator had also operated a short-working route with two sailings plying between Central and TSTE via West Kowloon (Central - TSTE route) on Sundays and public holidays since 12 November 2021. However, in the light of the fifth wave of the COVID-19 pandemic and related social distancing measures in early 2022, the two WTFS routes

were temporarily suspended from 16 January and 9 February 2022 respectively. In view of the epidemic development and the gradual lifting of social distancing measures, the Hung Hom - Central route resumed service since 21 May 2022, while the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central on Saturdays (TSTE – West Kowloon route) since 14 January 2023. Since the launch of the Hung Hom - Central Route and TSTE - West Kowloon routes to the end of February 2023, there was no lost trip and the average occupancy rate per sailing of the two routes were 75% and 4% respectively. TD anticipates that there will be gradual increase in the demand for WTFS with increase in tourists following the return to normalcy of the society and full resumption of normal travel.

3. TD has been monitoring the services of licensed ferry services (including water taxi and kaito ferry services) in accordance with licensing conditions and through various types of surveys and review on complaints and requests received from the public to ensure that the operators provide proper and efficient ferry services.
4. The monitoring of water taxi and kaito ferry services is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB143

(Question Serial No. 2560)

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 Logistics

Question:

The Government will put in place a 100% loan guarantee scheme for the taxi trade as an incentive for taxi owners to replace their existing taxis with battery electric taxis (e-taxis). It is estimated that the proposed measure will involve a loan guarantee of about \$6.4 billion. In this connection, will the Government inform this Committee of the following:

1. when will the Government commence to use the dedicated fund? What are the planned targets?
2. is there an implementation schedule?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 17)

Reply:

1 & 2.

As announced in the 2023-24 Budget, the Government has proposed to introduce a loan scheme with 100% guarantee (the Scheme) for the taxi trade so as to encourage taxi owners to replace their taxis with battery electric taxis (e-taxis). The Government is working closely with the Hong Kong Mortgage Corporation Insurance Limited, as scheme administrator, on the detailed arrangements and preparatory work of the Scheme. Subject to the approval of the Finance Committee of the Legislative Council, the Government aims to launch the Scheme in mid-2023 and will announce the details of the Scheme in due course.

- End -

CONTROLLING OFFICER'S REPLY**TLB144****(Question Serial No. 0903)**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 LogisticsQuestion:

There are a number of sizable bus-bus interchanges (BBIs) in Sha Tin and Tai Po Districts, such as the BBIs at Tate's Cairn Tunnel (TCT), Shing Mun Tunnels (Sha Tin bound), and a considerable number of bus termini. Please advise of the following-

1. in the past three years, the number of passengers using the large-scale BBIs in Sha Tin and Tai Po Districts;
2. in the past three years, the operation and maintenance of the relevant BBIs;
3. are there any plans to provide permanent public toilets/portable toilets/smart portable toilets in facilitating bus passengers;
4. in the past five years, the numbers and locations of shelters, seats and bus arrival information display panels installed at bus stops in Sha Tin and Tai Po Districts; and
5. the numbers and locations of shelters, seats and bus arrival information display panels planned to be installed at bus stops in Sha Tin and Tai Po Districts in future.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 12)Reply:

1. There are two large-scale BBIs in Sha Tin District, which are located at Sha Tin Portal of TCT and Tsing Sha Control Area (TSCA) respectively. There is no major BBI in Tai Po District. The numbers of passengers using the above two BBIs in Sha Tin District from 2020 to 2022 are as below:

Location of BBIs	Number of passengers using the BBIs ^[Note] (rounded off to the nearest thousand)		
	2020	2021	2022
TCT (Sha Tin Portal)	2 818 000	3 112 000	2 569 000
TSCA (Sha Tin Portal)	302 000	362 000	314 000

Note: The figures refer to those passengers using the BBI fare concession schemes by electronic payment means at the BBI locations.

2. The BBIs of TCT and TSCA are managed by the Management, Operation and Maintenance (MOM) operators while passengers' facilities, including bus route information facilities, bus poles and bus shelters, are maintained by franchised bus companies. The only exception is the bus shelters at the BBI of TSCA which are maintained by the MOM operator.
3. Portable toilets have already been provided at Sha Tin Portal of TSCA (both bounds). As for TCT, toilet facilities in the tunnel administration building adjacent to the BBI are open for use by the public. The walking time from the southbound and northbound bus stops to the tunnel administration building is about one to three minutes respectively.
4. There are 172 and 137 bus stops in Sha Tin and Tai Po Districts respectively installed with shelters, seats or real-time bus arrival information display panels over the past six years, i.e. from 2017 to 2022. Seats and real-time bus arrival information display panels would only be provided at bus stops already provided with shelters. The locations of the sheltered bus stops installed with seats and real-time bus arrival information display panels in Sha Tin and Tai Po Districts from 2017 to 2022 are listed at **Annex 1**.
5. In 2023, franchised bus companies plan to install shelter at one bus stop, seats at 26 bus stops as well as real-time bus arrival information display panels at four bus stops in Sha Tin and Tai Po Districts. The bus stop to be installed with shelter is at Tsung Tau Ha Road, whereas the locations of the bus stops to be installed with seats and/or display panels are set out at **Annex 2**.

The locations of sheltered bus stops in Sha Tin and Tai Po Districts
installed with seats and/or display panels
by franchised bus companies from 2017 to 2022

Location	Number of seats	Number of display panels
Sam Mun Tsai Road near 110 Boulevard De Fontaine near L/P N3080	1	1
Sam Mun Tsai Bus Terminus	-	1
Sam Mun Tsai Road opposite 110 Boulevard De Fontaine opposite L/P N3079	1	1
Sam Mun Tsai Road near Marine Department Tai Po Marine Office opposite L/P N3066	1	-
Chuen On Road Bus Terminus	-	1
Pak Tam Road near House No. 5 Ko Tong	1	-
Nam Wan Road near Uptown Plaza opposite L/P EA7573	1	1
Nam Wan Road Near Kwong Fuk Playground opposite L/P AN3295	1	1
Nam Wan Road opposite Kwong Fuk Estate Near L/P N3282	1	1
Nam Wan Road near Block 17 Tai Po Central opposite L/P N3218	-	1
Nam Wan Road opposite Kwong Fuk Playground opposite L/P AN3295	1	-
Nam Wan Road Near Kwong Fuk Estate opposite L/P N3281	1	-
Nam Wan Road Sun Hing Garden near L/P N3221	-	1
Nam Wan Road near Wan Loi House Wan Tau Tong Estate near L/P EA7605	-	1
Dai Hei Street near Zama Industries Ltd near L/P EA7512	1	-
Dai Hei Street opposite Zama Industries Ltd near L/P EA7513	1	1
Tai Po Central Bus Terminus	8	2
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798	1	1
Tai Po Road Shui Wai near Tai Po Gaden near L/P EA7027	1	1
Tai Po Market Station Bus Terminus	10	3
Tai Po Tai Wo Road near Tai Po Old Market Public School opposite L/P DE0026	1	1
Tai Po Tai Wo Road near YATA near L/P N3350	1	1
Tai Po Tai Wo Road opposite Tai Po Old Market Public School near L/P EB8313	1	1
Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opposite L/P DE0033	1	1
Tai Po Industrial Estate Bus Terminus	4	1
Tai Po Road near Tai Po Mei near L/P GE3113	1	-
Tai Po Road Deerhill Bay opposite L/P EB9996	-	1
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707	1	-

Location	Number of seats	Number of display panels
Tai Po Road House No. 4286 Savanna Garden near L/P CE1316	1	-
Tai Po Road Tai Po Kau opposite Redland Garden opposite L/P EC0683	-	1
Tai Po Road Wong Yi Au near L/P CE0035	1	-
Tai Po Road opposite Kwong Fuk Estate opposite L/P EA8356	1	1
Tai Po Road Kwong Fuk Estate near L/P EA7874	2	1
Tai Po Road Wong Yi Au near L/P EC0670	1	-
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168	1	-
Tai Po Road House No. 4211 Southview Villas near L/P EC0693	1	-
Tai Po Road opposite Lai Chi Hang Tsuen near L/P M6338	1	-
Tai Po Road Chung Tsai Yuen opposite L/P AE1650	1	1
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737	1	-
Tai Po Road Deerhill Bay near L/P EC0742	1	-
Tai Po Road Cheung Shue Tan opposite L/P EC0748	1	1
Tai Po Road near Tai Po Mei near L/P GE3114	1	-
Tai Po Tau Bus Terminus	1	1
Dai Wang Stchen Hsong Machinery Limited near L/P M7427	1	-
Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426	1	-
Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026	1	-
Dai Fu Street opposite Unilever Hong Kong Limited near L/P EB3025	1	1
Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near L/P EB3009	1	1
Dai Cheong Street near Tai Po Industrial Estate Bus Terminus near L/P M7468	1	1
Dai Cheong Street opposite Tai Po Industrial Estate Bus Terminus near L/P M7469	1	1
Dai King Street opp. Phoenix Television Corporation near L/P EA7530	1	1
Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House Nos. 1-3	1	-
Tai Wo Service Road West Kau Lung Hang near L/P N7079	-	1
Tai Wo Service Road West Kau Lung Hang opposite L/P N7079	-	1
Tai Mei Tuk Bus Terminus	-	1
Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480	1	1
Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041	1	1
On Po Road near Yee Nga Court, opposite Fu Shin Shopping Centre, opposite L/P N6675	-	1
On Chee Road Eightland Gardens near L/P EB7435	1	-

Location	Number of seats	Number of display panels
On Cheung Road outside Tai Po Old Market Public School	1	1
On Cheung Road Tai Po Civic Centre opposite L/P EB3767	2	2
Yuen Shin Road Yuen Shin Park opposite L/P EA7986	1	1
Yuen Shin Road Waterfront Park opposite L/P EA7987	1	1
Fu Heng Bus Terminus	-	1
Plover Cove Road near Plover Cove Road Market opposite L/P EB0376	1	-
Po Heung Street Luk Heung Public School opposite L/P N3267	3	1
Kwong Wang Street opposite Wang Fuk Court near L/P N4824	1	-
Kwong Wang Street near Wang Fuk Court opposite L/P N4824	1	-
Kwong Fuk Road House No. 85 Near Tung Mau Square near L/P AE0233	4	-
Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311	1	-
Kwong Fuk Road near Wong Shiu Chi Secondary School opposite L/P EA8350	1	-
Lam Kam Road opposite Lam Tsuen Rural Committee near L/P EB0524	-	1
Lam Kam Road Pak Ngau Shek (Ng Tung Chai) opposite L/P EB0460	-	1
Lam Kam Road Ng Tung Chai Tsuen opposite L/P EA7130	-	1
Lam Kam Road Shek Poon Ho near L/P EA7374	1	1
Lam Kam Road Ping Long Wing Fat Farm opposite L/P EB0477	1	-
Lam Kam Road San Tong Kun Kee Farm near L/P EB0488	-	1
Lam Kam Road Chung Uk Tsuen opposite L/P EB0516	1	-
Lam Kam Road Kau Liu Ha near L/P EB9382	1	-
Lam Kam Road Kau Liu Ha near L/P GE2893	1	-
Lam Kam Road opposite Chung Uk Tsuen opposite L/P EB0515	1	-
Lam Kam Road San Tong Wing Kee Farm near L/P Eb0486	1	1
Lam Kam Road Tai Om near Chan Sam Kee Store opposite L/P EB0467	1	-
Lam Kam Road Shek Poon Ho near L/P EA7142	1	1
Lam Kam Road Pak Ngau Shek (Ng Tung Chai) opposite L/P EB0459	-	1
Lam Kam Road Ng Tung Chai opposite L/P EB0448	-	1
Ting Tai Road Tai Po Swimming Pool opposite L/P DE0060	1	-
Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College, opposite L/P DE0054	1	1
Ting Kok Road Full Scene Garden opposite L/P DE0075	1	-
Ting Kok Road Wing Fai Garden opposite L/P DE0070	1	-

Location	Number of seats	Number of display panels
Ting Kok Road near Block 1 Tai Ping Industrial Building opposite L/P EB0392	1	-
Ting Kok Road near Heng Cheong House Fu Heng Estate opposite L/P EB0384	1	1
Ting Kok Road Yue Kok opposite L/P EB5688	1	-
Ting Kok Road near Fung Yuen Road opposite L/P EB2820	1	-
Ting Kok Road Ha Hang opposite L/P EB2837	1	-
Ting Kok Road opposite Chen Hsong Machinery opposite L/P EB2847	1	-
Ting Kok Road Wong Yue Tan Tsuen near L/P BE1176	1	-
Ting Kok Road Suen Wan near L/P EB9890	1	-
Ting Kok Road near Tung Tsz Road near L/P AE0637	1	-
Ting Kok Road Po Sum Pai near L/P AE0643	1	-
Ting Kok Road Law Chi Yip (Po Sum Pei Pool) near L/P AE0655	1	-
Ting Kok Road Green Cove near L/P AE0662	1	-
Ting Kok Road Ting Kok Tsuen near L/P AE0679	1	-
Ting Kok Road Shan Liu Tsuen near L/P AE0693	1	-
Ting Kok Road lung Mei Tsuen near L/P AE0712	1	-
Ting Kok Road Lung King Village opposite L/P EA8237	1	1
Ting Kok Road Green Cove opposite L/P EB9934	1	-
Ting Kok Road near Lai Pek Shan Road near L/P AE0652	1	-
Ting Kok Road Po Sum Pai opposite L/P AE0645	1	-
Ting Kok Road Shuen Wan near L/P EB9890	1	-
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191	1	-
Ting Kok Road Fortune Garden near L/P BE1220	1	1
Ting Kok Road Lee Kum Kee opposite Fung Yuen opposite L/P EB2820	1	-
Ting Kok Road Yue Kok opposite L/P EB5688	1	-
Ting Kok Road Tai Yan House Tai Yuen Estate opposite L/P EB0384	1	-
Ting Kok Road near Immanuel Lutheran College opposite L/P EB0394	1	-
Ting Kok Road Yee Nga Court opposite L/P EA8526	-	1
Ting Kok Road Lung Mei (opposite Lung Mei Villa) opposite L/P EA8238	-	1
Pak Shek Kok Fo Shing Road Public Transport Interchange	1	-
Sai Sha Road near Sai Keng	-	1
Sai Sha Road near Sai O	-	1
Sai Sha Road near Cheung Muk Tau	1	1
Sai Sha Road Che Ha Village near L/P N2477	1	-
Sai Sha Road near Tai Tung near L/P N2464	1	-
Sai Sha Road Kei Ling Ha San Wai, near L/P EA0667	1	1

Location	Number of seats	Number of display panels
Sai Sha Road near Kei Lung Ha Lo Wai near L/P EA7924	1	-
Wan Tau Street opposite Tai Po Hui Market near L/P BE0567	1	2
Wan Tau Street opposite House No. 83 Wing Wo Building near L/P EB1193	1	-
Wan Tau Street opposite Tai Po Hui Market Near L/P CE0932	-	1
Heung Sze Wui Street near Tai Po Hui Market opposite EB1197	1	1
Chung Nga Road opposite Fu Heng Estate near L/P EA7472	2	-
Chung Nga Road Heng Wing House Fu Heng Estate opposite L/P EA7458	1	-
Wong Shek Pier Bus Terminus	1	1
Chong San Road near St. Martin near L/P BE3053	1	-
Ting Kok Road Tai Po Government Office opposite L/P DE0081	1	-
A Kung Kok Street opposite A Kung Kok	2	-
A Kung Kok Street outside A Kung Kok	2	1
A Kung Kok Street opposite Tsung Tsin Secondary School	1	-
A Kung Kok Street outside Sha Tin Hospital	2	2
Tai Po Road outside Sha Tin Heights	3	2
Po Tai Street outside Ocean View	3	3
Lee On Bus Terminus	3	2
Pok Hong Bus Terminus	1	-
Tai Wai Station Public Transport Interchange	3	-
Ning Tai Road opposite to Ocean View	1	1
Tai Po Road near Lok Lo Ha	1	-
Tai Po Road near Tai Wai Sun Tsuen	1	-
Tai Po Road near Chinese University of Hong Kong	1	1
Tai Po Road outside Luk Hop Village	1	-
Tai Po Road opposite Luk Hop Village	1	-
Tam Kon Po Street outside Sha Tin Town Hall	1	-
Tai Chung Kiu Road near the floating restaurant	1	-
Tai Po Road outside Tatiara	1	1
Tai Po Road near Shek Lei Pui Reservoir	1	1
Che Kung Miu Road outside Tin Sum Village	1	-
Mei Tin Road outside Mei Chung Court	1	-
Tai Po Road opposite Mei Lam Estate	1	-
Tai Po Road near Chek Lai Ping	1	-
University Station Bus Terminus	4	-
Tai Chung Kiu Road opposite Jat Min Chuen	2	-
Tai Chung Kiu Road outside Jat Min Chuen	3	3

Location	Number of seats	Number of display panels
Tai Chung Kiu Road opposite Belair Garden	2	2
Tai Chung Kiu Road outside Belair Garden	3	3
Chui Tin Street near 63 Sun Tin Village	2	-
Tai Chung Kiu Road near Tsang Tai Uk	1	1
Sun Ming House, Sun Chui Estate	1	1
Tai Chung Kiu Road outside Block 13, City One Shatin	2	1
Sha Tin Central Bus Terminus	4	2
Tai Chung Kiu Road outside Ravana Garden	2	1
Siu Lek Yuen Road near Yuen Hong Street	2	-
Tai Chung Kiu Road opposite to Regal Riverside Hotel	2	-
Tai Chung Kiu Road outside Regal Riverside Hotel	4	-
Tai Chung Kiu Road outside Ravana Garden	2	1
Chevalier Garden Bus Terminus	5	2
Ning Tai Road outside Tak Sun Secondary School	1	1
Ning Tai Road opposite to Tak Sun Secondary School	3	3
Sha Kok Street outside Sha Kok Estate	1	1
Ning Tai Road near Holy Spirit Primary School	1	-
Ning Tai Road opposite to Holy Spirit Primary School	3	2
Siu Lek Yuen Road opposite to Siu Lek Yuen Village	1	1
Siu Lek Yuen Road near Siu Lek Yuen Village	2	1
Siu Lek Yuen Road near Tai Chung Kiu Road	1	-
Siu Lek Yuen Road opposite to Cypress House, Kwong Yuen Estate	1	1
Siu Lek Yuen Road outside Cypress House, Kwong Yuen Estate	2	1
Hang Fai Street near Kam On Court	1	1
Mei Tin Road outside Holford Garden	1	-
Sui Wo Road opposite to Goldfield Industrial Centre	1	1
Siu Lek Yuen Road opposite to Block 28, City One	2	1
Pok Chuen Street near Ling Chuen House	1	-
Kwong Sin Street opposite to Kwong Yuen	1	1
Kwong Sin Street near Kwong Yuen	2	-
Kwong Sin Street opposite to the Hang Sang University of Hong Kong	1	-
Kwong Sin Street near the Hang Sang University of Hong Kong	1	-
Kwong Yuen Bus Terminus	5	5
Ning Tai Road near Tak Sun Secondary School	3	-
Heng On Bus Terminus	3	2
Tai Chung Kiu Road opposite to Tsang Tai Uk	3	2

Location	Number of seats	Number of display panels
Hang Hong Street outside Tsang Pik Shan (Sung Lan) Secondary School	2	2
Hang Hong Street outside Yiu On Estate Yiu Him House	3	-
Yiu On Bus Terminus	1	-
Hang Tak Street near Hang Shun Street	3	-
Chung Ling Road near Tung Lo Wan Village	1	1
Sha Tin Wai Bus Terminus	4	-
Tai Po Road near Shatin Heights Road	1	1
Siu Lek Yuen Road near Po Shing Street, City One	-	1
Tai Chung Kiu Road opposite to Ravana Garden	1	-
Hang Hong Street opposite to Tsang Pik Shan (Sung Lan) Secondary School	1	-
Sha Tin Wai Road near Li Ka Shing Specialist Clinic	1	-
Fo Tan (Sha Mei Street) Bus Terminus	1	-
Siu Lek Yuen Road near Yuen Hong Street	2	-
Sha Tin Wai Road near Ever Gain Building	1	1
Sha Tin Wai Road near Sha Tin Park	1	-
Pok Chuen Street near Yuet Chuen House	1	1
Greenfield Court, Sha Tin Wai Road near Sha Kok Estate	2	-
Lion Rock Tunnel Toll Plaza	1	-
Chap Wai Kon Street opposite to Shatin Industrial Centre	1	-
Sha Tin Central Bus Terminus	21	-
Sha Tin Centre Street outside Hilton Centre	3	1
Sha Tin Tau Road outside Foo Wai House	-	1
Ma On Shan Road near Sunshine City	1	1
Shatin Tau Road outside Shek Ying House	2	2
Che Kung Miu Road outside Chun Shek Estate	1	1
Greenfield Court, Sha Tin Wai Road outside Sha Kok Estate	3	-
Sha Kok Street outside Pok Hong Bus Terminus	5	-
A Kung Kok Street opposite to Sha Tin Hospital	4	2
Yuen Wo Road opposite Lek Yuen Street	2	-
On King Street outside Ravana Garden	2	-
Sai Sha Road outside Fok On Garden	3	-
Yuen Wo Road outside Wo Che Estate	3	1
Yuen Wo Road outside Lek Yuen Street	7	2

Location	Number of seats	Number of display panels
Lok King Street outside Fo Tan Station	4	1
Ngau Pei Sha Street outside Yu Chui Court	3	2
Ngan Shing Street opposite to Yue Tin Court	3	-
Ngau Pei Sha Street near Ngau Pei Sha Village	1	-
Wu Kai Sha Station	1	-
Lion Rock Tunnel Road opposite to Hong Kong Heritage Museum	1	1
Ngau Pei Sha Street opposite to Yu Chui Court	1	-
Lion Rock Tunnel Road near San Tin Wai Estate	1	-
Sha Tin Tau Road outside Yan Wai House	1	-
Ngau Pei Sha Street opposite Ngau Pei Sha Village	1	-
Tin Sam Street outside Tin Sam Village	4	-
Tin Sam Street near Po Leung Kuk C. W. Chu College	1	1
Tin Sam Street outside Hin Yiu Estate	1	1
Hin Keng Street near Hin Tin Village	1	-
Tin Sam Street opposite to Hin Yiu Estate	3	-
Pak Hok Ting Street near Royal Park Hotel	1	-
Yuen Wo Road opposite Wo Che Estate	-	1
Sui Wo Road outside Goldfield Industrial Centre	5	1
Shatin Tau Road opposite Shek Ying House	3	-
Sun Chui Bus Terminus	1	1
Hung Mui Kuk Road outside Sun Yuet House	1	1
Hung Mui Kuk Road near Chung Pak Road	2	-
Ngan Shing Street outside Fortune City One	2	1
Mei Tin Road outside Tai Wai Market	1	1
Sai Sha Road outside Bayshore Towers	-	1
Mei Chuen House	1	1
Mei Tin Road outside May Shing Court	2	-
Tai Po Road near Mei Tao House	3	1
Lion Rock Tunnel Road opposite to San Tin Wai Estate	1	1
Garden Vista	2	-
Sai Sha Road near Wu Kai Sha Sun Chuen	2	1
Sai Sha Road opposite Villa Athena	2	2
Tai Po Road near Seaview Villa	-	1
Sai Sha Road opposite Fok On Garden	1	-
Tai Po Road near Shek Lei Pui Reservoir	4	-

Location	Number of seats	Number of display panels
Sai Sha Road Outside Kam On Court	1	1
Sai Sha Road outside Vista Paradiso	3	3
Sai Sha Road opposite to Villa Athena	1	-
Sai Sha Road near Fok On Garden	4	-
Sai Sha Road opposite to Fok On Garden	1	1
Sai Sha Road outside Payshore Towers	1	-
Fung Shun Street opposite to Fung Wo Yue House, Fung Wo Estate	2	-
Fung Shun Street outside Fung Wo Yue House, Fung Wo Estate	2	-
Che Kung Miu Road opposite to Chun Shek Estate	1	1
Che Kung Miu Road outside Chun Shek Estate	1	-
Che Kung Miu Road outside Festival City	2	1
Che Kung Miu Road near Tai Wai Station	2	1
Hung Mui Kuk Road opposite to Sun Yuet House	2	-
Tin Ka Ping Primary School, Sha Kok Street outside Pok Hong Estate	4	2
Chun Shek Bus Terminus	2	-
Che Kung Miu Road opposite Chun Shek Estate	1	-
Che Kung Miu Road outside Carado Garden	1	1
Che Kung Miu Road outside Hin Keng Shopping Centre	1	1
Che Kung Miu Road outside Hin Yeung House, Hin Keung Estate	2	2
Che Kung Miu Road opposite to Hin Keng Estate	1	1
City One Station, Chap Wai Kon Street near Yue Tin Court	3	3
Ngan Shing Street outside Yue Tin Court	3	-
Hang Hong Street near Hang Kong House	1	1
Ngan Shing Street Bus Terminus outside City One Terminus	1	-
Hang Hong Street outside Heng On Estate	3	2
Ngan Shing Street outside Prince of Wales	2	2
Kam Ying Court Bus Terminus	3	2
Kam Ying Road near Saddle Ridge Gardens	2	1
Kam Ying Road outside Kam Ying Court	1	1
Sai Sha Road near Wi Kai Sha Sun Chuen	1	1
Sai Sha Road near Lee Wing House, Lee On Estate	1	1
Ma On Shan Road opposite to Yiu Shun House, Yiu On Estate	5	-
On Chun Street opposite to Bayshore Towers	1	-
Hin Keng Bus Terminus	2	3
Hin Keng Street near Ha Keng Hau Village	2	2
Hin Keng Street near Hin Hing House, Hin Keung Estate	1	1

Location	Number of seats	Number of display panels
Hin Keng Street near Hin Pui House, Hin Keung Estate	1	1
Lion Rock Tunnel Road outside Hong Kong Heritage Museum	-	2
Ma On Shan Road near Ma On Shan Police Station	2	2
Wong Nai Tau Bus Terminus	5	4
Kwei Tei Street near Chun Yeung Estate	1	1
Hang Hong Street opposite to Yiu On Estate	3	1

Remarks: “L/P” refers to lamp post.

The planned locations of sheltered bus stops in Sha Tin and Tai Po Districts
for installation of seats and/or display panels
by franchised bus companies in 2023

Location	Number of seats	Number of display panels
Chung Nga Road Heng Wing House Fu Heng Estate opposite L/P EA7458	1	-
Kwong Fuk Road near Tung Sau Square	1	-
Chuen On Road Bus Terminus	1	-
On Cheung Road Eightland Gardens near L/P EB3767	1	-
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474	1	-
Po Heung Street Luk Heung Public School opposite L/P N3267	1	-
Nam Wan Road Sun Hing Garden near L/P N3221	1	-
Tai Po Central Bus Terminus	2	-
On Cheung Road Tai Po Civic Centre opposite L/P EB3767	1	-
Che Kung Miu Road opposite to Chun Shek Estate	1	-
Hin Keng Bus Terminus	1	-
Hin Keng Street near Hin Pui House	1	-
Mei Tin Road outside Holford Garden	2	-
Tai Po Road near Keng Hau Road	1	-
Tai Po Road Kwong Fuk Estate near L/P EA7874	1	-
Kwong Yuen Bus Terminus	1	-
Sai Sha Road near Wu Kai Sha Sun Chuen	1	-
Sai Sha Road Che Ha	1	-
Tin Sam Street outside Tin Sam Village	1	-
Sha Kok Street outside Sha Kok Estate	1	-
Sha Tin Central Bus Terminus	4	-
Siu Lek Yuen Road outside Siu Lek Yuen Village	1	-
Hung Mui Kuk Road opposite to Sun Yuet House	1	-
Hang Hong Street near Hang Kam Street	1	1
Ngau Pei Sha Street outside Yu Chui Court	1	-
Ngan Shing Street opposite to Yue Tin Court	1	-
Kam Ying Court Bus Terminus	-	1
Siu Lek Yuen Road near Tai Chung Kiu Road	-	1
Tai Chung Kiu Road Outside Block 13, City One Shatin	-	1

Remarks: "L/P" refers to lamp post.

- End -

CONTROLLING OFFICER'S REPLY

TLB145

(Question Serial No. 2240)

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 Logistics

Question:

The Public Transport Fare Subsidy Scheme (the Scheme) was launched on 1 January 2019, and has been enhanced. It is announced in the Budget Speech this year that temporary special measures will be extended for a period of six months till the end of October 2023, providing commuters with a subsidy amounting to one-third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. In this connection, will the Government advise this Committee of the following:

1. the staff establishment involved in the implementation of the Scheme, and the expenditure incurred on system development, scheme management, etc.;
2. the monthly number of commuters receiving the subsidy in the past four years and the total expenditure involved;
3. the average monthly total public transport expenses of adult commuters in the past four years express in bands of \$500;
4. the numbers of beneficiaries in the past four years, with a breakdown by the following categories of monthly subsidy amount: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400, and \$401 to \$500;
5. given that the e-payment platforms such as Alipay are accepted by various public transport operators for fare payment, whether these platforms will be included in the Scheme;
6. whether the special measures under the Scheme will be further extended to at least the end of this year, and what is the estimated annual expenditure involved if the special measures are regularised; and
7. the number of commuters with expired subsidy in the past four years.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 7)

Reply:

1. As at February 2023, the staff establishment involved in the Scheme is summarised as follows:

Grade	Rank	Number of Post
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	4
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
Total :		14

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 is \$38.2 million.

2. The Scheme was first launched on 1 January 2019 and enhanced on 1 January 2020. After the enhancement, the subsidy rate under the Scheme was increased from one-fourth to one-third, and the monthly subsidy cap was raised from \$300 to \$400. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023. The average monthly number of beneficiaries and the total amount of subsidy by year are set out in the table below:

Year	Total subsidy amount (\$ million)	Average number of beneficiaries per month (rounded off to the nearest thousand)
2019	1,874	2 143 000
2020	2,147	1 982 000
2021	3,709	2 999 000
2022	2,837	2 274 000

3. The distribution of public transport expenses under the Scheme from 2019 to 2022 is as follows:

Amount of monthly public transport expenses under the Scheme	Monthly average number of Octopus^(Note) (rounded off to the nearest thousand)			
	2019	2020	2021	2022
≤\$500	8 383 000	6 252 000	6 329 000	6 343 000
\$500.1-\$1,000	1 338 000	843 000	1 071 000	923 000
\$1,000.1-\$1,500	224 000	106 000	152 000	140 000
\$1,500.1-\$2,000	30 000	11 000	16 000	18 000

Amount of monthly public transport expenses under the Scheme	Monthly average number of Octopus ^(Note) (rounded off to the nearest thousand)			
	2019	2020	2021	2022
>\$2,000	4 000	1 000	1 000	2 000

Note:

The figures in the table include all eligible types of Octopus under the Scheme.

4. The distribution of beneficiaries by monthly subsidy amount by year is listed below:

Monthly subsidy amount	Monthly average number of beneficiaries (rounded off to the nearest thousand)			
	2019	2020	2021	2022
\$0.1-\$100.0	1 583 000	1 291 000	1 756 000	1 327 000
\$100.1-\$200.0	438 000	490 000	837 000	625 000
\$200.1-\$300.0	117 000	148 000	293 000	226 000
\$300.1-\$400.0	N/A	49 000	84 000	68 000
\$400.1 or above	N/A	N/A	32 000 (Note)	35 000 (Note)

Note:

The figures only include the monthly average from April to December 2021 and from May to December 2022, when the monthly subsidy cap was temporarily increased to \$500.

5. We note the emergence of various e-payment platforms and are exploring ways to expedite the inclusion of suitable e-payment systems into the Scheme in a progressive manner.
6. The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. 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. For reference, the estimated expenditure for the Scheme in 2023-24 is \$4,240.1 million. 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.

7. Under the Scheme, the subsidy for each month is valid for collection within three months. Since the implementation of the Scheme, the Government has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. On average, over 85% 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 monthly average numbers of beneficiaries with expired subsidy from 2019 to 2022 (up to October) are listed in the table below:

Year	Monthly average number of beneficiaries with expired subsidy (rounded off to the nearest thousand)
2019	357 000
2020	371 000
2021	359 000
2022 (up to October) ^(Note)	212 000

Note:

The subsidy for November 2022 onwards remains valid for collection as at the beginning of March 2023 and hence is not included in the table.

- End -

CONTROLLING OFFICER'S REPLY

TLB146

(Question Serial No. 2241)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:
Driving Tests

Because of the pandemic, driving tests have been suspended time and again in recent years, leading to waiting time roughly ranging from 230 to 350 days for road tests for private car, light goods vehicle and motorcycle driving licences. Moreover, given the large number of repeaters, many have chosen to use the Repeater Early Test Appointment Booking Service (RETAS). In this connection, will the Government advise this Committee of the following:

1. the existing numbers of Driving Examiners (DEs) administering road tests for private car, light goods vehicle and motorcycle driving licences, and the expenditure involved;
2. whether there will be additional DEs recruited and test sessions arranged in the coming year to address the issue of long waiting time for driving tests;
3. noting that driving recording devices are used in the Mainland and Taiwan to record the conduct of driving tests, whether the Government will allocate resources for procuring relevant equipment to enhance transparency and fairness of its driving tests;
4. the expenditure on development, maintenance and management, etc. of RETAS system updated by the Transport Department (TD) on 30 May 2022; whether RETAS system will be continually enhanced in the coming year to combat “scalping” activities;
5. regarding various vehicle types, the respective average number of attempts that candidates take to obtain a driving licence; and
6. the present cumulative number of repeaters eligible for early test appointment, with a breakdown by vehicle type; and whether a time limit will be set for repeating driving tests.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 8)

Reply:

1. Under the current arrangement, driving tests of private car, light goods vehicle and motor cycle are conducted by DEII. As each DEII is capable for conducting driving tests of private car, light goods vehicle and motor cycle, there is no breakdown for each vehicle type. As at 1 March 2023, there were 56 DEIIs, including 55 civil servants and one staff member under Post-retirement Service Contract Scheme. The annual staff cost (notional annual mid-point salary) of the 56 DEIIs is about \$25.4 million.
2. In order to further increase the output of road tests, TD will make use of technology and arrange DEs to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:
 - TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial driving test centres (DTCs) per month starting from late March 2023.
 - TD has arranged DEs to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.
 - TD is also conducting a new round of recruitment exercise for DEII and the new recruits are expected to assume duty in the second half of 2023.
 - TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of DEs, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
 - In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.
3. TD is conducting a study on the feasibility and related considerations for having video recording during driving tests. Considerations, including technical requirements, privacy issues, legal responsibility of the camera/video, cost implications, etc. would be taken into account. It is expected that the study will be completed within 2023.
4. Any reservations made in RETAS system must be in the real names of the repeaters and an early test appointment booked is not transferrable. On 30 May 2022, TD introduced the use of iAM Smart or a valid e-Cert (Personal) for authentication of personal identity for making online reservation in RETAS system, in order to enhance its security. The development cost of the project was about \$0.14 million and no additional recurrent maintenance cost has been incurred.

TD has further rolled out a balloting mechanism to replace the existing first-come-first-served allocation arrangement in RETAS system starting from 28 March 2023. Repeaters will continue to be required to register for the balloting in their real names. The development cost of the project is about \$2 million and the annual recurrent cost is about \$0.38 million.

5. & 6. At present, candidates are not required to declare whether they are repeaters when applying for driving tests. Therefore, TD has no available record on the average number of attempts that candidates took to obtain a driving licence, or the cumulative number of repeaters eligible for applying early test appointment.

TD has planned, starting within the second quarter of 2023, to collect information from candidates regarding whether they are repeaters, the number of training hours taken, etc. when they attend driving road tests. TD will regularly study the relevant statistics to analyse the passing rates of candidates receiving different hours of training. Subject to the analysis results, TD will review the relevant measures if necessary.

- End -

CONTROLLING OFFICER'S REPLY

TLB147

(Question Serial No. 2242)

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 Logistics

Question:

The Road Traffic (Toll Tags) Regulation was gazetted at end of August 2021 and took effect from 1 November 2021 in connection with the introduction of HKeToll service. While the publicity and registration of HKeToll service has been started from 2022, it has still not yet fully implemented at present and there were occasions of vehicle tag shortage. Then, the Government announced that the implementation date of Tsing Sha Control Area (Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wan Tunnel) will be postponed from 26 February 2023 to 5 am on 7 May 2023. Will the Government inform this Committee of the following:

- (1) the respective fees charged by contractor, publicity and administration since the Government has introduced HKeToll;
- (2) the estimated additional expenditure incurred due to postponement of HKeToll;
- (3) the manpower and expenditures involved in implementing HKeToll;
- (4) the expenditures for providing the 34 consultation counters; and
- (5) the number of vehicle tag and driver cards applied as at present.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 9)

Reply:

The free-flow tolling service, HKeToll, will be first implemented in Tsing Sha Control Area (Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) (TSCA) and will be gradually implemented at all other government tolled tunnels within 2023. Since November 2021, the Transport Department (TD) has accepted applications for vehicle tags when motorists made vehicle-related licence applications at TD's Licensing Offices, and about 260 000 vehicle owners have submitted their applications through this channel. Starting from 6 January 2023, motorists can submit application via the online platform, paper form and customer service centres for in-person application. The replies to the questions are provided below:

- (1) & (3) TD has engaged a toll service provider (TSP) to implement HKeToll in 2021 following an open tender exercise. The main duties of TSP are to develop and host the web and mobile application, develop payment platform and engage related service providers, issuance of toll tags, toll collection, toll recovery, provision of account management and customer services. It also manages and operates the integrated backend and on-site field equipment of the whole HKeToll system. TSP is also required to conduct publicity and public relations activities and measures for the implementation and operation of HKeToll. As at 28 February 2023, the fee paid to TSP under the contract for the aforementioned duties was \$0.86 million.

In addition to TSP's publicity activities, TD has also incurred \$2.21 million for the HKeToll publicity as at 28 February 2023. Regarding TD's administrative cost and manpower involved in implementing HKeToll, as the relevant tasks are currently undertaken by the existing staff of TD, there is no separate breakdown.

- (2) There is no additional expenditure incurred due to the deferment of implementation of HKeToll at TSCA.
- (4) The estimated expenditures for setting up 34 consultation counters at MTR stations and Home Affairs Department's enquiry centres in the New Territories from 24 February to 30 April 2023 to assist vehicle owners in applying for HKeToll services is about \$7.18 million.
- (5) As at 22 March 2023, the number of toll tags issued was about 583 500. For commercial vehicle companies and drivers, there are three options to manage the toll payment, namely by using relevant function in the mobile application to pair up a driver account with a vehicle tag, monthly statement or two-piece device (which comprises a driver card and a card stand). As at 22 March 2023, the number of driver cards issued was about 23 600.

- End -

CONTROLLING OFFICER'S REPLY**TLB148****(Question Serial No. 2243)**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 LogisticsQuestion:

Since the commissioning of passenger clearance service at the Heung Yuen Wai (HYW) Boundary Control Point (BCP), there are several franchised bus routes providing services. On the other hand, over 400 parking spaces are provided in the public car park of HYW BCP whereas prior booking has been imposed lately. Please advise this Committee of the following:

1. the passenger traffic statistics during weekdays and weekend since the commissioning of passenger clearance service at HYW BCP;
2. at present, only Route B7 provides daily services, while the Routes B8 and B9 only provides services on weekends. Will the weekday services of the latter two routes be introduced as soon as possible with an increase in frequencies? Will more public transport services be introduced to improve the connection with Hong Kong Island and Kowloon?
3. is there any plan to increase the number of parking spaces and explore the feasibility of adopting Automated Parking System (APS) in the vicinity of HYW BCP and other BCPs.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 10)Reply:

1. The average daily passenger traffic statistics of HYW BCP are provided as below:

	Mondays - Fridays	Saturdays and Sundays
Arrival	7 474	12 527
Departure	7 226	10 971
Total	14 700	23 498

Source: Provisional figures for the period from 6 February 2023 to 6 March 2023 from the Immigration Department

2. The Transport Department (TD) will closely monitor the demand for public transport services to and from HYW BCP including Routes B7 (Po Wan Road - HYW BCP), B8 (Tai Wai Station Public Transport Interchange - HYW BCP) and B9 (Tuen Mun Station - HYW BCP), and would strengthen these services to cater for the demand. Meanwhile, there is no plan to introduce other bus services between Hong Kong Island, Kowloon and HYW BCP.
3. TD will continue to monitor the parking demand at HYW BCP Public Car Park and also strives to facilitate the supply of additional car parks and parking spaces in the vicinity of HYW BCP. In recent years, the Government has processed several planning applications for converting private lands next to HYW BCP into temporary car parks and some of the land lots have already been converted to private car parks. TD will continue to proactively offer their assessments in similar planning applications as appropriate, with a view to facilitating and expediting the process. Furthermore, TD is exploring the feasibility of utilising suitable Government lands near HYW BCP as temporary public car parks.

Noting the advantage in adopting APS, the Government has been taking forward a number of APS projects in suitable locations of short-term tenancy car parks and public works projects to achieve a more efficient use of space in order to meet the demand for parking spaces. In the long run, the Government will continue to review the development and demand for parking spaces of HYW BCP and other BCPs, and consider the feasibility of adopting APS as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

TLB149

(Question Serial No. 2244)

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 Logistics

Question:
Smart Parking

The Government has introduced various smart parking measures in recent years, including constructing car parks with Automated Parking Systems (APSs) to increase the provision of parking spaces, and installing new parking meters that support multiple e-payment means and enable remote extension of parking time and search of parking spaces with the aid of a mobile app. In this connection, will the Government advise this Committee of the following:

1. the number of APS car parks in operation in Hong Kong (including short-term tenancy (STT) car parks at Science Park and Pak Shek Kok in Tai Po), and their utilisation rates and cost-effectiveness;
2. whether APS will be introduced in various new government complexes or existing car parks in Sha Tin and Tai Po;
3. for car parks currently managed by the Government, whether there is a plan to install ticketless access control system and promote the use of smart parking system; whether private operators will be encouraged to upgrade their services;
4. whether all on-street parking meters in the territory have been replaced by new meters; if no, the number of remaining meters and the target date for completion of the replacement exercise;
5. the number of downloads, number of transactions, user ratings and performance of the “HKeMeter” mobile app;
6. the number of failure cases of “HKeMeter” in the past two years, the causes and the recovery time (please provide the details); and
7. the recurrent expenditure for “HKeMeter” (platform fee and management fee); and whether funding has been reserved for enhancing user experience, upgrading existing

functions and facilitating collaboration between public and private car parks in providing more parking vacancy information.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 11)

Reply:

1. APS projects commissioned include STT car park at Hoi Shing Road in Tsuen Wan and at Pak Shek Kok, Tai Po. The total numbers of parking spaces (including both conventional and APS parking spaces) are 245 and 250 respectively. According to the information from the car park operators, APS parking spaces are rented out on a monthly basis and the average parking time for these APSs is around two to three minutes.
2. Information of APS projects in progress is listed at **Annex**.
3. The Transport Department (TD) had introduced ticketless access control system, bay guidance system as well as car searching system in ten multi-storey car parks managed by TD by phases between July 2022 and March 2023.
4. TD has replaced all Octopus card-operated parking meters with new parking meters in January 2022. As at the end of February 2023, there are around 10 600 new parking meters installed in the territory.
5. 6. & 7.

The operation of the new parking meter system (including the parking meter and mobile app viz. “HKeMeter”) has become smoother and the mobile app “HKeMeter” has become increasingly popular since its launch in January 2021. The breakdowns of the number of downloads of “HKeMeter”, the number of transactions, and the proportion of transactions using “HKeMeter” by year are provided as follows:

	2021	2022
Cumulative number of downloads	496 851	883 570
Number of transactions ('000) by year end	18 040	46 482
Proportion of transactions using HKeMeter	37.6%	48.1%

As for the latest user rating of “HKeMeter” in mobile app download platforms, they vary among stores over time. Nevertheless, TD will continue to closely monitor public feedback and has taken the following measures to enhance the user-friendliness of the mobile app:

- (i) display the number of vacant parking spaces by sub-district through zooming out of the map;
- (ii) include a direct call function to service hotline of parking meter contractor; and
- (iii) display the suspended parking spaces in grey color.

Since the launch of the new parking meter system in January 2021, there have been four occasions that the transactions made through “HKeMeter” are affected by mobile network transmission or temporary system breakdowns which are mostly fixed within

the same day. Having said that, the parking meter system still provided uninterrupted services to the motorists through the payment device (e.g. Octopus or credit card readers) at on-site parking meters. TD, in conjunction with the Electrical and Mechanical Services Department, has been working with the parking meter contractor to carry out a series of system upgrading works and deploying extra backend resources, and the system reliability has been continuously improved.

The maintenance cost for “HKeMeter” is part and parcel of a management, operation, and maintenance contract of the parking meter system as a whole. The recurrent expenditure on the parking meter system in 2022-23 is about \$38 million.

TD and the parking meter contractor will conduct a review on, among others, the aspects of vehicle sensing technology and latest electronic payment means available in the market by the end of 2025 and make provision for the financial resources for the system enhancement, if necessary. The associated parking meter vacancy information has been disseminated via DATA.GOV.HK as well as “HKeMobility”, which also disseminate the parking vacancy information of other public and private car parks to the general public.

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)
A. APS in STT car parks				
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200
B. APS in public works projects				
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2023	2026	About 200
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	To be determined ¹		About 200

Note 1: As the project is in planning stage and design is being refined, the schedules are to be determined.

- End -

CONTROLLING OFFICER'S REPLY

TLB150

(Question Serial No. 2245)

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 Logistics

Question:

Under the annual bus route rationalisation programme in 2022, the number of bus routes involved in each district was about 175. In this connection, will the Government inform this Committee of the following:

1. after rationalisation, some bus routes have been extended but their numbers of trips have been reduced. Will the Government take this into consideration when approving the bus fare of each trip? If no, what are the reasons?
2. has the Government explored offering incentives to encourage the provision of section fares to enable short-haul passengers to have more choices? If yes, what are the details?
3. what measures will the Government take to encourage the MTR Corporation Limited (MTRCL) to roll out more interchange concession schemes in collaboration with Green Minibus (GMB) operators and franchised bus companies?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 13)

Reply:

1. When formulating the annual bus route planning programme, the Transport Department (TD) would strive to optimise the existing bus service network having regard to passenger demand and factors including the local developments, demographic changes, completion of new transport facilities, existing and planned public transport services in the districts concerned, etc. Apart from annual bus rationalisation exercise, TD also closely monitors the daily operations of bus services and changes in passenger demand, and would work with the bus operators to adjust the services as necessary in order to better meet passenger demand.

Currently, the fares of franchised bus routes depend on route group and journey distance under the scales of fares determined by the Chief Executive in Council for different groups of routes. The fare scales are determined taking into account a basket of factors, including the operating costs and revenue of franchised bus services, public

acceptability and affordability, the quality and quantity of bus services provided, returns to franchised bus operators (FBOs), etc., so as to ensure that the FBOs will have the financial capability in maintaining safe and efficient public bus services which are affordable by the passengers.

2. The Government has all along been encouraging FBOs to offer fare concessions as far as possible to help reduce passengers' travelling expenses, taking into account the operators' respective commercial considerations including operating and financial conditions, overall economic environment, passenger needs, competition factor, implications on bus resources, etc. While adding section fares might provide additional choices for short-haul passengers, the suitability to do so should be carefully assessed for each individual route as too many short-haul passengers taking up the capacity of long-haul routes might not be conducive to efficient use of bus resources. As at 31 December 2022, about 77% of franchised bus routes provide section fares.
3. The Government has always been encouraging MTRCL to join hands with other public transport operators to offer more inter-modal interchange concessions to passengers. On completion of the 2023 MTR Fare Adjustment Mechanism review, MTRCL has agreed to raise the MTR-Green Minibuses (GMB) interchange discount from \$0.3 per trip to \$0.5 per trip, covering over 500 GMB routes. MTRCL also collaborates with FBOs to offer interchange discounts of \$0.6 to \$2.0 on 17 bus routes. The Government will continue to encourage the MTRCL to collaborate with more public transport operators to offer interchange concessions to further benefit passengers while promoting the complementarity amongst different public transport modes.

- End -

CONTROLLING OFFICER'S REPLY

TLB151

(Question Serial No. 0577)

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 Logistics

Question:

The taxi trade has been hard hit by the COVID-19 epidemic. Although the Government will introduce a 100% loan guarantee scheme (the Scheme) for the trade as an incentive to switch to battery electric taxis, merely providing loans may not be enough to incentivise taxi owners to replace their vehicles. In this connection, will the Government advise this Committee of the following:

1. apart from the 100% guarantee loan, whether taxi owners will enjoy other concessions if they switch to battery electric taxis; if yes, what are the details;
2. the estimated numbers of taxi owners and taxis participating in the Scheme in the coming three years; and
3. whether the Government has a promotion plan for the Scheme; if yes, what is the expenditure involved.

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 12)

Reply:

1. As announced in the 2023-24 Budget, the Government has proposed to introduce a loan scheme with 100% guarantee (the Scheme) for the taxi trade so as to encourage taxi owners to replace their taxis with battery electric taxis (e-taxis). The proposed maximum loan amount is the actual sales price of a battery e-taxi, subject to a cap of \$350,000.

In addition to the Scheme, the taxi trade can apply for subsidy from the “Applications for Trial” under the New Energy Transport Fund (NET Fund) of the Environment and Ecology Bureau to trial e-taxis. Eligible taxi owners or companies can receive a subsidy of the price difference between the e-taxi and the conventional taxi or half of the cost of the e-taxi, whichever is higher. The NET Fund also subsidises 75% of the cost of the charging facility for the e-taxi (including the charger and its installation cost). Under the “Applications for Trial”, each green innovative transport technology is subject to an application limit and the present trial limit for e-taxis is 30.

If a borrower of the loan under the Scheme has also applied for a subsidy under the NET Fund for purchasing the battery e-taxi, the maximum loan amount will be the actual sales price of the battery e-taxi less the subsidy available to the borrower under the NET Fund, subject to a cap of \$350,000.

2. The Scheme serves as an incentive to encourage taxi owners to replace their existing taxis with battery e-taxis. While the Government's target is to introduce 3 000 e-taxis by end-2027 as announced in the 2022 Policy Address, we have not set a specific target for the number of applications to be received under the Scheme, as that would be affected by various factors (e.g. the financial position of the relevant taxi owners, the age and condition of the existing taxis owned by the taxi owners, etc.). The Government proposed to provide a total commitment of \$6.4 billion for the Scheme, which should be sufficient for all 18 163 taxis in Hong Kong to apply for the loan once.
3. The Transport Department (TD) will promote the Scheme through different channels, such as disseminating information about the Scheme via TD's website, regular "Taxi Newsletter", publicity leaflets, as well as regular meetings with the taxi trade. The relevant promotion work of the Scheme will be undertaken by the existing staff of TD and there is no separate breakdown of the estimated expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB152

(Question Serial No. 2679)

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 Logistics

Question:

Regarding the provision of parking spaces for commercial vehicles (CVs) and motorcycles (MCs), will the Government advise this Committee of the following:

1. the numbers of CVs and MCs, the respective numbers of parking spaces for them, and their vehicle-to-parking space ratios, with a breakdown by District Council district; whether effective measures will be put in place to increase the provision of parking spaces for the above vehicle types; if yes, what are the details and estimated expenditure involved; if no, what are the reasons;
2. the number of fixed penalty notices issued to owners of CVs and MCs for illegal parking at the on-street locations designated by the Transport Department (TD) in the past three years, with a breakdown by district; and
3. the implementation progress of the recommendations arising from the consultancy study on parking for CVs completed in 2019 and the estimated expenditure involved.

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 22)

Reply:

1&3. The recommendations of the consultancy study on parking for 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 1**.

For MCs, the Government has also been actively pursuing a host of measures to increase the provision of parking spaces, including: (i) designating suitable on-street locations as MC parking spaces; (ii) providing suitable parking spaces for MCs underneath flyovers; and (iii) providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects in line with the "single site, multiple use" principle.

The work in relation to taking forward the above recommendations and measures is undertaken by existing staff of TD as part of their regular duties and hence there is no separate breakdown of the expenditure involved.

The numbers of licensed CVs and MCs and the ratio of parking spaces to such licensed vehicles as at February 2023, as well as the numbers of parking spaces for both types of vehicles by districts, are tabulated at **Annex 2**.

2. The Hong Kong Police Force did not keep records of fixed penalty notices against illegal parking by the concerned vehicle types.

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

Recommendations	Latest Progress
(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 February 2023, TD has designated a total of 1 776 and 908 on-street parking spaces for night-time CV parking and coaches respectively. A total of 406 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	As at February 2023, a cumulative total of 35 schools have provided about 100 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 February 2023, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 37 STT car parks, involving a total of some 1 800 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple use”	<p>Eight potential sites have been identified for providing CV parking spaces. The latest progress of taking forward the eight sites as at the end of March 2023 is as follows:</p> <p>For (1) Amenity Complex in Area 103, Ma On Shan, the designs are in progress.</p> <p>For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai (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, the sites are currently in the preliminary study or design stages. The project implementation will be subject to funding approval.</p> <p>For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue relevant work in conducting feasibility assessments and consultation with relevant stakeholders.</p>

Recommendations	Latest Progress
(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 completed the review of the standards on parking spaces and loading/unloading spaces stipulated in 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.

**Numbers of Licensed CVs and MCs and Parking Spaces
(as at February 2023)**

CVs			MCs		
Licensed Vehicles	Parking Spaces	Ratio*	Licensed Vehicles	Parking Spaces	Ratio*
70 052	44 850	0.64	74 815	38 563	0.52

*Ratio of parking spaces to licensed vehicles

**Numbers of Parking Spaces for CVs and MCs by Districts
(as at February 2023)**

District	CVs	MCs
Central and Western	1 159	1 462
Wan Chai	465	1 314
Eastern	2 154	2 591
Southern	1 380	1 951
Yau Tsim Mong	1 653	2 134
Sham Shui Po	3 724	2 212
Kowloon City	1 487	2 144
Wong Tai Sin	1 392	2 338
Kwun Tong	3 475	4 611
Tsuen Wan	2 455	1 667
Tuen Mun	2 736	1 924
Yuen Long	2 493	1 974
North	1 716	927
Tai Po	1 350	1 184
Sai Kung	1 856	3 358
Sha Tin	2 957	3 197
Kwai Tsing	11 242	2 928
Islands	1 156	647
Total	44 850	38 563

- End -

CONTROLLING OFFICER'S REPLY

TLB153

(Question Serial No. 0059)

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 Logistics

Question:

The Government has indicated that it will continue to oversee the progress and development of various Smart Mobility initiatives including the operation of new on-street parking meters during 2023-24. In this connection, will the Government inform this Committee of the following:

1. after the introduction of new parking meters and the mobile app “HKeMeter”, whether any complaints have been received about malfunctioning of the new meters and the app; if yes, what are the details of the cases and the follow-up actions;
2. whether the Government has worked with the contractor to examine and improve the problems; if yes, what are the details;
3. whether the Government will step up promotion and publicity on the use of new parking meters and “HKeMeter”; if yes, what are the estimated expenditure and the details; and
4. whether the Government will expeditiously commence the Third Parking Demand Study to re-examine the operational service models between all the existing forms of transport.

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

Reply:

1., 2. & 3.

The installation of new parking meters commenced in January 2021 and all Octopus card-operated parking meters were replaced by the new parking meters by January 2022. Since the introduction of the new parking meters and the mobile app viz. “HKeMeter” in January 2021 and up to the end of 2022, the Transport Department (TD) received a total of 1 270 complaints about the malfunctioning of the new parking meter system (including the parking meters and the mobile app). The breakdowns of the complaint and transaction figures by year are provided as follows:

		2021	2022
(A)	Number of complaints relating to malfunction of the parking meter system	614	656
(B)	Number of transactions ('000) by year end	18 040	46 482
(C)	Number of complaints per 100 000 transactions	3.4	1.4

These complaints are mainly related to the payment of parking fees but without parking time updated at parking meters which were affected by the mobile network transmission or on the occasions of temporary system breakdowns. TD has conducted investigation into each complaint case and continuously improved the reliability of the parking meter system through system upgrading. The number of such complaints has been reduced from 3.4 cases per 100 000 transactions in 2021 to 1.4 cases per 100 000 transactions in 2022.

To promote the usage of the parking meter system, TD has put up a sticker at each parking meter to facilitate the downloading of “HKMeter”. Tutorial videos and handy user tips are also uploaded onto TD’s social media channel and website. The expenditure of these publicity materials is absorbed by the contractor. TD will continue to closely monitor the management, operation and maintenance of the parking meter system and gauge users’ feedback from various channels including, for example, social media, mobile app stores and hotline. TD will take appropriate actions to enhance system performance as and when required.

4.

The Government has been closely monitoring the parking demand and supply for various types of vehicles. In according priority to meeting the parking demand of commercial vehicles (CVs), in 2017, TD commenced a consultancy study to assess the parking demand of CVs and formulate short to long term measures. The recommendations arising from the consultancy study have been actively taken forward by TD. In particular, TD has completed a review in July 2021 on the Hong Kong Planning Standards and Guidelines (HKPSG) for the provision of ancillary parking spaces for commercial vehicles and private cars in the territory. Based on the findings of the review, TD increased the provision of parking spaces for private and subsidised housing developments by revising HKPSG in August 2021. To cater for the changing social and economic circumstances, TD would regularly review the HKPSG parking standards so that necessary adjustments could be made in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY**TLB154****(Question Serial No. 1646)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Under this Programme, the provision for 2023-24 is \$2,304.4 million, which is considerably higher than the revised estimate for 2022-23 by 46.2%. According to the Controlling Officer's explanation, the percentage change is "mainly due to the full-year effect of filling of vacancies in 2022-23 and the increased requirement in other operating expenses and capital expenditure". In this connection, will the Government inform this Committee of the following:

- (a) the number of vacancies filled in 2022-23 and the provision for 2023-24 involved; and
- (b) the details of the increase and breakdown of the provision for increased requirement in other operating expenses and capital expenditure.

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 18)Reply:

- (a) In 2022-23, six vacancies were filled. An additional provision of \$1.3 million is made in 2023-24 to cover the full-year effect of these additional filled vacancies.
- (b) Breakdowns of the provision for increased requirement in other operating expenses and capital expenditure are shown as below.

Items	\$ million
Additional net increase in requirement for capital expenditure including (i) the replacement and/or procurement of equipment and vehicles for government tunnels and control area of tunnels; and (ii) development of free-flow tolling system, known as HKEToll, at all government tolled tunnels and Tsing Sha Control Area	392.2

Items	\$ million
Additional provision for other operating expenses including mainly (i) Management, Operation and Maintenance contract fees and Electrical and Mechanical Services Trading Fund charges for tunnels and control areas of tunnels; and (ii) payment for the implementation of HKeToll	334.7
Total	726.9

- End -

CONTROLLING OFFICER'S REPLY

TLB155

(Question Serial No. 1658)

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Government will “continue to implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology”. In this connection, will the Government inform this Committee of the following:

- (a) the progress and effectiveness of implementing the Fund; and
- (b) information on the research and application that received funding support from the Fund?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 17)

Reply:

(a) and (b)

The \$1 billion Fund was launched in March 2021 for application. The Hong Kong Productivity Council has been engaged as the Secretariat for the Fund. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at Annex. The Management Committee of the Fund will closely monitor the progress of the approved projects. Where appropriate, the Transport Department will consider applying the results of these projects to improve its services to the public.

Projects Approved under the Smart Traffic Fund

Project Title	Project Summary	Approved Funding
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00
Computer Vision-based Smart Bike Flow Estimation	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43
Development of a Personalised and Connected Advanced Driver Assistance System	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83
Designing of an Intelligent Human-machine Cooperative Driving System	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53
Development of Advanced Bollard with Smart Materials for Improving Road Safety	This project aims to develop three different types of traffic bollards for various vehicle types and speeds by utilising smart protection materials with novel structures.	\$17,925,946.31
Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97
Virtual Reality-based Driving Training System	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter	\$3,820,680.00

Project Title	Project Summary	Approved Funding
	in conventional driving practice sessions in the training to enrich the learning experience.	
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72
Intelligent Driving Training and Evaluation System for Container Trucks	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Using Generalised Linear Model and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device, and conducting analysis with Generalised Linear Model and Machine Learning.	\$11,254,796.94

Project Title	Project Summary	Approved Funding
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00
Development of an A.I. Intelligent Traffic Enforcement Robot	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on public transport vehicles.	\$1,349,416.67
Development of an Augmented Reality-Assisted Head-up Display Mechanism for Recommending Driving Strategy	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00
AI Driven Barrier-Free Smart Mobility Platform - BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00

Project Title	Project Summary	Approved Funding
Automatic On-The-Move Anti-Congestion System	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00
Prediction of Traffic Speed and Volume Considering Malfunctioning Detectors using Deep Learning	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	\$19,730,872.00
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	\$1,682,512.30

Project Title	Project Summary	Approved Funding
	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	
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
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

Project Title	Project Summary	Approved Funding
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

TLB156

(Question Serial No. 0896)

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 Logistics

Question:

In the past few years, the Government subsidises the franchised bus operators (FBOs) for installation of real-time bus arrival information display panels at bus stops. In this connection, please advise this Committee on the following:

1. the amount of subsidy disbursed and the respective number of bus stops of each FBOs involved in the past three years?
2. the estimated amount of subsidy in the coming year?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 1)

Reply:

The Government provides subsidy to FBOs for installation of real-time bus arrival information display panels (display panels) at covered bus stops with electricity supply on a one-to-one matching basis. As at the end of February 2023, FBOs have completed installing display panels at 1 086 covered bus stops. FBOs are expected to complete installation of display panels at 28 more covered bus stops by the end of 2023.

The number of covered bus stops installed with display panels and the amount of subsidy to FBOs in the past three financial years are set out in the table below:

	2020-21		2021-22		2022-23 (up to end February 2023)	
	Number of covered bus stops installed with display panels	Amount of subsidy disbursed (rounded) (Note 1 and 2)	Number of covered bus stops installed with display panels	Amount of subsidy disbursed (rounded) (Note 1 and 2)	Number of covered bus stops installed with display panels	Amount of subsidy disbursed (rounded) (Note 1 and 2)
The Kowloon Motor Bus Company (1933) Limited	359	\$1,371,000	195	\$2,645,000	59	\$3,230,000
Long Win Bus Company Limited	2	\$1,000	1	\$46,000	-	\$24,000
Citybus Limited (Franchise for Hong Kong Island and cross-harbour bus network)	115	\$341,000	11	\$2,261,000	-	-
Citybus Limited (Franchise for Airport and North Lantau bus network)	4	\$46,000	1	\$74,000	-	-
New World First Bus Services Limited	53	\$765,000	18	\$704,000	-	-
New Lantau Bus Company (1973) Limited	-	-	-	-	-	-
Total	533	\$2,525,000	226	\$5,730,000	59	\$3,254,000

Note 1: The amount of subsidy disbursed in a financial year may not correspond to the number of display panels installed in that financial year because the disbursement of subsidy for a display panel may fall in a subsequent financial year.

Note 2: Figures may not add up to total due to rounding.

The amount of subsidy to be disbursed in respect of installation of display panels is estimated to be around \$2 million for 2023-24.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1053)

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 Logistics

Question:

What is the progress of the Study on “Congestion Charging” (the Study) up to the present? Does the Government have a timetable for implementing “Congestion Charging”? If yes, what are the details?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 37)

Reply:

The Transport Department (TD) commenced a Study on “Congestion Charging” (the Study) in July 2019. Based on the Study, the Government proposes imposing time-varying toll on vehicles with low efficiency with a view to suppressing and diverting their peak-hour traffic demand. Taking the opportunity of the takeover of the Western Harbour Crossing (WHC) on 2 August this year, the Government proposes adjusting the toll levels of the three road harbour crossings (RHCs) so as to change motorists’ commuting patterns with a view to rationalising cross-harbour traffic and alleviating the congestion at RHCs. The Government announced the proposed toll plans for the RHCs on 22 March 2023 and subsequently introduced the Road Tunnels (Government)(Amendment) Bill 2023 (the Bill) into the Legislative Council for First Reading and commencement of Second Reading debate on 29 March 2023. The Government proposes to implement the “633” fixed toll plan upon the takeover of the WHC on 2 August 2023. For the next step, the Government aims to implement time-varying tolls on private cars and motorcycles at the three RHCs within 2023, in order to suppress and divert the traffic flow during peak time slots, and to encourage drivers to use the tunnels outside peak time slots. The Government’s proposals have positively responded to the views of the public and relevant stakeholders while striving to strike an appropriate balance between managing traffic demand and public acceptability. We are working towards the target of obtaining the Legislative Council’s passage of the Bill in the coming few months to facilitate the takeover of the WHC on 2 August 2023.

- End -

CONTROLLING OFFICER'S REPLY**TLB158****(Question Serial No. 1062)**

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 Logistics

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please provide the following information (from its launch up to the present):

1. the total amount of subsidies disbursed by the Government and the average amount of subsidy received by each commuter, please list the breakdown by the following categories: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400 or above;
2. the monthly number of beneficiaries with expired subsidy and the amount involved;
3. the monthly amount of government subsidy provided and the related administrative costs under the Scheme. Please list out separately; and
4. the financial burden of the public has greatly increased due to the COVID-19 pandemic. Will the Government consider lowering the subsidy threshold to \$200 and regularising this initiative to alleviate the public's burden of transport expenses? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 35)

Reply:

1. The Scheme was first launched on 1 January 2019 and enhanced on 1 January 2020. After the enhancement, the subsidy rate under the Scheme was increased from one-fourth to one-third, and the monthly subsidy cap was raised from \$300 to \$400. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023. The amount of subsidy, the number of beneficiaries and the average amount of monthly subsidy per beneficiary by year are set out in the table below:

Year	Total subsidy amount (\$ million)	Average number of beneficiaries per month (rounded off to the nearest thousand)	Average amount of monthly subsidy per beneficiary (\$)
2019	1,874	2 143 000	73
2020	2,147	1 982 000	90
2021	3,709	2 999 000	103
2022	2,837	2 274 000	104

The distribution of beneficiaries by monthly subsidy amount by year is listed below:

Monthly subsidy amount	Monthly average number of beneficiaries (rounded off to the nearest thousand)			
	2019	2020	2021	2022
\$0.1-\$100.0	1 583 000	1 291 000	1 756 000	1 327 000
\$100.1-\$200.0	438 000	490 000	837 000	625 000
\$200.1-\$300.0	117 000	148 000	293 000	226 000
\$300.1 or above	N/A	49 000	108 000	91 000

- Under the Scheme, the subsidy for each month is valid for collection within three months. Since the implementation of the Scheme, the Government has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. On average, over 85% 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 monthly average numbers of beneficiaries with expired subsidy and monthly average amount of expired subsidy from 2019 to 2022 (up to October) are listed in the table below:

Year	Monthly average number of beneficiaries with expired subsidy (rounded off to the nearest thousand)	Monthly average expired subsidy amount (\$ million)
2019	357 000	15.0
2020	371 000	17.5
2021	359 000	16.7
2022 (up to October) (Note)	212 000	10.3

Note:

The subsidy for November 2022 onwards remains valid for collection as at the beginning of March 2023 and hence is not included in the table.

3. The average monthly subsidy amounts by year are listed below:

Year	Average monthly subsidy amount (\$ million)
2019	156.1
2020	178.9
2021	309.1
2022	236.4

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 is \$38.2 million.

4. The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. 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**TLB159****(Question Serial No. 1063)**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 LogisticsQuestion:

Regarding Smart Mobility, 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 2023-24;
2. the popularity of the “HKeMobility” mobile application among the general public;
3. the expenditure allocated for maintaining the service of the mobile application in the past; and
4. whether there are new services or information available to the public; if yes, what are the details.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 39)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 2023-24 of the various smart mobility initiatives are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Smart Transport Infrastructure	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of real-time traffic information for traffic management, route selection and transport planning	\$21.6 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system.	\$57 million
13. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million ^{Note 1}
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 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 Logistics Bureau / TD, while funding for the capital cost of APS projects in public car parks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

2. As at February 2023, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate was about 70 000.
3. The operating expenditures incurred for maintaining “HKeMobility” (including maintenance, system hosting services and system enhancement) in the last three years are set out below:

Financial Year	Operating Expenditure
2020-21	\$3,250,000
2021-22	\$4,520,000
2022-23	\$4,130,000

Remark: Expenditure rounded to nearest \$10,000

4. TD will continue to bring in new services, functions, as well as to enhance existing functions and user experience in delivering its services to promote Smart Mobility. For example, to address the increasing needs and feedback from users, “HKeMobility” introduced new features in 2022 like real-time electric vehicle charger availability, cross-boundary transportation information and integrated the address and PT route number search function in response to users’ feedback.

- End -

CONTROLLING OFFICER'S REPLY

TLB160

(Question Serial No. 1066)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Concerning the development of new energy vehicles, will the Government inform this Committee of the following:

1. since the introduction of the first registration tax (FRT) concession arrangement for electric vehicles (EVs) up to now, what are the numbers of applications for tax concession received and approved each year? What are the amounts of concessions involved each year?
2. what are the numbers of newly registered EVs in Hong Kong in the past five years?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 43)

Reply:

1&2. The Environment and Ecology Bureau (EEB) / Environmental Protection Department (EPD) has been promoting new energy vehicles, including wider adoption of EVs in Hong Kong. Among other measures, since 2018, EEB / EPD has introduced FRT concession arrangement for EVs. The latest details of the concession arrangement for EVs are as follows:

- (a) For electric commercial vehicles, electric motor cycles and electric motor tricycles, their FRT is waived in full, a separate application for FRT exemption is not required;
- (b) For electric private cars (e-PCs), without the need of an application for FRT exemption, their FRT is waived up to FRT payable of the vehicle or a cap of \$97,500, whichever is the lower; and
- (c) For e-PC owners with vehicles meeting the eligibility criteria of the "One-for-One Replacement" Scheme (the Scheme), they can enjoy a higher FRT concession and FRT is waived up to FRT payable of the vehicle or a cap of \$287,500, whichever is the lower upon their applications being approved. Since the launch of the Scheme on 28 February 2018, the numbers of applications received and approved under the Scheme each year are tabulated below for reference:

Year	No. of applications received	No. of applications approved ^{Note 1}
2018	329	323
2019	2 223	2 186
2020	4 385	4 321
2021	9 413	9 280
2022	20 193	19 652
Total ^{Note 2}	36 543	35 762

Note 1: Applications take 5 to 10 working days to be processed. Those which cannot be processed by end of the receiving year are processed in the next one.

Note 2: As at the end of 2022, there were 397 applications being processed.

(d) The numbers of newly registered EVs with a breakdown by vehicle type and the amounts of FRT waived since the introduction of FRT concession arrangement in 2018 are tabulated below:

Year	Vehicle Type ^{Note 3}								Total	
	Electric private car		Electric commercial vehicle		Electric motor cycle		Electric motor tricycle			
	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)
2018	471	79.85	26	1.07	0	0	0	0	497	80.92
2019	2 423	477.96	51	3.15	0	0	0	0	2 474	481.11
2020	4 595	987.06	44	2.69	25	0.52	0	0	4 664	990.27
2021	9 583	2,406.58	68	3.64	77	1.61	2	0.08	9 730	2,411.91
2022	19 792	5,337.03	96	6.62	159	3.53	4	0.17	20 051	5,347.35

Note 3: Government vehicles, vehicles of Consulates-General and Officially Recognised Bodies, and franchised buses are not included as they are not required to pay FRT.

- End -

CONTROLLING OFFICER'S REPLY

TLB161

(Question Serial No. 2658)

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 Logistics

Question:

Regarding local tunnels, will the Government advise this Committee of the following in the past three years:

1. the toll levels and operating costs of various tunnels;
2. the design capacities and peak-hour utilisation rates of various tunnels at present;
3. after the takeover of the Western Harbour Crossing (WHC) in August 2023, what will be the estimated changes in revenue? How could break-even be achieved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 42)

Reply:

1. The current toll levels and operating costs of various tunnels in the past three years are at **Annex 1**.
2. The design capacities and peak-hour utilisation rates of various tunnels in the past three years are at **Annex 2**.
3. The Government will take over WHC after the expiry of "Build-Operate-Transfer" (BOT) franchise in August 2023. The toll collected for the use of WHC after the takeover will then become Government revenue.

Tunnel tolling is an important and effective tool to regulate traffic. Taking the opportunity of the takeover of the WHC on 2 August this year, the Government proposes adjusting the toll levels of the three road harbour crossings (RHCs) so as to change motorists' commuting patterns with a view to rationalising cross-harbour traffic and alleviating the congestion at RHCs. The Government announced the proposed toll plans for the RHCs on 22 March 2023 and subsequently introduced the Road Tunnels (Government)(Amendment) Bill 2023 (the Bill) into the Legislative Council for First Reading and commencement of Second Reading debate on 29 March 2023. The

Government proposes to implement the “633” fixed toll plan upon the takeover of the WHC on 2 August 2023. For the next step, the Government aims to implement time-varying tolls on private cars and motorcycles at the three RHCs within 2023, in order to suppress and divert the traffic flow during peak time slots, and to encourage drivers to use the tunnels outside peak time slots. The Government’s proposals have positively responded to the views of the public and relevant stakeholders while striving to strike an appropriate balance between managing traffic demand and public acceptability. We are working towards the target of obtaining the Legislative Council’s passage of the Bill in the coming few months to facilitate the takeover of the WHC on 2 August 2023. The revenue generated from the 633 fixed toll proposal is estimated to be comparable to that generated if the existing toll levels remain unchanged after the WHC takeover. The revenue generated from the proposed time-varying toll plans are estimated to be lower than that from the 633 fixed toll proposal by about 5%.

Current Toll Level of Various Tunnels

Vehicle Type	Cross-Harbour Tunnel	Eastern Harbour Crossing	Aberdeen Tunnel	Lion Rock Tunnel	Shing Mun Tunnels	Route 8K¹	Tate's Cairn Tunnel	Tai Lam Tunnel	Western Harbour Crossing
Motor cycles, motor tricycles	\$8	\$13	\$5 ⁴ (Flat toll)	\$8 ⁴ (Flat toll)	\$5 ⁴ (Flat toll)	\$8 ⁴ (Flat toll)	\$15	\$26 ³	\$25 ³
Private cars	\$20	\$25					\$20	\$55 ³	\$75 ³
Taxis	\$10	\$25 / \$15 ²					\$20	\$55 ³	\$70 ³
Public light buses	\$10	\$38					\$23	\$117 ³	\$85 ³
Private light buses	\$10	\$38					\$24	\$117 ³	\$85 ³
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38					\$24	\$59 ³	\$85 ³
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$20	\$50					\$28	\$65 ³	\$110 ³
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75					\$28	\$73 ³	\$140 ³
Public and private single-decked buses	\$10 ⁴	\$50 ⁴					\$32 ⁴	\$167 ³	\$140 ³
Public and private double-decked buses	\$15 ⁴	\$75 ⁴					\$35 ⁴	\$197 ³	\$200 ³

Vehicle Type	Cross-Harbour Tunnel	Eastern Harbour Crossing	Aberdeen Tunnel	Lion Rock Tunnel	Shing Mun Tunnels	Route 8K¹	Tate's Cairn Tunnel	Tai Lam Tunnel	Western Harbour Crossing
Each additional axle in excess of two	\$10	\$25					\$24	Free of charge ³	\$30 ³

Note 1: Eagle's Nest Tunnel and Sha Tin Heights Tunnel form part of Route 8K.

Note 2: Toll level for taxis without passengers is \$15 and tolls are settled at manual toll booths.

Note 3: Tai Lam Tunnel and Western Harbour Crossing are BOT tunnels and operated by franchisees. The franchisees have put into effect "concessionary tolls" as set out until further notice.

Note 4: Except franchised buses which are exempted from paying tolls for using government tolled tunnels with effect from 17 February 2019.

Operating Costs of Government Tolled Tunnels from 2019-20 to 2021-22

Tunnel ¹	2019-20 (\$ million)	2020-21 (\$ million)	2021-22 (\$ million)
Cross-Harbour Tunnel ²	80	81	82
Eastern Harbour Crossing ²	99	97	98
Tate's Cairn Tunnel ²	88	88	81
Aberdeen Tunnel ³	81	95	97
Lion Rock Tunnel ³	70	74	76
Shing Mun Tunnels ³	97	109	114
Tseung Kwan O Tunnel ^{3,4}	64	65	66
Route 8K ^{3,5}	288	330	320

Note 1: Tai Lam Tunnel and WHC are not included, as they are BOT tunnels which are owned and operated by the respective franchisee during the period.

Note 2: Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate's Cairn Tunnel were BOT tunnels, of which the capital costs were not funded by the Government. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the years concerned.

Note 3: These tunnels were constructed by the Government. The operating costs have included the depreciation charges of the capital costs of the tunnels for the years concerned.

Note 4: Tseung Kwan O (TKO) Tunnel was a tolled tunnel in the past and has become toll free since 11 December 2022.

Note 5: The operating costs cover the section of Route 8 between Sha Tin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel and Sha Tin Heights Tunnel.

Design Capacity and Peak-hour Utilisation Rate of Various Tunnels

Tunnel ^{1,2}	Direction	Design Capacity (vehicles/hour)	Utilisation Rate ³		
			2020	2021	2022
Aberdeen Tunnel	Northbound	2 600	0.6	0.6	0.6
	Southbound	2 600	0.7	0.8	0.7
Cross-Harbour Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.1	1.1	1.0
Eastern Harbour Crossing	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Western Harbour Crossing	Northbound	4 200	0.5	0.6	0.5
	Southbound	4 200	0.5	0.6	0.5
Lion Rock Tunnel	Northbound	2 600	0.9	1.0	0.9
	Southbound	2 600	1.0	1.0	1.0
Tate's Cairn Tunnel	Northbound	2 600	0.8	0.9	0.8
	Southbound	2 600	0.8	0.8	0.8
Tseung Kwan O Tunnel	Westbound	2 600	1.0	1.0	1.0
	Eastbound	2 600	1.1	1.1	1.1
Eagle's Nest Tunnel & Sha Tin Heights Tunnel	Northbound	4 700	0.5	0.5	0.5
	Southbound	4 700	0.5	0.5	0.5
Shing Mun Tunnels	Westbound	2 600	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.6
Tai Lam Tunnel	Northbound	4 700	0.3	0.3	0.3
	Southbound	4 700	0.4	0.4	0.4

Note 1: TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 2: For toll-free tunnels without toll collection systems through which records can be compiled, TD does not have breakdown of the traffic data for peak hours and non-peak hours and the corresponding utilisation rates.

In connection with the commissioning of Tseung Kwan O – Lam Tin Tunnel, the Government has waived the toll of TKO Tunnel since 11 December 2022. Thus, the utilisation rate of TKO Tunnel in 2022 is derived from the period from 1 January 2022 to 10 December 2022 only.

Note 3: The utilisation rate in the table above refers to the ratio of average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) compiled by tunnel operators through toll collection systems, to tunnel design capacity. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

The utilisation rates are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. The actual traffic capacity of the tunnels may be affected by other traffic

factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. Therefore, the comparison between the actual traffic volume and the design capacity may not fully reflect the actual traffic condition.

- End -

CONTROLLING OFFICER'S REPLY**TLB162****(Question Serial No. 0894)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the earlier Audit Commission's report on licensing and examination services for vehicles, it is mentioned that the Transport Department (TD) did not have the workload statistics on each licensing office, leading to an uneven distribution of applicants among the four licensing offices in Hong Kong, and the mismatch of manpower resources. In this connection, will the Government inform this Committee of the following:

1. will TD follow the recommendation to compile the workload statistics of each licensing office? If yes, what is the estimated administrative cost?
2. will TD introduce an online system to display the number of visitors and applicants with appointment? If yes, what is the estimated administrative cost?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 20)

Reply:

1. To take forward the recommendation made by the Audit Commission, TD has enhanced the statistics reports to show the number of service transactions handled by each licensing office starting from August 2022. The administrative cost was absorbed by existing resources.
2. Currently, applicants can check the appointment booking situation of each licensing office through the online appointment booking system. As a follow-up action on the recommendation made by the Audit Commission, TD has implemented a pilot trial of a queue ticketing system for walk-in counter driving licensing services at the Kowloon Licensing Office (KLO) since May 2022. Since the system has helped reduce the waiting time for the licensing services at the queues at KLO, and in view of the generally positive feedback, TD has planned to extend the queue ticketing system to the other three licensing offices by the third quarter of 2023. Upon extension of the queue ticketing system to all licensing offices, TD would introduce a webpage to display the real-time queue ticket distribution and calling status of all licensing offices. The cost of developing the queue ticketing system for all licensing offices is about \$1.20 million.

TD has been extending e-licensing and online vehicle and driving licensing and permit services. TD will continue to encourage members of the public to utilise online services to submit licensing applications so that they no longer need to visit licensing offices in person to process their applications.

- End -

CONTROLLING OFFICER'S REPLY

TLB163

(Question Serial No. 0962)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the new Director of Audit's Report released in November 2022, the Audit Commission criticised the long waiting time of road tests for non-commercial vehicles and the out-of-date question banks for driving written tests, etc, and put forward various recommendations. Will the Government advise this Committee of the following:

1. it is mentioned that the Transport Department (TD) agreed with the audit recommendations. What is the progress of TD's follow-up actions and what is the expenditure required for implementing the recommendations?
2. the driving tests have repeatedly been criticised for lacking transparency. Will TD draw reference from other places and install video cameras in test vehicles? If yes, what is the estimated administrative cost?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 19)

Reply:

1. TD has been following up on the recommendations on driving test services made in the Director of Audit's Report concerned. Measures have been/will be taken in the following main areas:

Increase of driving test output

In order to further increase the output of road tests, TD will make use of technology and arrange driving examiners to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:

- TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial driving test centres (DTCs) per month starting from late March 2023.

- TD has arranged driving examiners to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.
- TD is also conducting a new round of recruitment exercise for Driving Examiner II and the new recruits are expected to assume duty in the second half of 2023.
- TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of driving examiners, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
- In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.

Updating question banks of written tests

TD has put in place a regular system to ensure that review on the location and route questions for the written test for taxi is conducted annually. Moreover, a comprehensive review on other question banks is conducted at least biennially or as necessitated by any amendment of the existing legislation so as to ensure that all questions and answer options are updated.

Management enhancement of driving training schools

TD has put in place internal working guidelines to set out clearly the procedures and requirements for the designation of driving schools. TD will also strengthen the monitoring of the progress and preparatory tasks of school operators during the relevant tender or selection exercises for schools in future and make sure that the schools have met all requirements before being designated by TD. TD also continues to conduct regular inspections to ensure that the operations of the schools are in compliance with the code of practice.

Monitoring of private driving instructors (PDIs)

TD continues to conduct regular reviews on PDI licences and closely monitor the situation of “inactive” PDIs, with a view to assessing the need for issuing new licences. TD has planned, starting within the second quarter of 2023, to collect information from candidates regarding the driving instructors providing training to them, the number of training hours taken, etc. when they attend driving road tests, with a view to enhancing the monitoring on the situation of inactive PDIs. TD also continues to conduct regular and surprise roving inspections on PDIs for effective monitoring of their training quality.

The above work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

2. TD is conducting a study on the feasibility and related considerations for having video recording during driving tests. Considerations, including technical requirements,

privacy issues, legal responsibility of the camera/video, cost implications, etc. would be taken into account. It is expected that the study will be completed within 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB164

(Question Serial No. 1068)

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 Logistics

Question:

While the Public Transport Fare Subsidy Scheme (the Scheme) is well received, the subsidy can only be claimed through Octopus at present. Will the Government inform this Committee of the estimated administrative cost involved if the disbursement channels of the Scheme are extended to include all e-payment platforms (as payment platforms used in common with the Consumption Voucher Scheme)?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 12)

Reply:

We note the emergence of various e-payment platforms and are exploring ways to expedite the inclusion of suitable e-payment systems into the Scheme in a progressive manner. It should however be noted that the considerations for identifying suitable e-payment systems for the Scheme will be different from those of the Consumption Voucher Scheme. We need to consider whether the relevant e-payment platform has been generally adopted by various public transport operators for the collection of transport fares. Besides, as the Scheme involves a high volume of transactions every day, e-payment platforms to be incorporated under the Scheme would need to meet certain operational requirements, including those concerning the uploading and verification of transaction records, the arrangement of subsidy calculation and collection, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

The Government has been striving to lower the administrative fee of the Scheme as far as possible. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2023-24 is around 1% of the annual subsidy amount.

- End -

CONTROLLING OFFICER'S REPLY

TLB165

(Question Serial No. 1087)

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 Logistics

Question:

Regarding car parks with Automated Parking Systems (APSs), will the Government advise this Committee of the following:

1. the construction and anticipated commissioning timetable of the projects, the number of parking spaces, the estimated expenditure, the monthly parking fee and the average parking time; and
2. will the Government consider providing parking spaces for commercial vehicles with APSs?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 28)

Reply:

1. Related information of APS projects is set out at **Annex**.
2. The Transport Department (TD) has kept under review the latest developments in various types of APS worldwide. TD is planning and implementing various APS projects for private cars in Hong Kong, of which the feasibility of APS is well proven. It is also closely monitoring the development of APS technology for parking of commercial vehicles and will introduce suitable trial promptly in Hong Kong when its feasibility becomes more promising.

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
Short-term Tenancy (STT) Car 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	December 2022 (actual)	250	Funded by the STT operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200	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 ¹ in money-of-the-day (MOD) prices
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300	\$1,605.0 M ² 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

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	To be determined ³		About 200	To be determined

Note 1: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2020.

Note 2: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2022.

Note 3: As the project is in planning stage and design is being refined, the schedules are to be determined.

Remarks: For APS at Hoi Shing Road in Tsuen Wan, according to the information from the car park operator, the monthly parking fee is around \$3,000 for APS parking space. For APS at Pak Shek Kok in Tai Po, according to the information from the car park operator, the monthly parking fee is about \$4,000 to \$4,400 depending on which level the parking space is located at. The parking fees for the other APS projects are yet to be determined. As regards the parking time, the average parking time for these APSs is around two to three minutes.

- End -

CONTROLLING OFFICER'S REPLY

TLB166

(Question Serial No. 3090)

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 Logistics

Question:

The passenger clearance service of Heung Yuen Wai/Liantang Boundary Control Point has been commissioned recently. Since then, the car park within the port area has been fully utilised very often which reflects a shortfall in parking spaces. Regarding the Government's advice to explore the feasibility of providing temporary public car parks on suitable lands near the Control Point, when will the review be completed? What are the manpower and expenditure involved in the review? Does the Government has any initial target of increasing the parking spaces within the area? Please provide the details, if any.

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 42)

Reply:

The Transport Department (TD) will continue to monitor the parking demand at Heung Yuen Wai Boundary Control Point Public Car Park and also strives to facilitate the supply of additional car parks and parking spaces in the vicinity of the Control Point. In recent years, the Government has processed several planning applications for converting private lands next to the Control Point into temporary car parks and some of the land lots have already been converted to private car parks. TD will continue to proactively offer their assessments in similar planning applications as appropriate, with a view to facilitating and expediting the process. Furthermore, TD is exploring the feasibility of utilising suitable Government lands near the Control Point as temporary public car parks.

The manpower and expenditure of TD involved in the above tasks are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

- End -

CONTROLLING OFFICER'S REPLY

TLB167

(Question Serial No. 0668)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

On continuing to develop systems to facilitate the implementation of the “Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge (the Scheme)”, please inform this Committee of the details of the tasks, the implementation timetable, the estimated number of applications per year and the estimated expenditure involved.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 26)

Reply:

The Scheme allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via Hong Kong-Zhuhai-Macao Bridge (HZMB) without the need to obtain regular quotas. Eligible participants of the Scheme can stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate. The Scheme would facilitate Hong Kong residents to drive to Guangdong for business, visiting families or sight-seeing on a short-term basis, thereby making better use of HZMB and promoting development of the Guangdong-Hong Kong-Macao Greater Bay Area. It is expected that owners of about 450 000 Hong Kong private cars are eligible for the Scheme.

The Guangdong Provincial Government and the Hong Kong Special Administrative Region Government are finalising the detailed implementation arrangements of the Scheme in accordance with the approval of the State Council, and will strive to announce the detailed arrangements in the first quarter of 2023 and implement the Scheme within 2023. The Transport Department (TD) is working closely with the related Mainland authorities in developing the systems for processing applications.

The above work of TD is undertaken by its existing staff and there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB168

(Question Serial No. 1237)

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 Logistics

Question:

The Transport and Logistics Bureau 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 in 2022, including both the heavy rail and the Light Rail (loading at four and six persons (standing) per square metre (ppsm));
- b) the patronage of each MTR line in 2022, including both the heavy rail and the Light Rail (loading at four and six ppsm);
- c) the patronage of each MTR line during peak hours in 2022, including both the heavy rail and the Light Rail (loading at four and six ppsm);
- d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines in 2022, including both the heavy rail and the Light Rail;
- e) the numbers of establishment and non-establishment maintenance staff of each MTR line in the past three years, including both the heavy rail and the Light Rail; and
- f) the numbers of trains and the numbers of cars of each MTR line in the past three years, including both the heavy rail and the Light Rail.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 18)

Reply:

a) to d)

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

For Light Rail, the maximum carrying capacity and passenger loading of various routes in the morning peak hour in 2022 are as follows:

Light Rail route	Maximum carrying capacity per direction in the morning peak hour	Passenger loading of the busiest section in the morning peak hour (Note 1)
505	2 993	68%
507	2 827	74%
507P	212	80%
610	2 056	80%
614 (Note 2)	1 372	70%
614P (Note 2)	1 156	
615 (Note 2)	748	85%
615P (Note 2)	1 388	
705	4 240	76%
706	5 088	85%
751	2 857	82%
751P	398	75%
761P	4 240	67%

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 or patronage of individual Light Rail routes by projecting the route chosen by passenger based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. The MTR Corporation Limited (MTRCL) currently assesses the loading of Light Rail Vehicles by on-site observations and surveys.

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.

- e) The maintenance staff establishment of the MTRCL for the heavy rail and light rail system in the past three years (as at 31 December of each year) are 5 478 (2020), 5 580 (2021) and 5 687 (2022) respectively. Staff recruitment has indeed been a challenge in recent years and MTRCL has adopted various arrangements to temporarily fill vacancies, including arranging term labour to assist in maintenance work under the supervision of MTR staff. The actual number of term labour engaged in the past three years (as at 31 December of each year) are 459 (2020), 468 (2021) and 440 (2022) respectively.
- f) The Light Rail is operated by single-set or coupled-set Light Rail Vehicles in which the latter is formed by two cars. There were 142, 145 and 146 light rail cars in 2020, 2021

and 2022 respectively. The number of trains and cars for heavy rail in the past three years is as follows:

As at December of the year	2020		2021		2022	
	Trains	Cars per train	Trains	Cars per train	Trains	Cars per train
East Rail Line	33	12	36	12 or 9	36	9
Tuen Ma Line	55	8	56	8	59	8
Tseung Kwan O Line	16	8	16	8	16	8
Island Line	36	8	36	8	36	8
South Island Line	10	3	10	3	10	3
Kwun Tong Line	39	8	39	8	41	8
Tsuen Wan Line	37	8	35	8	35	8
Disney Resort Line	3	4	3	4	3	4
Tung Chung Line	16	8	16	8	16	8
Airport Express	11	8	11	8	11	8

2022 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.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (a)	82 500	70 000	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
2.	Existing carrying capacity (6 ppsm)(b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	5 300	2 500	1 600
4.	Current patronage (c)	37 700	34 500	40 200	44 800	9 100	34 200	37 200	2 200	20 100	1 100
5.	Current loading (1) (6 ppsm) [(c)/(b)] { }critical link	60% {Tai Wai to Kowloon Tong}	59% {Tsuen Wan West to Mei Foo}	59% {Yau Tong to Quarry Bay}	56% {Tin Hau to Causeway Bay}	54% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	50% {Sham Shui Po to Prince Edward}	51% {Sunny Bay to Disneyland Resort}	47% {Olympic to Kowloon}	34% {Tsing Yi to Airport}

		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)
6.	Current loading (2) (4 ppsm) (Note 5) (For the critical links mentioned in item (5))	83%	82%	84%	79%	76%	67%	70%	72%	66%	N/A

Note 1: In view of the impact of the pandemic on patronage, the figures tabulated above are based on data obtained in those months when the pandemic was relatively eased.

Note 2: As Airport Express and Tung Chung Line share tracks at some sections, the overall capacity of the railway lines are affected by the train service pattern.

Note 3: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on existing carrying capacity.

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

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of four ppsm is 71.2% of that of six ppsm. For the East Rail Line, the proportion of seats and standees is slightly different from that of other heavy rail trains as it has a First Class compartment. The capacity of trains is 2 845 and 2 061 respectively for six and four ppsm.

- End -

CONTROLLING OFFICER'S REPLY

TLB169

(Question Serial No. 1238)

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 Logistics

Question:

The responsibilities and the work of the Transport and Logistics 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.: 19)

Reply:

a) and b)

To further enhance safety in franchised bus services, from July 2018 onwards all new double-deck buses procured are equipped with seat belts on all the passenger seats, Electronic Stability Control (ESC) that can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

For existing buses, taking into consideration the results of the cost-benefit analyses, the franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all the seats on the upper deck of around 1 900 double-deck buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation of seat belts in three years and installation of ESC and speed limiting retarder in four years. The numbers of buses installed with the safety devices by

individual franchised bus companies in financial years 2020-21, 2021-22 and 2022-23 (up to December 2022), are set out in the table below:

Franchised Bus Company	Total Numbers of Buses Installed with Safety Devices (in Financial Year)								
	Seat Belt			ESC			Speed Limiting Retarder		
	2020-21	2021-22	2022-23*	2020-21	2021-22	2022-23*	2020-21	2021-22	2022-23*
Citybus Limited	37	186	73	45	297	244	45	297	244
Long Win Bus Company Limited	0	65	51	0	65	51	0	65	51
New World First Bus Services Limited	23	149	80	76	138	157	76	138	157
The Kowloon Motor Bus Company (1933) Limited	150	444	216	147	812	938	147	832	940
The New Lantao Bus Company (1973) Limited	6	11	11	3	3	4	0	4	35
Total	216	855	431	271	1 315	1 394	268	1 336	1 427
Grand Total	1 502			2 980			3 031		

* Up to December 2022

c)

The total amount of government subsidy for retrofitting existing franchised buses with the safety devices in financial year 2020-21, 2021-22 and 2022-23 (up to December 2022) is set out in the table below:

Financial Year	Total Amount of Subsidy (\$ million)
2020-2021	40.6
2021-2022	180.1
2022-2023 (up to December 2022)	116.1
Total	336.8

- End -

CONTROLLING OFFICER'S REPLY**TLB170****(Question Serial No. 1243)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development
(2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

One of the responsibilities of the Transport and Logistics Bureau is to continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively the recommendations made by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong. In this connection, will the Government inform this Committee of the following:

- a) the numbers of various motor vehicles and non-motor vehicles registered in 2022;
- b) the numbers of various motor vehicles and non-motor vehicles licensed in 2022;
- c) the total length of carriageways in Hong Kong in 2022, with a breakdown by District Council district; and
- d) the total capacity of carriageways in Hong Kong in the last decade, with a breakdown by District Council district.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 24)Reply:

a) & b)

The total numbers of registered and licensed vehicles as at the end of 2022 are listed below:

Motorised Vehicles	Total Number as at the end of 2022	
	Registered	Licensed
Motor Cycles	106 205	75 229
Private Cars	649 540	571 412
Taxis	18 163	17 892
Franchised Buses	6 198	5 827
Non-franchised Public Buses	6 905	6 460
Private Buses	815	802
Public Light Buses	4 349	4 143

Motorised Vehicles	Total Number as at the end of 2022	
	Registered	Licensed
Private Light Buses	3 473	3 426
Goods Vehicles	120 475	116 396
Special Purpose Vehicles	2 233	1 981
Government Vehicles	6 815	6 815
Sub-total (i):	925 171	810 383
Non-Motorised Vehicles	Total Number as at the end of 2022	
	Registered	Licensed
Trailers	14 396	10 552
Sub-total (ii):	14 396	10 552
Total (i) + (ii):	939 567	820 935

(c) As at 2022, the public road network of Hong Kong is about 2 223 km in length, with breakdown by districts as follows:

District	Length of roads (km) ^(Note)
Central & Western	147
Wan Chai	81
Eastern	105
Southern	117
Yau Tsim Mong	109
Sham Shui Po	105
Kowloon City	101
Wong Tai Sin	55
Kwun Tong	109
Sai Kung	105
Islands	150
Kwai Tsing	150
Tsuen Wan	108
Tuen Mun	125
Yuen Long	244
Tai Po	109
North	147
Sha Tin	156

Note: Public roads maintained by the Highways Department.

(d) Carriageways in a district or area consist of road sections with different lengths, orientations and lane configurations, which provide a wide range of connections and functions. As such, the capacities of the roads in a district are not to be added up and their sum could not serve as an indicator of the road network's capability. Hence, we do not have the total capacity of carriageways within a specific district/area.

- End -

CONTROLLING OFFICER'S REPLY

TLB171

(Question Serial No. 1246)

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 Logistics

Question:

It is the duty of the Transport Department (TD) to continue to take forward a host of measures to increase car parking spaces, including the provision of public parking spaces at government, institution or community facilities and public open space projects and taking forward automated parking system (APS) projects. In this connection, please advise this Committee of the following:

- a) regarding APS projects already completed and commissioned in the territory, what are their locations, construction costs, parking fees charged, total numbers of parking spaces provided, and numbers of system failures recorded?
- b) regarding the proposed APS projects already approved for construction, what are their locations, types, completion timetables, construction costs and total numbers of parking spaces provided?
- c) regarding parking spaces for various types of vehicles including but not limited to motorcycles, private cars and coaches, please list the total numbers of those provided on-street, in government car parks and in privately-operated car parks in each District Council district in the past five years; and
- d) please advise the number of Disabled Person's Parking Permits (DPPPs) issued as at January 2023 and list the numbers of car parking spaces for the disabled in each District Council district and their utilisation rates.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 28)

Reply:

- a) APS projects commissioned include the short-term tenancy (STT) car park at Hoi Shing Road in Tsuen Wan and at Pak Shek Kok in Tai Po. The total numbers of parking spaces (including both conventional and APS parking spaces) are 245 and 250 respectively. According to the information from the car park operator, the monthly parking fee is around \$3,000 for APS parking space at Hoi Shing Road in Tsuen Wan. For APS at Pak Shek Kok in Tai Po, the monthly parking fee is about \$4,000 to \$4,400 depending on which level the parking space is located at. As APS in STT car parks

are funded and operated by STT tenant on a commercial basis, TD does not have information on the construction costs and APS system failure records.

- b) Related information of APS projects in progress is set out at **Annex 1**.
- c) The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in each of the 18 districts in the past five years are tabulated in **Annex 2**, **Annex 3** and **Annex 4** respectively.
- d) As at January 2023, the number of valid DPPP is 1 699.

Information on the number and utilisation rate of on-street disabled parking spaces by districts are listed at **Annex 5**.

Annex 1

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
A. APS in STT car parks					
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200	Funded by the STT operator
B. APS in public works projects					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300	\$5,228.4 M ¹ in money-of-the-day (MOD) prices
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300	\$1,605.0 M ² 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	To be determined ³		About 200	To be determined

Note 1: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2020.

Note 2: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2022.

Note 3: As the project is in planning stage and design is being refined, the schedules are to be determined.

**Numbers of on-street parking spaces in 18 districts
by vehicle type in the past five years**

District	Situation as at	Private Car *	Goods Vehicle	Coach/Bus	Motorcycle	Total #
Central & Western	Feb 2023	522	193	11	628	1 354
	Feb 2022	520	191	14	609	1 334
	Feb 2021	472	199	11	601	1 283
	Feb 2020	470	200	11	587	1 268
	Feb 2019	466	191	11	587	1 255
Wan Chai	Feb 2023	1 008	24	22	729	1 783
	Feb 2022	991	25	17	684	1 717
	Feb 2021	1 000	24	20	686	1 730
	Feb 2020	1 003	22	20	687	1 732
	Feb 2019	997	6	18	687	1 708
Eastern	Feb 2023	525	91	62	777	1 455
	Feb 2022	514	91	62	779	1 446
	Feb 2021	443	78	59	753	1 333
	Feb 2020	441	66	64	685	1 256
	Feb 2019	412	60	90	633	1 195
Southern	Feb 2023	647	53	85	447	1 232
	Feb 2022	625	53	135	442	1 255
	Feb 2021	655	55	137	421	1 268
	Feb 2020	662	53	137	415	1 267
	Feb 2019	625	53	137	406	1 221
Yau Tsim Mong	Feb 2023	1 608	374	141	1 299	3 422
	Feb 2022	1 491	368	137	1 311	3 307
	Feb 2021	1 531	370	155	1 300	3 356
	Feb 2020	1 522	369	155	1 275	3 321
	Feb 2019	1 532	369	175	1 295	3 371
Sham Shui Po	Feb 2023	1 219	227	9	876	2 331
	Feb 2022	1 213	223	15	801	2 252
	Feb 2021	1 238	215	7	778	2 238
	Feb 2020	1 236	212	7	764	2 219
	Feb 2019	1 208	208	4	765	2 185
Kowloon City	Feb 2023	2 325	144	134	967	3 570
	Feb 2022	2 274	135	143	931	3 483
	Feb 2021	2 241	136	106	912	3 395
	Feb 2020	2 242	136	106	889	3 373
	Feb 2019	2 241	136	96	889	3 362
Wong Tai Sin	Feb 2023	304	131	0	475	910
	Feb 2022	301	144	0	463	908
	Feb 2021	300	141	0	440	881
	Feb 2020	298	142	0	440	880
	Feb 2019	300	142	0	425	867
Kwun Tong	Feb 2023	501	120	40	794	1 455

District	Situation as at	Private Car *	Goods Vehicle	Coach/Bus	Motorcycle	Total #
	Feb 2022	446	117	37	769	1 369
	Feb 2021	437	106	34	761	1 338
	Feb 2020	437	106	40	741	1 324
	Feb 2019	400	106	36	697	1 239
Tsuen Wan	Feb 2023	832	68	31	618	1 549
	Feb 2022	814	52	31	600	1 497
	Feb 2021	786	42	33	592	1 453
	Feb 2020	793	40	34	592	1 459
	Feb 2019	763	40	34	529	1 366
Tuen Mun	Feb 2023	1 287	331	112	886	2 616
	Feb 2022	1 302	332	44	869	2 547
	Feb 2021	1 278	328	55	834	2 495
	Feb 2020	1 278	328	47	816	2 469
	Feb 2019	1 267	348	37	801	2 453
Yuen Long	Feb 2023	1 275	426	114	617	2 432
	Feb 2022	1 216	431	87	681	2 415
	Feb 2021	1 192	433	87	632	2 344
	Feb 2020	1 197	440	89	560	2 286
	Feb 2019	1 195	442	90	547	2 274
North	Feb 2023	1 226	357	27	424	2 034
	Feb 2022	1 258	380	21	426	2 085
	Feb 2021	1 242	382	21	419	2 064
	Feb 2020	1 310	427	21	398	2 156
	Feb 2019	1 312	427	21	398	2 158
Tai Po	Feb 2023	1 558	354	83	259	2 254
	Feb 2022	1 539	336	84	218	2 177
	Feb 2021	1 478	337	80	203	2 098
	Feb 2020	1 487	331	75	202	2 095
	Feb 2019	1 470	333	75	202	2 080
Sai Kung	Feb 2023	1 962	320	160	479	2 921
	Feb 2022	1 993	385	165	439	2 982
	Feb 2021	1 940	331	157	429	2 857
	Feb 2020	1 939	331	150	417	2 837
	Feb 2019	1 951	331	156	398	2 836
Sha Tin	Feb 2023	1 579	337	69	506	2 491
	Feb 2022	1 548	310	66	511	2 435
	Feb 2021	1 541	305	56	496	2 398
	Feb 2020	1 540	287	49	470	2 346
	Feb 2019	1 541	280	49	459	2 329
Kwai Tsing	Feb 2023	416	364	21	721	1 522
	Feb 2022	393	368	21	694	1 476
	Feb 2021	411	361	21	694	1 487
	Feb 2020	411	361	22	585	1 379
	Feb 2019	412	360	22	591	1 385
Islands	Feb 2023	510	56	78	152	796

District	Situation as at	Private Car *	Goods Vehicle	Coach/Bus	Motorcycle	Total #
	Feb 2022	496	44	65	175	780
	Feb 2021	466	58	74	148	746
	Feb 2020	460	58	74	148	740
	Feb 2019	460	58	74	148	740
Total	Feb 2023	19 304	3 970	1 199	11 654	36 127
	Feb 2022	18 934	3 985	1 144	11 402	35 465
	Feb 2021	18 651	3 901	1 113	11 099	34 764
	Feb 2020	18 726	3 909	1 101	10 671	34 407
	Feb 2019	18 552	3 890	1 125	10 457	34 024

* The figures refer to on-street parking spaces for vehicles 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).

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 in the past five years[^]**

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2023	3 921	427	13	351	4 712
	Feb 2022	3 926	428	14	335	4 703
	Feb 2021	3 915	470	13	345	4 743
	Feb 2020	4 134	470	12	345	4 961
	Feb 2019	4 120	452	12	345	4 929
Wan Chai	Feb 2023	2 581	227	11	262	3 081
	Feb 2022	2 754	227	11	280	3 272
	Feb 2021	2 705	200	17	262	3 184
	Feb 2020	2 766	301	17	267	3 351
	Feb 2019	2 772	301	17	267	3 357
Eastern	Feb 2023	3 143	351	33	374	3 901
	Feb 2022	3 150	351	33	373	3 907
	Feb 2021	3 161	347	26	364	3 898
	Feb 2020	3 147	322	26	356	3 851
	Feb 2019	2 911	332	21	376	3 640
Southern	Feb 2023	2 670	182	11	483	3 346
	Feb 2022	2 670	182	11	483	3 346
	Feb 2021	2 668	184	11	483	3 346
	Feb 2020	2 725	182	11	482	3 400
	Feb 2019	2 711	179	11	482	3 383
Yau Tsim Mong	Feb 2023	1 066	254	20	39	1 379
	Feb 2022	1 064	254	20	39	1 377
	Feb 2021	932	244	18	39	1 233
	Feb 2020	1 652	244	18	115	2 029
	Feb 2019	1 634	90	18	110	1 852
Sham Shui Po	Feb 2023	4 073	1 178	33	498	5 782
	Feb 2022	3 844	1 183	33	481	5 541
	Feb 2021	4 003	1 163	33	466	5 665
	Feb 2020	4 003	1 791	48	438	6 280
	Feb 2019	3 746	1 166	49	437	5 398
Kowloon City	Feb 2023	3 183	134	7	247	3 571
	Feb 2022	3 198	134	5	237	3 574
	Feb 2021	3 161	135	5	222	3 523
	Feb 2020	2 842	135	5	191	3 173
	Feb 2019	3 074	160	0	184	3 418
Wong Tai Sin	Feb 2023	4 209	282	29	552	5 072
	Feb 2022	4 245	296	25	563	5 129
	Feb 2021	4 213	291	25	550	5 079
	Feb 2020	4 180	291	44	536	5 051
	Feb 2019	4 183	289	19	529	5 020

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	Feb 2023	7 696	469	36	1 449	9 650
	Feb 2022	7 744	468	37	1 425	9 674
	Feb 2021	7 643	495	37	1 383	9 558
	Feb 2020	7 422	486	36	1 346	9 290
	Feb 2019	7 590	475	35	1 316	9 416
Tsuen Wan	Feb 2023	1 914	124	4	242	2 284
	Feb 2022	1 906	122	4	232	2 264
	Feb 2021	1 948	122	4	221	2 295
	Feb 2020	1 948	122	4	221	2 295
	Feb 2019	1 866	122	4	221	2 213
Tuen Mun	Feb 2023	3 501	142	46	166	3 855
	Feb 2022	3 494	142	46	166	3 848
	Feb 2021	3 488	144	48	166	3 846
	Feb 2020	3 480	150	53	163	3 846
	Feb 2019	3 758	138	45	156	4 097
Yuen Long	Feb 2023	3 315	107	49	238	3 709
	Feb 2022	3 353	104	39	236	3 732
	Feb 2021	3 315	103	36	236	3 690
	Feb 2020	3 363	103	36	208	3 710
	Feb 2019	3 148	96	36	208	3 488
North	Feb 2023	3 475	374	42	126	4 017
	Feb 2022	2 687	374	27	113	3 201
	Feb 2021	2 609	388	26	115	3 138
	Feb 2020	2 552	384	28	105	3 069
	Feb 2019	2 920	423	28	121	3 492
Tai Po	Feb 2023	897	213	8	80	1 198
	Feb 2022	787	210	8	73	1 078
	Feb 2021	802	212	11	74	1 099
	Feb 2020	804	212	11	74	1 101
	Feb 2019	753	209	11	73	1 046
Sai Kung	Feb 2023	1 938	73	61	206	2 278
	Feb 2022	1 841	70	62	167	2 140
	Feb 2021	1 700	70	67	158	1 995
	Feb 2020	1 674	70	67	155	1 966
	Feb 2019	1 609	70	69	155	1 903
Sha Tin	Feb 2023	4 420	183	33	481	5 117
	Feb 2022	4 378	170	33	441	5 022
	Feb 2021	4 062	167	33	410	4 672
	Feb 2020	3 968	165	45	389	4 567
	Feb 2019	3 856	183	43	369	4 451
Kwai Tsing	Feb 2023	4 836	563	12	845	6 256
	Feb 2022	4 836	563	10	840	6 249
	Feb 2021	4 830	563	10	840	6 243
	Feb 2020	4 785	564	10	837	6 196
	Feb 2019	5 066	571	10	837	6 484

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Islands	Feb 2023	1 601	115	17	109	1 842
	Feb 2022	1 717	181	17	102	2 017
	Feb 2021	1 632	42	18	102	1 794
	Feb 2020	1 653	36	18	87	1 794
	Feb 2019	1 162	31	2	41	1 236
Total#	Feb 2023	58 439	5 398	465	6 748	71 050
	Feb 2022	57 594	5 459	435	6 586	70 074
	Feb 2021	56 787	5 340	438	6 436	69 001
	Feb 2020	57 098	6 028	489	6 315	69 930
	Feb 2019	56 879	5 287	430	6 227	68 823

^ 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 the privately-operated car parks in 18 districts
by vehicle type in the past five years^**

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2023	34 065	457	58	483	35 063
	Feb 2022	34 065	464	57	480	35 066
	Feb 2021	34 109	480	57	473	35 119
	Feb 2020	34 102	472	57	483	35 114
	Feb 2019	33 850	528	61	480	34 919
Wan Chai	Feb 2023	35 209	83	98	323	35 713
	Feb 2022	35 483	85	97	352	36 017
	Feb 2021	35 423	88	97	355	35 963
	Feb 2020	35 872	97	93	351	36 413
	Feb 2019	35 656	89	95	335	36 175
Eastern	Feb 2023	43 112	1 379	238	1 440	46 169
	Feb 2022	42 750	1 388	238	1 451	45 827
	Feb 2021	43 033	1 443	239	1 456	46 171
	Feb 2020	43 049	1 451	250	1 432	46 182
	Feb 2019	42 591	1 493	257	1 372	45 713
Southern	Feb 2023	37 144	861	188	1 021	39 214
	Feb 2022	36 610	877	189	1 008	38 684
	Feb 2021	36 057	916	208	989	38 170
	Feb 2020	36 029	922	208	967	38 126
	Feb 2019	35 938	965	206	942	38 051
Yau Tsim Mong	Feb 2023	33 259	770	94	796	34 919
	Feb 2022	33 351	869	107	747	35 074
	Feb 2021	32 837	910	112	721	34 580
	Feb 2020	31 490	1 907	109	709	34 215
	Feb 2019	30 321	1 927	92	696	33 036
Sham Shui Po	Feb 2023	24 973	1 890	387	838	28 088
	Feb 2022	25 133	1 900	362	794	28 189
	Feb 2021	24 272	1 901	378	791	27 342
	Feb 2020	24 043	1 254	358	788	26 443
	Feb 2019	24 203	1 874	382	776	27 235
Kowloon City	Feb 2023	45 989	977	91	930	47 987
	Feb 2022	44 296	962	112	848	46 218
	Feb 2021	43 575	991	161	842	45 569
	Feb 2020	43 736	1 022	121	868	45 747
	Feb 2019	44 302	1 243	541	863	46 949
Wong Tai Sin	Feb 2023	16 403	877	73	1 311	18 664
	Feb 2022	16 192	880	63	1 285	18 420
	Feb 2021	16 355	880	63	1 297	18 595
	Feb 2020	16 386	855	116	1 300	18 657
	Feb 2019	16 351	859	117	1 285	18 612

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	Feb 2023	41 058	2 765	45	2 368	46 236
	Feb 2022	40 159	2 766	45	2 323	45 293
	Feb 2021	39 628	2 752	109	2 258	44 747
	Feb 2020	39 169	2 684	100	2 192	44 145
	Feb 2019	37 381	2 687	131	2 047	42 246
Tsuen Wan	Feb 2023	35 777	1 866	362	807	38 812
	Feb 2022	35 108	1 817	387	773	38 085
	Feb 2021	35 078	1 783	380	744	37 985
	Feb 2020	34 330	1 784	377	678	37 169
	Feb 2019	34 234	1 814	387	676	37 111
Tuen Mun	Feb 2023	38 143	2 012	93	872	41 120
	Feb 2022	37 595	2 007	93	808	40 503
	Feb 2021	37 356	2 009	93	780	40 238
	Feb 2020	36 571	2 080	91	758	39 500
	Feb 2019	35 949	2 038	89	724	38 800
Yuen Long	Feb 2023	39 322	1 513	284	1 119	42 238
	Feb 2022	38 001	1 516	236	989	40 742
	Feb 2021	37 837	1 516	233	977	40 563
	Feb 2020	37 128	1 562	232	1 003	39 925
	Feb 2019	36 912	1 574	234	968	39 688
North	Feb 2023	17 804	884	32	377	19 097
	Feb 2022	17 610	825	30	343	18 808
	Feb 2021	17 630	871	30	340	18 871
	Feb 2020	17 763	903	28	339	19 033
	Feb 2019	17 423	984	28	293	18 728
Tai Po	Feb 2023	29 432	638	54	845	30 969
	Feb 2022	28 674	619	54	827	30 174
	Feb 2021	28 720	612	54	808	30 194
	Feb 2020	27 233	590	54	756	28 633
	Feb 2019	26 293	649	54	681	27 677
Sai Kung	Feb 2023	40 472	1 103	139	2 673	44 387
	Feb 2022	40 273	1 129	132	2 553	44 087
	Feb 2021	38 868	1 136	112	2 428	42 544
	Feb 2020	38 283	1 162	113	2 451	42 009
	Feb 2019	37 403	1 141	114	2 369	41 027
Sha Tin	Feb 2023	70 191	2 234	101	2 210	74 736
	Feb 2022	68 768	2 224	144	2 139	73 275
	Feb 2021	68 539	2 232	144	2 107	73 022
	Feb 2020	68 046	2 224	138	2 106	72 514
	Feb 2019	67 488	2 259	127	2 038	71 912
Kwai Tsing	Feb 2023	30 887	9 883	399	1 362	42 531
	Feb 2022	30 808	9 876	399	1 350	42 433
	Feb 2021	30 694	10 106	412	1 314	42 526
	Feb 2020	30 741	10 163	369	1 280	42 553
	Feb 2019	30 239	10 122	264	1 254	41 879

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Islands	Feb 2023	13 835	700	190	386	15 111
	Feb 2022	13 732	697	190	370	14 989
	Feb 2021	13 813	837	190	360	15 200
	Feb 2020	14 597	697	195	375	15 864
	Feb 2019	14 485	704	150	385	15 724
Total	Feb 2023	627 075	30 892	2 926	20 161	681 054
	Feb 2022	618 608	30 901	2 935	19 440	671 884
	Feb 2021	613 824	31 463	3 072	19 040	667 399
	Feb 2020	608 568	31 829	3 009	18 836	662 242
	Feb 2019	601 019	32 950	3 329	18 184	655 482

^ 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.

**Information on the number and utilisation
of on-street disabled parking spaces by districts**

District	Number of Disabled Parking Spaces	Utilisation rate^{Note}
Central & Western	28	63.44%
Wan Chai	50	58.32%
Eastern	38	100.00%
Southern	26	40.00%
Yau Tsim Mong	59	88.89%
Sham Shui Po	38	79.66%
Kowloon City	44	66.69%
Wong Tai Sin	23	68.16%
Kwun Tong	29	78.57%
Tsuen Wan	30	76.99%
Tuen Mun	16	50.00%
Yuen Long	29	72.69%
North	10	50.00%
Tai Po	16	28.54%
Sai Kung	22	47.62%
Sha Tin	25	36.33%
Kwai Tsing	28	51.82%
Island	11	41.65%
TOTAL	522	

Note:

The surveys on disabled parking spaces are “snapshot surveys” reflecting the utilisation of the spaces at the time of the survey, and the “utilisation” of disabled parking spaces excludes illegal uses of the spaces.

- End -

CONTROLLING OFFICER'S REPLY**TLB172****(Question Serial No. 1248)**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 LogisticsQuestion:

The work of the Transport Department involves regulating and monitoring the operations of local and cross-boundary public transport services for the existing boundary control points to ensure that the transport needs of local residents and visitors are met. Please tabulate the following information:

- (a) since the resumption of normal travel between the Mainland and Hong Kong on 6 February 2023, the public transport arrangement (including routes, fare charges and headway) at the Boundary Control Points (BCPs);
- (b) since the resumption of normal travel between the Mainland and Hong Kong on 6 February 2023, the passenger traffic statistics during weekday and weekend of respective land-based BCPs.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 30)Reply:

- (a) BCPs are served by different public transport modes, which include railway, local franchised buses, green minibuses (GMB) and cross-boundary coach services^(Note 1). As at 6 March 2023, the public transport fixed-route services operating at BCPs are tabulated as below:

Type of Service	Route ^(Note 2)	Full Fare ^(Note 3)	Frequency ^(Note 4)
<u>Lo Wu</u>			
Railway Service	East Rail Line	\$26.5 - \$107	5 - 10 minutes
<u>Lok Ma Chau (LMC)</u>			
Short-haul Cross-boundary	Mong Kok Route (Arran Street (Outside Golden Plaza) - LMC BCP)	\$45 - \$50	30 - 60 minutes

Type of Service	Route ^(Note 2)	Full Fare ^(Note 3)	Frequency ^(Note 4)
Coach Service	Yau Tsim Route (Austin Road Cross Border Coach Terminus - LMC BCP)	\$45	30 minutes
	Kwun Tong Route (Lam Tin Station Public Transport Interchange - LMC BCP)	\$50	20 - 30 minutes
	Wan Chai Route (Exhibition Centre Station Public Transport Interchange - LMC BCP)	\$57 - \$63	30 - 60 minutes
	Tsuen Wan Route (Tsuen Wan Discovery Park Public Transport Interchange - LMC BCP)	\$45 - \$48	15 - 30 minutes
Cross-boundary Shuttle Bus Service	LMC (San Tin) Public Transport Interchange - Huanggang	\$10	10 - 30 minutes
Green Minibus Service	GMB 44B (Overnight) (Tuen Mun Ferry Pier (Wu Shan Road) - LMC BCP)	\$14.9 - \$20.5	60 minutes
	GMB 79S (Overnight) (Tin Shui Wai (Grandeur Terrace) - LMC BCP)	\$11.5	30 - 60 minutes
	GMB 616S (Overnight) (Mong Kok - LMC BCP)	\$25	60 minutes
<u>Heung Yuen Wai (HYW)</u>			
Franchised Bus Service	CTB B7 (Fanling Station/Sheung Shui (Po Wan Road) - HYW BCP)	\$9.3	10 - 20 minutes
	CTB B8 (Tai Wai Station Public Transport Interchange - HYW BCP) <i>(Services on Saturdays, Sundays and public holidays only)</i>	\$15	30 minutes
	KMB B9 (Tuen Mun Station - HYW BCP) <i>(Services on Saturdays, Sundays and public holidays only)</i>	\$19.3	60 minutes

Type of Service	Route ^(Note 2)	Full Fare ^(Note 3)	Frequency ^(Note 4)
Green Minibus Service	GMB 59S (Sheung Shui Station – HYW BCP)	\$9.1	20 - 30 minutes
<u>Lok Ma Chau Spur Line (LMCSL)</u>			
Railway Service	East Rail Line	\$26.5 - \$107	10 - 15 minutes
Franchised Bus Service	KMB B1 (Tin Tsz Estate - LMCSL Public Transport Interchange)	\$13.9	12 - 30 minutes
Green Minibus Service	GMB 75 (Yuen Long (Fuk Hong Street) - LMCSL Public Transport Interchange)	\$8.7	15 - 30 minutes
<u>Shenzhen Bay Port (SBP)</u>			
Franchised Bus Service	CTB B3X (Tuen Mun Town Centre - SBP)	\$13.7	15 - 20 minutes
	CTB B3A (Shan King Estate - SBP) <i>(Services on Mondays to Fridays (except school holidays and public holidays))</i>	\$13.7	Two departures from/to SBP and Tuen Mun respectively
	NLB B2 (Yuen Long Station - SBP)	\$13.2	30 minutes
	NLB B2P (Tin Tsz Estate Bus Terminus - SBP)	\$9.4	30 minutes
Green Minibus Service	GMB 618 (Tin Shui Wai (Tin Yan Estate) - SBP)	\$13.1	20 minutes
<u>Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port</u>			
Franchised Bus Service	NLB B4 (HZMB Hong Kong Port to Hong Kong International Airport (via AsiaWorld-Expo)(Circular))	\$8.3	30 - 60 minutes
	CTB B5 (Sunny Bay Public Transport Interchange - Hong Kong Port of HZMB)	\$5.8	30 - 60 minutes
	NLB B6 (Tung Chung Mun Tung Estate (Yu Tung Road) - HZMB)	\$8.3	15 - 30 minutes

Type of Service	Route ^(Note 2)	Full Fare ^(Note 3)	Frequency ^(Note 4)
Green Minibus Service	GMB 901 (HZMB to Tung Chung North (Circular))	\$8.4	30 minutes
Cross-boundary Shuttle Bus Service	HZMB Hong Kong Port – HZMB Zhuhai Port	\$65 - \$70	5 - 30 minutes
	HZMB Hong Kong Port – HZMB Macao Port	\$65 - \$70	
<u>Man Kam To (MKT)</u>			
Cross-boundary Coach Service	Sheung Shui Landmark North - MKT BCP	\$30	10 - 15 minutes
<u>West Kowloon Station</u> ^(Note 5)			
High Speed Rail Service	Hong Kong West Kowloon Station to nine short haul destinations and 14 long haul destinations	\$78 - \$852	102 trains per day

Note 1: Cross-boundary coach services include both short-haul fixed-route services and long-haul services. On the former, we provide in this table information for the short-haul services with fixed routes, fixed fares and fixed frequencies. The routes and frequencies of the latter (i.e. long-haul services) are subject to demand and hence the fares vary.

Note 2: CTB – Citybus Limited
KMB – The Kowloon Motor Bus Company (1933) Limited
NLB – New Lantao Bus Company (1973) Limited

Note 3: The ranges of fares on railway and high speed rail services reflect services on different classes of services and origins/destinations of the trips. Those ranges on other road-based public transport normally reflect different fares on day and overnight services.

Note 4: The ranges of frequencies shows those during peak, non-peak/overnight periods. The public transport operators would enhance their services subject to passenger demand.

Note 5: Including short haul services resumed on 15 January 2023 and long-haul services within Guangdong province resumed on 11 March 2023. Cross-provincial long-haul trains will start serving passengers from 1 April 2023.

- (b) The average daily numbers of inbound and outbound passenger trips^(Note 6) at various BCPs on weekdays and during weekends from 6 February to 6 March 2023 kept by the Immigration Department (ImmD) are provided in the table below.

Control point	Average daily number of passenger trips on weekdays (Note 7)		Average daily number of passenger trips during weekends (Note 8)	
	Inbound	Outbound	Inbound	Outbound
Airport	28 386	27 020	30 720	30 786
Lo Wu	46 615	49 559	68 537	69 543
LMCSL	35 089	36 027	53 317	52 478
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	14 559	13 860	19 309	17 874
LMC	6 944	6 002	11 155	8 975
MKT	1 808	1 510	1 719	1 371
SBP	19 763	20 468	29 372	27 841
HZMB Hong Kong Port	19 215	20 103	36 005	35 257
HYW	7 474	7 226	12 527	10 971

Source: Provisional figures for the period from 6 February 2023 to 6 March 2023 from ImmD.

Note 6: The provisional figures are for reference only.

Note 7: “Weekdays” include the days from 6 to 10 February, 13 to 17 February, 20 to 24 February, 27 February to 3 March, and 6 March 2023.

Note 8: “Weekends” include the days from 11 to 12 February, 18 to 19 February, 25 to 26 February, and 4 to 5 March 2023.

- End -

CONTROLLING OFFICER'S REPLY**TLB173****(Question Serial No. 1249)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Transport Department (TD) will monitor the progressive implementation of HKeToll (i.e. the free-flow tolling system) at all government tolled tunnels to enable motorists to pay tolls by remote means without stopping at toll booths. Please inform this Committee of the following as at February 2023:

- (a) the total number of applicants of HKeToll;
- (b) the distribution of vehicle classes and quantities involved in applying HKeToll;
- (c) the number of vehicle tags issued; and
- (d) the number of cases received on failing to receive vehicle tags.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 31)

Reply:

- (a) - (c) As at 22 March 2023, TD has issued 583 511 toll tags to registered vehicle owners. The breakdown by vehicle class of toll tags applied and issued is provided below:

Vehicle class	Number of toll tags applied and issued (Note) (Position as at 22 March 2023)
Motor cycles and motor tricycles	45 420
Private cars	421 847
Taxis	16 227
Public light buses and private light buses	4 096
Light goods vehicles	53 756
Medium goods vehicles	24 050
Heavy goods vehicles	5 548
Public buses (single-decked) and private buses (single-decked)	6 450

Vehicle class	Number of toll tags applied and issued (Note) (Position as at 22 March 2023)
Public buses (double-decked) and private buses (double-decked)	6 117
Total	583 511

Note: There are two types of toll tags, namely “vehicle tag”, which is for use in connection with a particular vehicle; and “class tag”, which is specific to a class of motor vehicles and for use on vehicle in the related vehicle class. Over 98% of toll tags in the table above are vehicle tags.

- (d) As at end February 2023, the toll service provider (TSP) and TD had received about 1 500 cases from the members of the public about their failure to receive toll tags they had applied for. After investigation, the major reasons for the cases and the follow-up actions taken by TSP are as follows:
- (i) during the early stage of launching the procedures of issuing tag in early January 2023, there were system interfacing issues resulting in incomplete data on the registered addresses of registered vehicle owners. TSP has re-issued the toll tags to the applicants;
 - (ii) the applicants had changed their postal addresses without timely informing TD, so the vehicle tags which had been sent to outdated addresses were not received by the applicants. TSP has re-issued the toll tags according to the new addresses provided by the applicants and reminded them to update their new addresses in TD’s register; and
 - (iii) the toll tags were lost in transit during postage. TSP has re-issued the toll tags to the applicants.

- End -

CONTROLLING OFFICER'S REPLY**TLB174****(Question Serial No. 2652)**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 LogisticsQuestion:

In 2022, the Transport Department handled fare increase applications from franchised bus, green minibus (GMB), taxi as well as franchised and licensed ferry operators, and assisted the Transport and Logistics Bureau in reviewing the fare adjustment mechanism of the MTR Corporation Limited (MTRCL). In this connection, please advise this Committee of the following:

- (a) for each public transport mode, the years of the previous five occasions of fare increase and the respective rates of increase;
- (b) for each public transport mode, the percentage rises in the previous five occasions of fare increase, compared with the change in Composite Consumer Price Index (CCPI) in the relevant years;
- (c) dividend income of MTRCL in the past ten years, and its percentage share in the company's total revenue; and
- (d) for each public transport mode, the government expenditure on subsidy that would have been required in the previous five occasions of fare increase, if there had been a policy to contain the rates of increase at half the annual inflation rate through the provision of subsidy so as to maintain public transport fares at affordable levels and keep up people's living standard.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 27)Reply:

(a) & (b)

The dates of the previous five occasions of fare increase, the respective rates of increase and the changes in CCPI in respect of franchised bus, GMB, taxi, franchised ferry and licensed ferry modes are provided in the following tables:

(A) Franchised Bus

Franchised Bus Company	Effective Date	Fare Adjustment Rates	Change in CCPI from the Date of Preceding Fare Increase
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1))	3 March 1996	9.6%	15.94%
	1 December 1997	6.0%	10.27%
	8 June 2008	2.0%	-4.59%
	20 January 2019	7.0%	34.53%
	4 April 2021 2 January 2022	Phase one: 8.5% Phase two: 3.2%	4.09%
Long Win Bus Company Limited (LW) (Note 1)	8 June 2008	4.5%	-2.28%
	15 May 2011	3.2%	7.29%
New Lantau Bus Co. (1973) Limited	13 September 1993	10.5%	10.08%
	1 February 1996	10.4%	21.13%
	1 April 1998	9.0%	12.50%
	8 June 2008	7.24%	-6.07%
	4 April 2021	9.8%	40.03%
New World First Bus Services Limited (NWFB) (Note 2)	22 April 2001	2.4%	-9.18%
	8 June 2008	5.0%	3.56%
	20 January 2019	5.6%	34.53%
	4 April 2021 2 January 2022	Phase one: 8.5% Phase two: 3.2%	4.09%
The Kowloon Motor Bus Company (1933) Limited (KMB)	15 May 2011	3.6%	7.29%
	17 March 2013	4.9%	7.44%
	6 July 2014	3.9%	5.61%
	20 January 2019	Jointly-operated cross harbor routes under CTB(F1) and NWFB's fare increase only KMB/CTB(F1) routes: 7.0% KMB/NWFB routes: 5.6%	10.51%
	4 April 2021	Solely operated routes: 5.8% (Note 3)	15.03% (Note 4)
Citybus Limited (Franchise for the Airport and North Lantau bus network)(CTB(F2))	Not applicable since it has not increased its fare since its franchise operations first commenced in mid-1997.		

Notes:

1. Since the commencement of the franchise in June 1997, LW has increased its fares twice.

2. Since the commencement of the franchise in September 1998, NWFB has increased its fares four times.
3. The fares of KMB's cross-harbour routes jointly operated with CTB(F1)/NWFB were increased together with the increase in fares of CTB(F1) and NWFB which was implemented in two phases at 8.5% on 4 April 2021 and 3.2% on 2 January 2022 respectively.
4. The cumulate rate of change in CCPI is calculated from the date of last fare increase of KMB on 6 July 2014 instead of 20 January 2019 because the fare increase on 20 January 2019 only involved KMB cross-harbour routes jointly operated with CTB(F1) and NWFB.

(B) GMB

Year	Number of GMB Routes with Fare Adjustment Implemented	Range of Fare Increase Rates Approved
2018	172	2.2% to 15.0%
2019	170	2.9% to 19.6%
2020	55	2.4% to 13.3%
2021	126	3.6% to 11.5%
2022	275	1.9% to 25.0%

Note: There are a large number of GMB packages and fare increase applications. There is no readily available database to record CCPI adopted for each application. The information on the comparison of the fare increase rates and CCPI cannot be provided.

(C) Taxi

Effective Date	Fare Adjustment Level			Change in CCPI from the Date of the Preceding Fare Increase
	Urban	New Territories (NT)	Lantau	
30 November 2008	5.46%	-	7.67%	Urban Taxi: 1.5% Lantau Taxi: -6.2%
16 January 2009	-	4.95%	-	NT Taxi: 1.5%
10 July 2011	5.15%	8.05%	4.11%	7.9%
8 December 2013	7.11%	9.04%	8.83%	10.5%
9 April 2017	9.98%	11.15%	8.60%	9.3%
17 July 2022	11.54%	13.02%	13.83%	9.3%

(D) Franchised Ferry

Franchised Ferry Service (Note 1)	Effective Date	Fare Adjustment Level (Note 2)	Change in CCPI from Date of Preceding Fare Increase
Tsim Sha Tsui – Central	29 March 2009	Phase one: 4.5% - 17.6%	-
	1 January 2010	Phase two: 8.7% - 20.0%	
	24 June 2012	13.3% - 16.7%	10.6%

Franchised Ferry Service (Note 1)	Effective Date	Fare Adjustment Level (Note 2)	Change in CCPI from Date of Preceding Fare Increase
	15 July 2017	8.0% - 10.7%	16.5%
	9 February 2021	13.5% - 18.5%	7.1%
	3 April 2023	53.8% - 56.3%	3.4% (up to Jan 2023)
Tsim Sha Tsui – Wan Chai	29 March 2009	Phase one: 4.5% - 13.6%	-
	1 January 2010	Phase two: 8.7% - 20.0%	-
	24 June 2012	13.3%	10.6%
	15 July 2017	8.0% - 8.8%	16.5%
	9 February 2021	13.5% - 18.5%	7.1%
	3 April 2023	54.8% - 56.3%	3.4% (up to Jan 2023)

Notes:

1. Records before 2008 are not readily available.
2. Rate of fare adjustment for adult single ticket.

(E) Licensed Ferry

Licensed Ferry Service (Note 1)	Effective Date	Fare Adjustment Level (Note 2)	Changes in CCPI from the Date Preceding Fare Increase
Cheung Chau – Central	1 July 2008	1.8%	-
	1 July 2011	9.3% - 9.6%	7.0%
	1 July 2014	4.8% - 5.4%	13.0%
	1 July 2017	2.6% - 4.3%	7.0%
	1 April 2021	4.4% - 4.9%	7.5%
Mui Wo – Central	1 July 2008	14.7% - 21.9%	-
	1 April 2011	11.1% - 11.5%	6.0%
	1 April 2014	4.8% - 5.4%	3.0%
	1 April 2017	3.1% - 4.7%	7.8%
	1 April 2021	4.4% - 5.0%	7.7%
Inter-Islands	1 July 2008	21.0%	-
	1 July 2011	9.9%	7.0%
	1 July 2014	4.9%	13.0%
	1 July 2017	4.7%	7.0%
	1 April 2021	4.5%	7.5%
Yung Shue Wan – Central	1 July 2008	22.8% - 28.2%	-
	1 July 2011	11.0% - 11.5%	7.0%
	1 July 2014	6.2% - 6.3%	13.0%
	1 July 2017	4.1% - 4.2%	7.0%
	1 April 2021	4.5% - 4.9%	7.5%
Sok Ku Wan – Central	1 July 2008	19.6% - 27.6%	-
	1 July 2011	11.9% - 12.0%	7.0%
	1 July 2014	6.1% - 6.4%	13.0%

Licensed Ferry Service (Note 1)	Effective Date	Fare Adjustment Level (Note 2)	Changes in CCPI from the Date Preceding Fare Increase
	1 July 2017	4.0% - 4.8%	7.0%
	1 April 2021	4.8% - 5.0%	7.5%
Peng Chau – Central	1 July 2008	10.4% - 13.3%	-
	1 July 2011	9.4% - 12.5%	7.0%
	1 July 2014	5.8% - 6.3%	13.0%
	1 July 2017	3.9% - 4.1%	7.0%
	1 April 2021	4.4% - 4.8%	7.5%
Discovery Bay – Central	1 May 2009	8.3% - 14.8%	-
	12 June 2011	9.0% - 11.5%	8.6%
	12 May 2013	8.8% - 10.3%	7.8%
	6 July 2014	4.1% - 8.2%	4.7%
	10 August 2018	4.7% - 19.6%	9.6%
Sai Wan Ho – Kwun Tong	1 November 2009	14.6%	-
	11 January 2013	9.1%	13.5%
	4 January 2015	50.0%	8.8%
Sai Wan Ho – Sam Ka Tsuen	1 November 2009	14.6%	-
	11 January 2013	9.1%	13.5%
	4 January 2015	50.0%	8.8%
North Point – Hung Hom	1 April 2011	22.2%	-
	1 April 2014	18.2%	13.0%
	1 April 2017	15.4%	7.8%
	1 April 2021	13.3%	7.4%
North Point – Kowloon City	1 April 2011	22.2%	-
	1 April 2014	18.2%	13.0%
	1 April 2017	15.4%	7.8%
	1 April 2021	13.3%	7.4%
North Point – Kwun Tong – Kai Tak	26 March 2017	20.0%	-
	1 September 2019	16.7%	6.7%
Ma Wan – Central	25 July 2010	7.3%	-
	24 July 2011	6.8%	8.0%
	14 September 2014	8.5% - 11.8%	13.8%
	8 May 2016	4.9% - 9.8%	3.8%
	5 March 2023	12.6% - 33.3%	13.3% (up to Jan 2023)
Ma Wan – Tsuen Wan	10 January 2010	25.0%	-
	25 July 2010	16.2%	-1.4%
	24 July 2011	14.0%	8.0%
	14 September 2014	11.0%	13.8%
	8 May 2016	4.1% - 8.1%	3.8%
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	27 September 2015	8.6%	-
	7 October 2018	10.5%	7.2%

Licensed Ferry Service (Note 1)	Effective Date	Fare Adjustment Level (Note 2)	Changes in CCPI from the Date Preceding Fare Increase
Aberdeen — Mo Tat — Sok Kwu Wan	3 June 2012	19.6%	-
	1 June 2015	9.1%	11.1%
	1 January 2020	3.9% - 4.2%	9.1%
Tuen Mun — Tung Chung — Sha Lo Wan — Tai O	26 January 2020	8.0%	-
“North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service	1 January 2010	10.9% - 11.8%	-
	28 January 2014	9.2% - 9.8%	18.2%
	4 January 2020	7.1% - 8.4%	13.3%
	26 August 2022	15.0% - 15.6%	5.0%

Notes:

1. Records before 2008 are not readily available.
2. Rate of fare adjustment for adult single ticket (except “North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service).

- (c) This part of the question is ruled out by Chairman of Finance Committee as it concerns about Government’s revenue.
- (d) There is no readily available information on the amount of government subsidy that would have been required for each transport mode for the past five fare increases assuming that the Government were to provide subsidy for containing the rate of fare increase at half the rate of CCPI which would take a large amount of data and time to compute.

In assessing applications for adjustments to fares of franchised bus, GMB, taxi as well as franchised and licensed ferries, the Government will take into consideration and balance a basket of factors, such as the financial and operational situations of the operators, service performance, prevailing social and economic situation as well as public acceptability and affordability. Under the existing mechanisms and arrangements, operators may submit fare adjustment applications to the Government at a suitable opportunity having regard to their actual financial and operational situations. This arrangement is flexible and generally strikes a balance between maintaining effective public transport services and taking into account public affordability and acceptability.

- End -

CONTROLLING OFFICER'S REPLY

TLB175

(Question Serial No. 0217)

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 Logistics

Question:

With a growing population in Tuen Mun District, the utilisation of Tuen Mun Road has greatly increased, resulting in long-standing traffic congestion. Nevertheless, although the Tuen Mun Road Bus-Bus Interchange (TMBBI) has been in operation for nearly ten years, no expansion works have been carried out to cater for the significant increase in its utilisation. In this connection, will the Government inform this Committee of the following:

1. whether the Government has considered earmarking resources to carry out expansion works for the TMBBI; if yes, what are the details; if no, what are the reasons; and
2. whether the Government has considered expanding the current boarding/alighting area to accommodate more buses; if yes, what are the details; if no, what are the reasons.

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

Reply:

With a growing population in Tuen Mun District, the utilisation rate of TMBBI is also increasing. To cope with the increased utilisation, the Transport Department (TD) has planned to enhance TMBBI by providing one additional bus lay-by at the Tuen Mun-bound and two at the Kowloon-bound in phases, so as to provide more space for boarding and alighting. The works are expected to be completed by the end of 2023.

The expenditures involved in the work of TD are absorbed under its overall provision and establishment and cannot be separately identified.

- End -

CONTROLLING OFFICER'S REPLY**TLB176****(Question Serial No. 1270)**

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 Logistics

Question:

The “water taxi” ferry service (WTFS) in Hong Kong was launched on 1 July 2021. However, due to the COVID-19 pandemic, there were numerous occasions whereby the service could not be provided as usual. Please advise this Committee of the following:

1. the total number of passengers, the average monthly patronage and the expected patronage since the launch of WTFS;
2. the annual financial position of the operator, the number of staff hired and whether the operator is able to sustain its operation;
3. whether the Government has provided subsidy to WTFS to help the ferry operator tide over the difficulties; and
4. whether the Government will consider adding more stopping points and enhancing frequency in order to fully utilise the sea transport.

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 29)

Reply:

1. WTFS is a recreational service, primarily for sightseeing and tourism purpose. WTFS commenced operation on 1 July 2021 with one sailing plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route) on Saturdays during the time of the COVID-19 pandemic. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator had also operated a short-working route with two sailings plying between Central and TSTE via West Kowloon (Central - TSTE route) on Sundays and public holidays since 12 November 2021. However, in the light of the fifth wave of the COVID-19 pandemic and related social distancing measures in early 2022, the two WTFS routes were temporarily suspended from 16 January and 9 February 2022 respectively. In view of the epidemic development and the gradual lifting of social distancing measures, the Hung Hom - Central route resumed service since 21 May 2022, while the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central on Saturdays since 14 January 2023. Since the launch of WTFS and

up to the end of February 2023, the total and average monthly patronage on the two routes were 9 331 and 467 respectively.

- 2&4. Since WTFS is a recreational service primarily for tourists, the business environment of the service was difficult under the impact of the pandemic. Twelve staff, who are mostly redeployed from other inner harbour routes run by the same operator, are involved in operating WTFS. The Transport Department (TD) anticipates that there will be gradual increase in the demand for WTFS with increase in tourists following the return to normalcy of the society and full resumption of normal travel.

TD has all along been proactively collaborating with the operator of WTFS, the West Kowloon Cultural District Authority (WKCD) and the Hong Kong Tourism Board (HKTB) to promote WTFS, including setting up eye-catching signage at the West Kowloon Cultural District and disseminating service information of WTFS on the websites of the operator, TD, WKCD and HKTB. The Government will continue to explore possible measures to facilitate the operator in promoting WTFS. In addition, TD and the operator of WTFS will continue to closely monitor the situation, and make timely adjustments to the service levels and consider the feasibility of adding calling points of WTFS in order to meet the needs of passengers.

3. The Government has implemented various measures to help reduce the operating costs of ferry services, 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 fifth wave of the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund (AEF) 6.0 and 2022 Employment Support Scheme^{Note}. The operator of WTFS was eligible for reimbursement of 40% subsidy on fuel costs for a period of eight months from February to September 2022; a one-off non-accountable subsidy of \$30,000 per vessel; and wage subsidy to employers for a period of three months from May to July 2022.

Note: 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**TLB177****(Question Serial No. 1271)**

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 Logistics

Question:

Star Ferry, a transport means with local colour and historical significance, has applied for fare increase on grounds of financial difficulties. Based on the operational data this year, the fare level at present and that upon the fare increase in April, will the Government inform this Committee of the expenditure involved in this year and the next two years if subsidy is provided for the operator to break even?

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 30)

Reply:

Star Ferry's patronage has been declining in recent years because of the changes in transport network and travel pattern of passengers, while the COVID-19 pandemic has exacerbated the situation, as Star ferry is much patronised by tourists. After considering all the relevant factors, the Chief Executive in Council has approved Star Ferry to increase the fares of the two ferry routes, viz. Central – Tsim Sha Tsui and Wan Chai – Tsim Sha Tsui routes to take effect on 3 April 2023.

According to the Government's established policy, public transport services should be run by the private sector in accordance with commercial principles to enhance efficiency and cost-effectiveness. Nevertheless, the Government has implemented various measures to help reduce the operating costs of ferry services (including Star Ferry), including the Government taking up the pier maintenance, and reimbursing pier rental and exempting vessel licence fees under the Elderly Concessionary Fares Scheme (ECFS).

Furthermore, to assist the ferry operators to cope with the operating pressure arising from the pandemic, the Government has provided various subsidies, such as fuel subsidy, wage subsidy and subsidy for regular repair and maintenance under the Anti-epidemic Fund (AEF) and the Employment Support Scheme^{Note}. As at February 2023, Star Ferry has received over \$31 million under the schemes, and is expected to receive another \$11 million later on.

On the revenue side, the Government permits Star Ferry to sub-let premises at its piers for commercial, retail, advertising concessions to generate non-farebox revenue. Star Ferry has also been actively identifying ways to expand its non-farebox income sources, such as collaborating with different brands and organisations in hosting bazaars, ferry wrap

campaigns and free-ride days, as well as improving pier facilities to generate more rental and advertising incomes. The Government will continue to explore possible measures to facilitate Star Ferry to expand its source of non-farebox revenue as far as possible.

It is expected that as the society returns to normalcy and with the resumption of normal travel, through implementation of the new fares and government subsidy (including the existing reimbursements under ECFS and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (commonly known as the \$2 Scheme), and ongoing support from the Government in taking up the pier maintenance), as well as Star Ferry's efforts to improve its non-farebox revenue, Star Ferry could improve its financial viability and continue to provide efficient and quality services to the public and tourists.

Note: 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

TLB178

(Question Serial No. 0092)

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 Logistics

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. whether the Government will identify illegal parking black spots and focus on combating illegal parking in the districts; if yes, what are the details; if no, what are the reasons;
3. the numbers of newly registered vehicles in each of the past three years with a breakdown by vehicle class and fuel type;
4. the current numbers of on-street, Government and privately operated parking spaces with a breakdown by District Council district and vehicle type; and the number and locations of additional parking spaces to be provided in the next three years;
5. the annual numbers of electronic FPNs withdrawn due to human errors since the launch of the e-Ticketing Pilot Scheme; and
6. the effectiveness of the pilot scheme on Intelligent Traffic Enforcement Robot (ITER) implemented by the Traffic Hong Kong Island (THKI) 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.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 12)

Reply:

1. HKPF maintains statistics on FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by Police Region. The relevant enforcement figures for each of the five Police Regions between 2020 and 2022 are tabulated as follows:

Number of FPNs issued for illegal parking			
Police Region	Year		
	2020	2021	2022
Hong Kong Island	599 218	688 592	624 000
Kowloon East	489 901	570 466	555 417
Kowloon West	631 593	862 992	1 011 084
New Territories South	512 831	584 706	570 895
New Territories North	474 326	595 404	602 075
Total	2 707 869	3 302 160	3 363 471

2. As one of the Commissioner of Police's operational priorities, HKPF ensures smooth traffic flow through application of the Selected Traffic Enforcement Priorities (STEP) and the use of technology. STEP in turn focuses on, among others, offences that obstruct traffic flow. HKPF steps up law enforcement at road sections where severe traffic congestion occurs. HKPF issues FPNs against illegally parked vehicles, and where the vehicles concerned cause serious traffic obstructions or pose road safety hazards, HKPF may tow them away.
3. The numbers of newly registered vehicles from 2020 to 2022 with breakdown by vehicle class and fuel type are at **Annex 1**.
4. The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks as at February 2023 in each of the 18 districts by vehicle type are tabulated at **Annex 2**, **Annex 3** and **Annex 4** respectively.

The Government has been actively pursuing a host of short-term and medium-to-long term measures to increase the number of parking spaces. For example, following the principle of "single site, multiple use", 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 progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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. Since the provision of different types of new parking spaces hinge on a host of factors including consultation with the local community and implementation progress of individual private development projects, TD is not in a position to make a precise projection on the numbers and locations of parking spaces to be provided in the next three years.

5. In March 2020, the e-Ticketing Pilot Scheme commenced and frontline officers may print FPNs using portable printers after they capturing details of the traffic contraventions with smart phones. The numbers of FPNs that were issued against illegal parking under the pilot scheme but were eventually withdrawn due to human errors in 2020, 2021 and 2022 are tabulated as follows:

	Year		
	2020	2021	2022
Number of electronic FPNs issued	1 068 795	2 366 658	3 075 398
Number of electronic FPNs withdrawn due to human errors (%)	160 (0.015%)	400 (0.017%)	366 (0.012%)

6. The ITER project was first developed in 2021. In 2022, THKI collaborated with the Hong Kong Automotive Platforms and Application Systems R&D Centre to further optimise the ITER, which is then under continued trial. Subject to the outcome of the trial, HKPF will further consider how to take the initiative forward.

Numbers of newly registered vehicles from 2020 to 2022**2020**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Total
Motorcycle	9 343	0	25	0	9 368
Private car	32 441	0	4 595	0	37 036
Taxi	0	0	0	805	805
Franchised bus	0	289	0	0	289
Non-franchised public bus	0	172	0	0	172
Private bus	0	35	0	0	35
Public light bus	0	12	0	147	159
Private light bus	0	68	0	76	144
Goods vehicle	2	5 390	35	0	5 427
Special purpose vehicle	0	98	9	12	119

2021

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Total
Motorcycle	9 013	0	79	0	9 092
Private car	29 724	2	9 583	0	39 309
Taxi	0	0	0	1 120	1 120
Franchised bus	0	277	0	0	277
Non-franchised public bus	0	277	0	0	277
Private bus	0	74	0	0	74
Public light bus	0	13	0	146	159
Private light bus	0	63	0	46	109
Goods vehicle	2	7 045	55	0	7 102
Special purpose vehicle	0	91	13	11	115

2022

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Total
Motorcycle	7 477	0	163	0	7 640
Private car	17 683	0	19 795	0	37 478
Taxi	10	0	1	1 094	1 105
Franchised bus	0	217	19	0	236
Non-franchised public bus	0	310	2	0	312
Private bus	0	57	0	0	57
Public light bus	0	14	0	115	129
Private light bus	0	69	0	1	70
Goods vehicle	0	6 913	80	0	6 993
Special purpose vehicle	0	120	13	4	137

Note: Hybrid vehicles are included under their respective fuel types.

Numbers of on-street parking spaces in 18 districts by vehicle type as at February 2023

District	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total^μ
Central and Western	522	193	11	628	1 354
Wan Chai	1 008	24	22	729	1 783
Eastern	525	91	62	777	1 455
Southern	647	53	85	447	1 232
Yau Tsim Mong	1 608	374	141	1 299	3 422
Sham Shui Po	1 219	227	9	876	2 331
Kowloon City	2 325	144	134	967	3 570
Wong Tai Sin	304	131	0	475	910
Kwun Tong	501	120	40	794	1 455
Tsuen Wan	832	68	31	618	1 549
Tuen Mun	1 287	331	112	886	2 616
Yuen Long	1 275	426	114	617	2 432
North	1 226	357	27	424	2 034
Tai Po	1 558	354	83	259	2 254
Sai Kung	1 962	320	160	479	2 921
Sha Tin	1 579	337	69	506	2 491
Kwai Tsing	416	364	21	721	1 522
Islands	510	56	78	152	796
Total	19 304	3 970	1 199	11 654	36 127

* 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 2023[^]**

District	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central and Western	3 921	427	13	351	4 712
Wan Chai	2 581	227	11	262	3 081
Eastern	3 143	351	33	374	3 901
Southern	2 670	182	11	483	3 346
Yau Tsim Mong	1 066	254	20	39	1 379
Sham Shui Po	4 073	1 178	33	498	5 782
Kowloon City	3 183	134	7	247	3 571
Wong Tai Sin	4 209	282	29	552	5 072
Kwun Tong	7 696	469	36	1 449	9 650
Tsuen Wan	1 914	124	4	242	2 284
Tuen Mun	3 501	142	46	166	3 855
Yuen Long	3 315	107	49	238	3 709
North	3 475	374	42	126	4 017
Tai Po	897	213	8	80	1 198
Sai Kung	1 938	73	61	206	2 278
Sha Tin	4 420	183	33	481	5 117
Kwai Tsing	4 836	563	12	845	6 256
Islands	1 601	115	17	109	1 842
Total	58 439	5 398	465	6 748	71 050

[^] 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 2023[^]**

District	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central and Western	34 065	457	58	483	35 063
Wan Chai	35 209	83	98	323	35 713
Eastern	43 112	1 379	238	1 440	46 169
Southern	37 144	861	188	1 021	39 214
Yau Tsim Mong	33 259	770	94	796	34 919
Sham Shui Po	24 973	1 890	387	838	28 088
Kowloon City	45 989	977	91	930	47 987
Wong Tai Sin	16 403	877	73	1 311	18 664
Kwun Tong	41 058	2 765	45	2 368	46 236
Tsuen Wan	35 777	1 866	362	807	38 812
Tuen Mun	38 143	2 012	93	872	41 120
Yuen Long	39 322	1 513	284	1 119	42 238
North	17 804	884	32	377	19 097
Tai Po	29 432	638	54	845	30 969
Sai Kung	40 472	1 103	139	2 673	44 387
Sha Tin	70 191	2 234	101	2 210	74 736
Kwai Tsing	30 887	9 883	399	1 362	42 531
Islands	13 835	700	190	386	15 111
Total	627 075	30 892	2 926	20 161	681 054

[^] 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 car park 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.

- End -

CONTROLLING OFFICER'S REPLY**TLB179****(Question Serial No. 0093)**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 LogisticsQuestion:

Regarding the operation of franchised bus companies, will the Government inform this Committee of the following:

1. the lost trip rates of each franchised bus company in the past three years, and the measures taken to mitigate the franchised bus companies' lost trip problem;
2. the progress and the amount of subsidy provided to franchised bus companies for installation of safety devices, as well as the progress of implementing measures to enhance safety; and
3. the current progress of franchised bus companies to introduce double-deck electric buses and double-deck hydrogen buses.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 13)Reply:

1. The lost trip rates of each franchise in the past three years are set out below:

Franchise (Note 1)	2020	2021	2022
KMB	6.9%	3.2%	2.5%
CTB(F1)	4.4%	1.5%	2.1%
CTB(F2)	2.0%	0.6%	1.2%
NWFB	6.7%	2.9%	3.0%
LW	4.7%	1.4%	1.9%
NLB	3.0%	0.3%	0.4%
Overall	6.3%	2.8%	2.4%

Note (1)

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB(F1) - Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) - Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB - New World First Bus Services Limited
LW - Long Win Bus Company Limited
NLB - New Lantao Bus Company (1973) Limited

The Transport Department (TD) has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by franchised bus operators, conducting regular surveys and taking note of passenger complaints or suggestions. TD has also stepped up the arrangements for issuing warning letters to franchised bus companies regarding lost trip situations in order to oblige them to adopt rectification measures and improve services more proactively. Besides, starting from the fourth quarter of 2022, the number of warning letters received has been made as one of the considerations to be taken into account in selecting operator for new bus routes to be awarded by TD through operator selection exercises.

The lost trip rates of all franchises were affected by the impact of COVID-19 and the related social distancing measures in the last three years. In the past three years, lost trip rates in 2020 were generally higher particularly during the early stage of the COVID-19 pandemic outbreak in February and March 2020, as franchised bus operators adjusted their services in response to sharp and abrupt decreases in patronage, which led to higher lost trip rates in particular during non-peak hours and late nights. Bus captains having contracted COVID-19 or being close contacts of contracted persons also resulted in staff shortage. TD took immediate actions to ask the franchised bus operators to rectify and operate their services according to the approved schedules through reminding and advisory letters. Having regard to the development of the COVID-19 situation and the corresponding adjustments in social distancing measures, as well as the need to make better use of resources, TD developed a mechanism for the franchised bus operators to apply for temporary service adjustments, taking into account factors such as the magnitude of the changes in passenger demand, occupancy rates of the bus routes especially during peak hours, and public acceptability of the proposed service reduction. TD had also instructed the franchised bus operators to flexibly deploy their resources to maintain adequate service. With the above mechanism and measures in place, the overall franchised bus lost trip rates had improved, falling from 6.3% in 2020 to 2.8% in 2021 and further to 2.4% in 2022.

2. To further strengthen efforts in enhancing franchised bus safety, the Committee on Enhancement of Franchised Bus Safety (the Committee) chaired by TD was formed in early 2019 to serve as a standing platform for the Government, all the 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 the franchised bus operators have taken forward the enhancement measures in several major areas, which include:

- (a) installing and enhancing in-vehicle devices/technologies to assist bus captains in safe driving;
- (b) enhancing the work environment of bus captains; and
- (c) strengthening safety performance management.

A brief account on the progress of the related improvement measures is appended below:

Installation of In-vehicle Safety Devices

All new double-deck buses procured from July 2018 onwards are equipped with seat belts on all the passenger seats, electronic stability control (ESC) that can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function). For existing buses, taking into consideration the results of the cost-benefit analyses, the franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all the seats on the upper deck of around 1 900 double-deck buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for the franchised bus operators.

Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation of seat belts in three years and installation of ESC and speed limiting retarder in four years. As at the end of December 2022, there were about 1 500 existing buses installed with seat belts and 3 000 installed with ESC and speed limiting retarder, involving a total government subsidy of around \$336.8 million. The numbers of buses installed with the safety devices by individual franchised bus companies are set out in the table below:

Franchised Bus Company	Total Number of Buses Installed with Safety Devices (Position as at the end of December 2022)		
	Seat Belt	ESC	Speed Limiting Retarder
KMB	810	1 897	1 919
NWFB	252	371	371
Citybus Limited (CTB)	296	586	586
LW	116	116	116
NLB	28	10	39
Total	1 502	2 980	3 031

In addition to these safety devices, the 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 at their own costs. As at the end of December 2022, KMB has installed such devices on about 1 100 buses travelling on expressways, while CTB and LW have installed such devices on their full fleet of buses operating on the Airport/North Lantau routes, and will install the devices for all new buses procured for operating such routes. The franchised bus operators will continue to explore the use of technologies to assist their bus captains in safe driving.

Enhancing Work Environment of Bus Captains

The 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 15 applications made by the franchised bus operators to provide rest rooms/resting facilities at bus termini/public transport interchanges in 2022, making a total of 295 bus termini provided with such facilities over the territory. The number of applications approved in 2022 for the individual franchised bus companies is set out in the table below:

Franchised Bus Company	Number of Applications Approved in 2022
KMB	11
LW	1
NWFB	0
CTB	3
NLB	0
Total	15

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

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, 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. The franchised bus operators started compiling these SPIs from 2020, and TD is closely monitoring their performance.

In addition, the franchised bus operators conduct route risk assessment on each bus route on a regular basis (at least once every two years), which consists of assessment on the actual operational environment and situation of each bus route, as well as driving instructions to the bus captains having regard to the unique operating situation of each bus route.

Road Safety and Bus-friendly Measures

On top of the above measures implemented by the franchised bus operators, TD has also been taking a proactive role in formulating road safety and bus-friendly measures, such as provision of bus-only lanes and bus gates, and conducting comprehensive review on franchised-bus-related accident trends, with a view to enhancing the safety performance of the franchised bus operators.

3. Currently more than about 95% of the franchised buses used in Hong Kong are double-deck buses due to their higher passenger carrying capacity. Moreover, given the hilly terrain in Hong Kong, vehicles are often required to run on slopes. The hot and humid weather also necessitates heavy air-conditioning demand for buses. Franchised buses also have long operating hours and travel distance every day, which requires electric buses to have batteries with a higher driving range. In view of the above, there are only limited models of electric double-deck bus models that can suit the operating environment in Hong Kong.

CTB has introduced the first electric double-deck bus in Hong Kong and commenced passenger service trial in mid-June 2022. Preliminary results showed stable operational performance of the bus. KMB has also procured 52 electric double-deck buses at its own cost with the first one arrived in Hong Kong in December 2022 while the remaining ones are expected to arrive progressively within 2023.

At present, hydrogen fuel cell (HFC) heavy vehicles are still at an early stage of development, and resources have been allocated in research and development, operational trials and construction of ancillary infrastructure worldwide. To keep up with the development trend and the demand for ancillary facilities for HFC vehicles, the Environment and Ecology Bureau (EEB) is leading an inter-departmental working group (IWG) to progressively commence the trials of HFC double-deck buses and heavy vehicles in phases in the second half of 2023 with regard to local circumstances. The IWG will also conduct risk assessments on hydrogen refilling stations, the arrangements of hydrogen supply, and HFC vehicles on road, etc., as well as review relevant regulations, standards and technical guidelines, with a view to preparing for the establishment of a legal framework for the local use of hydrogen fuel. EEB has set aside \$200 million under the New Energy Transport Fund for subsidising the trial projects of HFC double-deckers and heavy vehicles on a project basis. In the meantime, the IWG will review and assess various applications of trial projects on hydrogen fuel technology before the completion of abovementioned tasks, and establish requirements/standards on aspects such as safety and planning, so that the trade can commence trials of HFC technology early. The Government will integrate the results from the trial projects to formulate regulations, standards and technical guidelines suitable for local circumstances, with a view to supporting the large-scale use of hydrogen fuel technology in Hong Kong in the long run.

- End -

CONTROLLING OFFICER'S REPLY

TLB180

(Question Serial No. 0094)

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 Logistics

Question:

Regarding the operation of green minibuses (GMBs), will the Government inform this Committee of the following:

1. the lost trip rates of GMBs in each of the past three years and the measures to address the lost trip problem of GMBs; and
2. the numbers of cases in each of the past three years where the Transport Department (TD) (i) required GMB operators to submit written explanation of circumstances where GMB service diverted from a specified route; (ii) served letters on the GMB operators for failing to maintain a service in accordance with the Passenger Service Licence (PSL) conditions; and (iii) cancelled PSLs of GMB operators.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 14)

Reply:

1. TD has been effectively monitoring the operation of GMBs through various channels, including conducting regular and ad-hoc surveys or site observations, following up on passengers' complaints or suggestions, and maintaining close liaison with GMB operators, to ensure that proper and efficient service is maintained in accordance with the conditions of the PSL. If any service irregularities are found during the inspections or surveys, TD will advise GMB operator concerned to conduct follow-up investigation and provide written explanation with relevant information. If an operator fails to comply with the PSL conditions, TD may issue warning letters, and will take into account the warnings issued and the operator's service performance in the mid-term review for considering renewal of the PSL. If the contravention is serious and persistent in nature, TD may conduct inquiry against such GMB operator pursuant to section 30 of the Road Traffic Ordinance (Cap. 374) and after considering the inquiry result, consider suspend, cancel, or vary the operator's PSL pursuant to section 31 of Cap. 374.

Currently, TD does not keep comprehensive trip records or lost trip rates of GMB services. Nevertheless, as the GMB Real-time Arrival Information System (System) has been fully implemented in October 2022, TD will explore making use of the operational data provided by the System for the monitoring and regulation of GMB services, including the lost trip situations.

2. The numbers of cases over the past three years where TD (a) required GMB operators to submit written explanation of the circumstances where service diverted from a specified route; (b) served letters to GMB operators for failing to maintain service in accordance with PSL conditions; and (c) cancelled PSL of GMB operators are tabulated as follow:

The numbers of cases that -	Year		
	2020	2021	2022
i) TD required GMB operators to submit written explanation of the circumstances where service diverted from a specified route	457	637	465
ii) TD served letters to GMB operators for failing to maintain service in accordance with PSL conditions	16	13	25
iii) TD cancelled PSL of GMB operators	0	0	0

- End -

CONTROLLING OFFICER'S REPLY**TLB181****(Question Serial No. 0095)**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 LogisticsQuestion:

Please list out the number and nature of complaints received by the Transport Department (TD) in the past three years concerning the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), Citybus Limited (CTB), New World First Bus Services Limited (NWFB), New Lantau Bus Company (1973) Limited (NLB), taxi and public light bus; and is there any mechanism in place for assessing the public transport service performance; if yes, what are the details; if no, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 15)Reply:

The number and nature of complaints received by TD concerning KMB, LWB, CTB (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)), CTB (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), NWFB, NLB, taxi and public light bus in the past three years are set out in the tables below:

2020

Public Transport Modes	Number of Complaints Received by TD ^(Note 1)			
	Adequacy of Services	Standard of Services	General ^(Note 2)	Total
Franchised Bus				
KMB	968	7 109	504	8 581
LWB	145	224	24	393
CTB(F1)	202	632	56	890
CTB(F2)	102	288	47	437
NWFB	140	942	84	1 166
NLB	30	113	17	160
Other ^(Note 3)	233	1 451	344	2 028
Taxi	0	620	115	735
Public Light Bus	520	5 867	461	6 848
Total	2 340	17 246	1 652	21 238

2021

Public Transport Modes	Number of Complaints Received by TD ^(Note 1)			
	Adequacy of Services	Standard of Services	General ^(Note 2)	Total
Franchised Bus				
KMB	1 896	7 869	975	10 740
LWB	323	328	82	733
CTB(F1)	531	1 339	186	2 056
CTB(F2)	113	269	60	442
NWFB	369	2 481	216	3 066
NLB	55	190	42	287
Other ^(Note 3)	593	1 570	594	2 757
Taxi	5	1 100	77	1 182
Public Light Bus	1 145	9 306	687	11 138
Total	5 030	24 452	2 919	32 401

2022

Public Transport Modes	Number of Complaints Received by TD ^(Note 1)			
	Adequacy of Services	Standard of Services	General ^(Note 2)	Total
Franchised Bus				
KMB	2 278	17 020	940	20 238
LWB	177	388	25	590
CTB(F1)	967	2 749	202	3 918
CTB(F2)	181	405	89	675
NWFB	647	3 344	393	4 384
NLB	44	167	25	236
Other ^(Note 3)	856	1 687	747	3 290
Taxi	1	1 442	150	1 593
Public Light Bus	1 268	9 591	540	11 399
Total	6 419	36 793	3 111	46 323

Notes

1. The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.
2. General complaints include those relating to fares and payment method, etc.
3. Complaints involving more than one franchisee or jointly operated routes, or could not be identified as associated to a franchisee.

Changes in number of complaints may be affected by a number of factors and should be interpreted with care. For example, the number of complaints in 2020 is lower partly because of a significant drop in number of passengers taking public transport services during the initial outbreak of the COVID-19 pandemic. On the other hand, the number of complaints in 2022 is higher due partly to services being affected by a noticeable number of

drivers and bus captains needed to undergo isolation or quarantine during the fifth wave of the pandemic.

Public transport operators (PTOs) are obliged to provide their services in a satisfactory manner in accordance with the Schedules of Services approved by TD as applicable. TD monitors the performance of PTOs of scheduled services, e.g. franchised bus and green minibus, by conducting site inspections and surveys, etc. In addition, TD conducts vehicle inspections and performance appraisals, analyses the operating returns submitted by PTOs on a regular basis, investigates public feedback or complaints, etc. TD also holds regular meetings with PTOs to review their service performance.

In general, if any non-compliance is found or the performance is not up to satisfaction of TD, TD will instruct PTOs concerned to improve the situation and implement rectification measures within a specified period of time. Depending on the persistence, nature and severity of each non-compliance case, TD may issue warning letter if no apparent improvement is made. If a PTO fails to provide a proper and efficient service in accordance with the requirements under the law, the Government may revoke the PTO's right to operate the service.

With regard to taxi, TD has enhanced its mechanism for handling complaints about taxi services by developing an internal database for consolidating complaint records. The database assists TD in grasping the overall taxi service quality more effectively and analysing whether there is a rising trend of complaints in any particular areas, so that appropriate follow-up actions could be taken in a more effective and timely manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB182

(Question Serial No. 2912)

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport and Logistics Bureau will continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles (CVs). In this regard, will the Government inform this Committee of the following:

1. the progress of taking forward the recommendations arising from the consultancy study, including the number of additional parking spaces as a result of the implementation of various measures, and the latest vehicle-to-parking space ratios for various types of licensed vehicles in 2022-23;
2. whether the shortage of parking spaces for various types of CVs is mentioned in the consultancy study; if yes, please provide a list with breakdown by vehicle type; and a list of the latest shortage figures of various types of CV parking spaces since the commencement of implementation of the consultancy study's recommendations; and
3. there are allegations that the Government has been slow in increasing the provision of parking spaces and that the Hong Kong Police Force have adopted electronic technology to step up law enforcement while parking spaces are insufficient. Meanwhile, some short-term tenancy sites used as temporary car parks have been taken back for development purposes. As such, what measures will the Government take to speed up the provision of various types of CV parking spaces?

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

Reply:

1&3. The recommendations of the consultancy study on parking for 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 1**.

The latest numbers of parking spaces, licensed vehicles and the ratios of parking spaces to licensed vehicles as at February 2023 are tabulated at **Annex 2**.

2. The consultancy study on parking for CVs has been completed. The final report containing details of the projected CV parking demand, as well as the measures to alleviate the difference in projected demand and supply of parking spaces, is available on the Transport Department (TD)'s website (https://www.td.gov.hk/filemanager/en/publication/ce38_2017-final%20report-eng.pdf).

Efforts to increase the provision of parking spaces for CVs are on-going. As such, we do not have an exact commencement time for implementation of these measures. TD will continue to pursue a host of short term and medium- to long-term measures as detailed above to increase the supply of parking spaces to alleviate the difference in projected demand and supply of parking spaces.

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

Recommendations	Latest Progress
(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 February 2023, TD has designated a total of 1 776 and 908 on-street parking spaces for night-time CV parking and coaches respectively. A total of 406 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	As at February 2023, a cumulative total of 35 schools have provided about 100 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 February 2023, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 37 STT car parks, involving a total of some 1 800 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple use”	<p>Eight potential sites have been identified for providing CV parking spaces. The latest progress of taking forward the eight sites as at the end of March 2023 is as follows:</p> <p>For (1) Amenity Complex in Area 103, Ma On Shan, the designs are in progress.</p> <p>For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai (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, the sites are currently in the preliminary study or design stages. The project implementation will be subject to funding approval.</p> <p>For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue relevant work in conducting feasibility assessments and consultation with relevant stakeholders.</p>

Recommendations	Latest Progress
(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 completed the review of the standards on parking spaces and loading/unloading spaces stipulated in 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.

**Numbers of Parking Spaces and Licensed Vehicles
(as at February 2023)**

	Parking spaces	Licensed vehicles	Ratio*
Private cars (including van-type light goods vehicle)	704 818	632 777	1.11
Motorcycles	38 563	74 815	0.52
Goods vehicles (excluding van-type light goods vehicle)	40 260	62 805	0.64
Coaches and non-franchised public buses	4 590	7 247	0.63
Total	788 231	777 644	1.01

*Ratio of parking spaces to licensed vehicles

- End -

CONTROLLING OFFICER'S REPLY**TLB183****(Question Serial No. 2913)**

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport and Logistics 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 use". In this connection, please advise this Committee of the following:

- 1) the progress of addition of public car parks by the Government under the principle of "single site, multiple use", the number of parking spaces involved, and among them, the number of parking spaces available for use by various types of commercial vehicles (CVs); and
- 2) the number of short-term tenancy (STT) temporary car park sites that will be resumed for development in the next three years in order to meet the land requirements for other developments, the numbers of various types of CVs affected, and whether the Government will adopt a policy of "relocation before resumption"; if yes, what are the details; if no, what are the reasons.

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

Reply:

- 1) Following the principle of "single site, multiple use", 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 progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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.

In particular, eight potential sites have been identified for providing CV parking spaces. For (1) Amenity Complex in Area 103, Ma On Shan, the designs are in progress. For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai (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, the sites are currently in the preliminary

study or design stages. The project implementation will be subject to funding approval. For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue relevant work in conducting feasibility assessments and consultation with relevant stakeholders.

Several projects have already commenced construction, including:

- Joint-user Government Office Building in Area 67, 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 (Site 2) in Sheung Shui;
- Public Vehicle Park at Area 99, Tung Chung;
- The development of Chinese Medicine Hospital in Tseung Kwan O;
- Kwun Tong Composite Development Project;
- District Open Space, Sports Centre and Public Vehicle Park Project at Sze Mei Street; and
- Redevelopment of Yuen Long Stadium – demolition and main construction works.

The construction of Joint-user Complex at Site G2, Anderson Road Quarry will commence soon.

As regards other projects including the New Territories East Cultural Centre in Area 11, Fanling, Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po and Town Park with Public Vehicle Park in Area 66, Tseung Kwan O, the Government plans to seek funding approval for the projects from the Legislative Council in the 2023 legislative session.

- 2) Temporary public car parks provided under STTs are only stop-gap measures. STT sites would eventually be used for implementing planned permanent developments or relevant policy initiatives. In determining the duration of STTs, the Lands Department (LandsD) will take into account the timetable for the long-term use and development of the sites. In general, if the sites concerned are not immediately required for permanent uses, the sites would continue to be used for STTs. The permanent development programme would hinge on a host of variable factors, such as the market response and relevant policy initiatives. LandsD does not have information on the existing temporary STT car parks which will be terminated for the implementation of planned permanent developments in the next three years. TD will continue to liaise with LandsD to identify suitable reprovisioning sites for STT car parks which will be terminated for implementation of planned permanent developments. Parking demand and other competing land uses in the area will be taken into account in the process.

- End -

CONTROLLING OFFICER'S REPLY**TLB184****(Question Serial No. 2916)**

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport Department (TD) will continue to review the operating conditions of public light buses (PLBs) and support the Environmental Protection Department (EPD) in carrying out the pilot scheme of electric public light buses (e-PLBs). In this regard, please inform this Committee of the following:

- 1) with the continuous expansion of railways, the room for business for PLBs (including green minibuses (GMBs) and red minibuses (RMBs)) has been shrinking continuously and their patronage has been declining. This, coupled with shortage and ageing of drivers, have caused PLB trade facing much difficulty in their businesses. As PLBs play an important role in the provision of public transport services, providing supplementary feeder services and serving residents in remote areas without convenient connections by public transport, what measures does the Government have to assist the trade in its continuous development?
- 2) regarding supporting the implementation of the pilot scheme of e-PLBs, what are the work details and latest progress, as well as the expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

- 1) With a view to maintaining the sustainability of PLB services, TD has been taking multi-pronged measures to assist the trade through introduction of new services, enhancement of operational efficiency, improvement on financial conditions and use of technology. The details are provided as follows:

Introduction of New Services

- (a) All along, it is the Government's policy to convert RMBs to GMBs to ensure better service quality and monitoring. As at the end of 2022, there were 3 352 and 997 registered GMBs and RMBs respectively. To reinforce the role of PLBs as supplementary feeder service and serving residents in remote areas, TD has been introducing new GMB routes to meet the additional demand for public transport services arising from housing development with regard to geographical

locations, road and railway connections, the role and function of GMBs in the public transport network, as well as operational and financial viability of the planned GMB routes, etc. For major housing development, TD takes a holistic planning approach to ensure an appropriate public transport network comprising of various public transport modes including franchised bus and GMB services are provided to meet different transport needs of the residents. In addition, TD has recently adjusted the assessment criteria of the Operators' Selection Exercise on new GMB routes such that existing GMB operators with good performance could stand a better chance to be granted with the operating rights. TD will strive to introduce more new GMB routes and invite applications from interested parties (including RMB operators or existing GMB operators) to operate these new GMB routes.

Enhancement of Operational Efficiency

- (b) TD actively helps the GMB trade to improve their operating and financial conditions by way of service rationalisation, including adjustments of service frequencies, operating hours, routings and vehicles deployment, etc.
- (c) With effect from August 2021, TD has allowed GMB operators with common shareholders to merge their passenger service licences to facilitate vehicle redeployment and operational flexibilities, and hence the GMB operators would be better able to enjoy the benefits of economies of scale.

Improvement on Financial Conditions

- (d) GMB operators can apply to TD for fare adjustments having regard to the business situation of their route packages. TD revised the internal guidelines in early 2022 to streamline the processing of fare adjustment applications, with a view to facilitate timely fare adjustments by the operators to improve the financial position of their route packages. In 2022, TD granted approval for the fare adjustment applications of 79 route packages, involving a total of 275 GMB routes. Upon the implementation of the new fares, along with recovery of patronage and resuming normalcy from the pandemic, it is expected that GMB services would be operating in a healthier financial position.

Use of Technology

- (e) With a view to enhancing fleet management of GMB services and passengers' trip planning, TD has fully implemented the GMB Real-time Arrival Information System covering all GMB routes in October 2022, under which passengers can get access to the real-time arrival information of GMB through TD's "HKeMobility" mobile application. At the same time, GMB operators may utilise the relevant data for fleet management, as well as service planning and monitoring so as to enhance their operational efficiency.

Regarding the driver shortage problem, TD has been keeping in view the situation, and communicating with the trade to actively consider practical measures that could help the trade to cope with the shortfall in the supply of drivers, such as liaising with the Labour Department (LD) to arrange for briefing sessions and inviting the participation of PLB trade in job fairs organised by LD, and providing the trade with more information on

suitable employment programme of LD, e.g. the Employment Programme for the Elderly and Middle-aged.

- 2) The Government is actively preparing for the launch of the pilot scheme on e-PLBs. TD has been supporting EPD in testing the operations of e-PLBs under local environment, providing views on the appropriate locations for installation of charging facilities, assisting in liaison with PLB trades / operators for identifying GMB routes suitable for the pilot scheme, and assisting gauging views from PLB trades on the pilot scheme, etc. Under the pilot scheme, EPD will provide the necessary charging facilities at selected public transport interchanges and GMB operators participating in the pilot scheme will be provided with a subsidy in procuring e-PLBs. According to EPD, the pilot scheme is planned to commence in the second half of 2023. The duties of supporting EPD in carrying out the pilot scheme on e-PLBs are undertaken by the existing resources of TD.

- End -

CONTROLLING OFFICER'S REPLY**TLB185****(Question Serial No. 2917)**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 LogisticsQuestion:

Regarding the planning and introduction of new Green Minibus (GMB) services, please advise this Committee of the following:

- 1) the details of the six new GMB routes planned to be introduced in 2023, including the routeings involved, the numbers of vehicles required, the time of tender exercise and the service commencement dates;
- 2) the numbers of Red Minibuses (RMBs) and GMBs in the past two years (2021 and 2022) and their changes; and
- 3) to encourage more RMBs to convert to GMBs, what is the work plan of the Transport Department (TD) in expediting the introduction of new GMB services? Will TD take the initiative to invite suggestions on new routes from the trade and speed up the vetting and approval procedures?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

- 1) TD conducted a GMB Operators Selection Exercise in August 2022 for the award of the operating rights of four GMB packages comprising the following six planned GMB routes in the New Territories. Details of the routes, their respective minimum vehicle requirements and planned service commencement date are as follows:

	Origin - Destination	Minimum Vehicle Requirement	Planned Service Commencement Date ^{Note 1}
(1)	Chi Fuk Circuit — Luen Wo Hui (Circular)	4	Second quarter of 2023
(2)	Ma Sik Road — Fanling Station (Circular)	4	
(3)	Pak Shing Kok — Tseung Kwan O Station (Circular)	2	

	Origin - Destination	Minimum Vehicle Requirement	Planned Service Commencement Date ^{Note 1}
(4)	Anderson Road Quarry Development Area —Yau Tong (Circular)	5	Fourth quarter of 2023
(5)	Anderson Road Quarry Development Area —Sheung Tak Public Transport Terminus	3	
(6)	Tai Po (Fu Tip Estate) — Tai Po (Kwong Fuk Road) (Circular)	3	

Note 1: The service commencement date of each GMB route would be subject to the progress of the population intake of the respective housing development.

- 2) The numbers of registered RMBs and GMBs in 2021 and 2022 are tabulated as follows:

Year (as at year-end)	Number of RMBs	Number of GMBs
2021	1 015	3 334
2022	997	3 352

- 3) It has been the Government's established policy to encourage the conversion of RMBs to GMBs. TD has been introducing new GMB routes, having regard to the additional demand for public transport services arising from housing developments and their geographical locations, road and railway connections, the role and function of GMBs in the public transport network, as well as operational and financial viability of the planned GMB routes, etc. For major housing developments, TD takes a holistic planning approach to ensure an appropriate public transport network of franchised bus and GMB services is provided to meet different transport needs of the residents. Moreover, TD will take into account the suggestions from the public light bus trade. TD will strive to introduce more new GMB routes and invite applications from interested parties (including RMB operators) to operate these new routes through open invitation.

- End -

CONTROLLING OFFICER'S REPLY

TLB186

(Question Serial No. 2918)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned that the waiting time for processing various vehicle and driving licences and permits is long, and there are always long queues in the licensing offices of the Transport Department (TD), causing inconvenience to the public. Would the Government inform this Committee of the following:

1. in the past two years (2021 and 2022), what were the numbers and the average processing time for licensing applications submitted in person and by non-counter means?
2. to improve the queue situation of the licensing offices, TD encourages members of the public to renew licences via "iAM Smart". In the past two years (2021 and 2022), what were the numbers of driving licence and vehicle licence renewal applications submitted via "iAM Smart"? In 2023, are there any measures to further encourage members of the public to renew licences via "iAM Smart"?
3. in 2023-24, TD will conduct process re-engineering of licensing services, and implement a series of measures. What are the implementation details and the expenses of the various measures, and the expected effectiveness of the measures?
4. currently, there are only four licensing offices under TD. In the New Territories, there is only Shatin Licensing Office located in the New Territories East, which is inconvenient to the residents in the New Territories West (NTW). There are many vehicle repairing workshops and car dealers in NTW, with great demand for licensing services. With the development of NTW, the Government is planning to develop a multi-storey building (MSB) for the vehicle repairing industry to accommodate the vehicle repairing operators affected by the resumption of brownfield sites. Will the Government consider to set up a licensing office in MSB in order to meet the licensing service demand from NTW residents? If yes, what are the details; if not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

1. The numbers of applications for vehicle licences (VL) and driving licences (DL) (including full DL, probationary DL and learner's DL) processed by TD in 2021 and 2022 are tabulated below:

Year	Numbers of VL Applications Processed	Numbers of DL Applications Processed
2021	895 677	387 508
2022	892 347	366 522

In 2021 and 2022, about 88% and 87% of the applications were submitted in person respectively, and the rest were submitted through non-counter means (i.e. by drop-in box, by post or online). For applications submitted in person, the percentage of applications that were processed within the performance pledge of 70 minutes in 2021 and 2022 are tabulated below:

Year	Percentage of VL Renewal Applications Processed within 70 Minutes	Percentage of DL Renewal Applications Processed within 70 Minutes
2021	99%	100%
2022	97%	99%

For applications submitted through non-counter means, if the application is in order with the support of all necessary valid documents and prescribed fee, it was processed within ten working days.

2. The numbers of DL and VL renewal applications submitted via “iAM Smart” in 2021 and 2022 are tabulated as follows:

Year	Numbers of DL Renewal Applications Submitted via “iAM Smart”	Numbers of VL Renewal Applications Submitted via “iAM Smart”
2021	6 350	30 139
2022	14 679	82 551

As revealed by the figures, the number of licensing applications submitted via “iAM Smart” in 2022 increased by more than 100% when compared to that of 2021. With the continuous effort made in publicity, the number of applications submitted via “iAM Smart” is expected to further increase in 2023.

To further encourage members of the public to renew licences via “iAM Smart”, TD has made arrangements with the Office of the Government Chief Information Officer to set up “iAM Smart” registration kiosks in TD's licensing offices since May 2022 to help members of the public register for “iAM Smart+”. Its digital signing function enables members of the public to utilise TD's online services to submit licensing applications. Up to February 2023, the kiosks have successfully processed over 26 000 registrations. Besides, TD has also displayed posters in TD's licensing offices and website banner at the homepage of TD's website for promoting the use of “iAM Smart”. TD will

continue to encourage members of the public to use “iAM Smart” to submit online applications for renewal of various licences.

3&4. TD has been working on the expansion of online licensing services and streamlining of application procedures in order to reduce the reliance on counter services and provide greater convenience for members of the public in handling licensing applications by saving their queuing time at licensing offices and allowing them to submit applications anytime and anywhere.

By tapping the benefits of “iAM Smart”, TD has already implemented 18 types of online licensing services (including renewal of full DL and VL) using “iAM Smart” as identity authentication. In 2023-24, TD will continue to further enhance the operational efficiency of its licensing offices by providing more user-friendly services to the public, including the extension of online licensing services to other types of licensing applications and to introduce electronic licences and permits as detailed below:

- Electronic Permits - Since December 2022, TD has progressively introduced by phases the electronic form of the permits, licences and certificates (collectively referred to as “permits”) of TD by issuing them in portable document format (pdf) and sending them to applicants by email for the applicants to print and display.
- Electronic VL (eVL) - TD plans to further digitalise the information on VL so that vehicle owners will no longer need to replace their paper-form VL upon each renewal after the first issuance; and to streamline the application procedures for VL renewal and pave way for full automation of processing. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, the implementation of eVL can be completed by 2024. Moreover, upon streamlining of the application procedures for VL renewal and full automation of processing, it is expected that the processing time of online VL renewal applications which do not involve manual checking can be reduced from ten working days to less than three working days by 2024.
- Electronic DL (eDL) - TD plans to introduce this measure as a supplementary and additional form of DL. While the physical DL will continue to be issued, eDL will be presented via a mobile application with the authentication by “iAM Smart”. eDL can be accepted in lieu of the physical DL, so that its holder can choose to bring along either the physical DL or eDL when driving. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, eDL is expected to be introduced in 2024.

The additional workload arising from the aforementioned initiatives will be absorbed by TD with existing resources and no separate breakdown can be provided.

TD will continue to encourage members of the public to utilise online services to submit licensing applications so that they no longer need to visit licensing offices in person to process their applications. Against the above background, there is no plan to establish a new licensing office.

- End -

CONTROLLING OFFICER'S REPLY**TLB187****(Question Serial No. 2919)**

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 Logistics

Question:

Regarding the monitoring of the Public Transport Fare Subsidy Scheme (the Scheme) by the Transport Department (TD), please advise this Committee of the following:

- 1) details of the regular transport surveys conducted by TD in 2022-23; whether any fraudulent claims of subsidy were found; and the expenditure incurred in the relevant investigations;
- 2) the Scheme has been well received by the public, as illustrated by the continuous rise in the average monthly number of beneficiaries since its launch in 2019, especially upon introduction of special measures by TD. The number is expected to go even higher to reach 3.29 million in 2023. In this regard, will the Government consider regularising the special measures to relieve the public's fare burden?
- 3) the Scheme has yet to cover all public transport modes (such as taxi and some kaito routes). Now that a subsidy cap has been set, will the Government consider further extending the Scheme to cover all public transport modes? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

- 1) TD has been adopting a series of risk-based monitoring measures to ensure proper use of public funds under the Scheme and minimise the risks of abuse. As part of the monitoring measures, TD conducts regular transport surveys to gather operational data and passenger statistics, verify the reports submitted by the operators and check the relevant transaction records. In 2022-23, an average of about 150 on-site inspections and monitoring surveys were conducted per month and the actual expenditure for engaging a contractor was about \$1.2 million. TD has not identified any cases of non-compliance in the monitoring surveys.
- 2) The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures

under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. 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.

- 3) Currently, the Scheme covers all major local public transport modes including the Mass Transit Railway, franchised buses, green minibuses, ferries and trams, as well as designated routes of red minibuses, non-franchised buses providing residents' services or employees' services and kaitos approved by TD. Since the operation modes of red minibuses, non-franchised buses providing residents' services or employees' services and kaitos are relatively flexible and their fares do not require TD's approval, TD has adopted a risk-based monitoring approach in processing applications from these operators for joining the Scheme so as to ensure prudent use of public funds. TD has all along been encouraging operators that have fulfilled the basic requirements and undertaken to comply with the prescribed operational requirements to join the Scheme. TD will continue to liaise closely with the trade and provide necessary assistance as appropriate with a view to encouraging more operators to join the Scheme.

As regards taxis, noting that they offer personalised and point-to-point services for commuters who are willing to pay a higher fare, TD has not included taxi in the Scheme to ensure prudent use of public funds.

- End -

CONTROLLING OFFICER'S REPLY**TLB188****(Question Serial No. 1114)**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 LogisticsQuestion:

Passenger services for cross boundary transport have been suspended for three years. After the resumption of normal traveller clearance between Hong Kong and the Mainland, there are still 70% of vehicles parking at the temporary parking site at Kwai Chung, which hindered the recovery of transportation capacity in Hong Kong. Please provide the changes among the numbers of different types of non-franchised bus over the past three years.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 21)Reply:

There are 6 905 registered non-franchised public buses as at the end of 2022, and each non-franchised public bus can be granted with more than one service endorsement. The numbers of different service endorsement for non-franchised public bus over the past three years are provided in the table below.

Service sub-type	No. of service endorsement for non-franchised public bus as at year end ^(Note)		
	2020	2021	2022
A01 - Tour Service	3 013	2 959	3 055
A02 - Hotel Service	689	578	538
A03 - Student Service	3 195	3 282	3 347
A04 - Employees' Service	2 206	2 345	2 379
A05 - International Passenger Service	1 473	1 355	1 305
A06 - Residents' Service	1 103	1 112	1 068
A08 - Contract Hire Service	5 395	5 287	5 237

Note: A non-franchised bus can be granted with more than one service endorsement.

- End -

CONTROLLING OFFICER'S REPLY**TLB189****(Question Serial No. 0921)**

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 Logistics

Question:

In addition to special transport services for persons with disabilities (PwD), improving the accessibility and friendliness of public transport is very crucial to PwD to travel independently and integrate into the community. For example, low-floor minibuses with wheelchair seats can facilitate the mobility of PwD and the elderly to access different destinations, which is one of the indicators to promote barrier-free public transport. Some trade representatives mentioned that the promotion of barrier-free public transport involves additional costs and requires different forms of support from the Government.

In this regard, will the Government please advise the Committee of the following:

1. regarding the mainstream public transport, including but not limited to franchised buses, green minibuses (GMB), franchised and licensed ferries, whether there is any plan to support, in the form of financial or non-financial assistance, promotion of barrier-free public transport from 2023-24; and
2. the territory-wide Travel Characteristics Survey is expected to be completed in 2023. Whether there is any budget reserved to improve the ride experience and safety to address the travel needs of PwD and elderly.

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

Reply:

1.&2.

It is the Government's policy to provide a barrier-free and accessible public transport system to facilitate PwD and the elderly to participate and integrate into the community. The Transport Department (TD) has all along been working closely with the public transport operators to enhance facilities for PwD and the elderly. Some major initiatives taken / to be taken to promote barrier-free public transport services and facilities include:

- (a) All MTR stations are equipped with at least one type of barrier-free facility, such as lifts, ramps, stair lifts, wheelchair aids, etc. When constructing new railways, passenger lifts connecting station platform, concourse and street level are standard provisions, subject to actual circumstances. To facilitate the use of railway services by passengers with

different types of disabilities, accessible facilities such as wide gates, tactile guide paths, next stop announcement systems, braille maps, audible devices providing audible Octopus readings, induction loops, etc. have been installed at stations.

- (b) Regarding franchised buses, among the total fleet of about 6 100 buses, about 99% of the buses are wheelchair accessible low-floor buses (the only exceptions are those buses deployed in South Lantau as the choice of bus models are subject to topographical constraints) equipped with fixed ramps and wheelchair parking spaces inside the compartment for carriage of wheelchair bound passengers. Among them, about 400 buses are equipped with double wheelchair parking spaces, which are usually deployed to routes serving areas with hospitals. Priority waiting spaces to wheelchair users are also provided at suitable bus termini or en-route bus stops.

Regarding facilities within bus compartments, all buses are installed with bus stop announcement systems. Buses are also provided with other barrier-free or elderly-friendly features, such as priority seats, easily reached stop buttons, continuous railings and handrails at exit doors to provide safe and more pleasant bus journey for the elderly and PwD.

- (c) As regards GMBs, TD encourages GMB operators to use public light buses (PLBs) with barrier-free facilities. Higher marks will be given to GMB operators who undertake to deploy low-floor PLBs in the operators selection exercises for new routes. Starting from August 2018, TD has also imposed a mandatory requirement on GMB operators running new hospital routes to deploy at least one low-floor wheelchair accessible PLB. Currently, there are three low-floor wheelchair accessible PLBs serving three different hospital routes. Two more low-floor wheelchair accessible PLBs would be put into service on two other new hospital routes by the end of June 2023.
- (d) Regarding taxis, the Government has been actively encouraging the taxi trade to use wheelchair-accessible models. Currently, there are about 3 800 wheelchair-accessible taxis in operation. In 2022, TD assisted the taxi trade to introduce a new wheelchair-accessible taxi model for trial in Hong Kong. TD will continue to assist the taxi trade and vehicle suppliers in introducing more models of wheelchair-accessible taxis so as to provide wheelchair bound passengers with more choices while ensuring vehicle safety.
- (e) As regards franchised and licensed ferries, tactile guide paths are provided at all Government ferry piers, while accessible toilets, emergency call bells and wide gates / turnstiles to facilitate PwD are available at most of the ferry piers. The Government has been striving to enhance barrier-free facilities at piers where opportunity arises and circumstances permit. For example, an accessible toilet is provided at the Yung Shue Wan Ferry Pier after the pier enhancement in 2021 and the new lift facilities for the Hung Hom (South) Ferry Pier is expected to commence for use from the second quarter of 2023.

Further, the Government will fully subsidise the operators of outlying island ferry routes to procure a total of 44 new vessels for replacement of their existing vessels under the Vessel Subsidy Scheme (VSS), which will be implemented in two phases starting from 2021. Under the VSS, the new vessels will be equipped with accessible toilets and more space will be designated for use by wheelchair users.

As regards the Travel Characteristics Survey 2022 (TCS 2022), the fieldwork was completed in early January 2023 and over 35 000 households were successfully interviewed. In addition to collecting trip information of individual household members, TCS 2022 invited some households to share the factors affecting their travel characteristics and views on various transport facilities, such as considerations in choosing transport modes and elderly people's opinions towards transport services, etc. TD will take heed of the results and views obtained from TCS 2022 as reference on further enhancing barrier-free facilities on public transport for PwD and the elderly in future.

- End -

CONTROLLING OFFICER'S REPLY**TLB190****(Question Serial No. 2176)**

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 Logistics

Question:

To enhance the accessibility in the territory, the Government has previously selected new hillside escalator links and elevator systems (HEL) proposals from over 110 proposals received for implementation based on the revised assessment mechanism. However, amongst the proposals which are not selected, there are proposals that can benefit the people with disabilities, wheelchair users and the elderly, and even affect the safety of their commuting. In this connection, does the Government plan to allocate resources to implement more proposals which are not selected at this moment? Also, is there any room to review the assessment mechanism to increase the weighting of the scores in effectiveness related to the number of beneficiaries of the people with disabilities, wheelchair users and the elderly people?

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

Reply:

Upon reviewing the assessment mechanism for the HEL proposals established in 2009, the Government consulted the Legislative Council (LegCo) Panel on Transport on the proposed revisions to the assessment mechanism, which was subsequently endorsed by the LegCo in 2019. Based on the revised assessment mechanism which takes into account the technical feasibility, social benefits and cost-effectiveness of individual proposals, 11 HEL proposals have been selected for priority implementation and the Government has commenced the next stage of works for taking forward these projects. Subject to the implementation progress of the 11 priority proposals and factors such as the allocation of available resources, we will review the rest of the proposals under the assessment mechanism in a timely manner.

In considering the needs of the elderly and people with impaired mobility, the revised assessment mechanism has, compared with the previous mechanism, increased the scoring weighting of the proportion of 65 year-old or above population in the beneficial catchment from 5 to 20 points (out of 100 points), and taken into account whether there is any hospital/rehabilitation centre/nursing home in the beneficial catchment, so that the proposed HEL can facilitate the commuting of the elderly and those in need. The weighting of this factor represents a key component in assessing the social benefits, and has struck a proper balance with other factors, including the expected pedestrian flow, implementation readiness and convenience, in the assessment of HEL proposals. The Government will continue to

monitor the effectiveness of the assessment mechanism in taking forward HEL projects to ensure they serve the public's needs.

- End -

CONTROLLING OFFICER'S REPLY**TLB191****(Question Serial No. 2357)**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 LogisticsQuestion:

Following the commissioning of the East Rail Line (EAL) cross-harbour extension and resumption of normal travel between Hong Kong and the Mainland, the passenger flow of EAL has been gradually increasing. In this connection, please provide the following information regarding EAL (during peak hours):

	1 January to 14 May 2022 (before the commissioning of EAL cross-harbour extension)	15 May 2022 to 5 February 2023 (after the commissioning of EAL cross-harbour extension and before the reopening of the Lo Wu Control Point)	After 6 February 2023 (after the reopening of the Lo Wu Control Point)
Design maximum service frequency (minutes)			
Design carrying capacity (at six persons (standing) per square metre (ppsm))			
Actual service frequency (minutes)			

Actual carrying capacity (at six ppsm)						
Per hour per direction	Current patronage	Loading (%)	Current patronage	Loading (%)	Current patronage	Loading (%)
Lok Ma Chau to Sheung Shui						
Lo Wu to Sheung Shui						
Sheung Shui to Fanling						
Fanling to Tai Wo						
Tai Wo to Tai Po Market						
Tai Po Market to University						
University to Fo Tan						
Fo Tan to Sha Tin						
Sha Tin to Tai Wai						
Tai Wai to Kowloon Tong						
Kowloon Tong to Mong Kok East						
Mong Kok East to Hung Hom						
Hung Hom to Exhibition Centre						
Exhibition Centre to Admiralty						

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 39)

Reply:

According to the information provided by the MTR Corporation Limited, when evaluating the service demand for a railway line, the section of a railway line with the highest passenger loading, i.e. the critical link of a railway line, is usually used as a benchmark. The requested figures of the critical link of the EAL during the busiest one hour in the morning are as follows:

	Before commissioning of EAL cross- harbour extension	After commissioning of EAL cross- harbour extension	Before resumption of normal service at Lok Ma Chau and Lo Wu	After resumption of normal service at Lok Ma Chau and Lo Wu
Design Maximum Service Frequency (minutes)	Not Applicable (Note 1)	2.1 (Note 2)	2.1 (Note 2)	2.1 (Note 2)
Design Carrying Capacity (per hour) (at six ppsm)	Not Applicable (Note 1)	82 500 (Note 2)	82 500 (Note 2)	82 500 (Note 2)
Actual Average Service Frequency (minutes)	2.9 - 3.2 (Sheung Shui - Admiralty)	2.7 - 3.2 (Sheung Shui - Admiralty)	2.7 - 3.2 (Sheung Shui - Admiralty)	2.7 - 3.2 (Sheung Shui – Admiralty) 4.7-5.5 (Lo Wu – Admiralty) 9.5-12 (Lok Ma Chau – Admiralty)
Actual Carrying Capacity (per hour) (at six ppsm) (Note 3)	59 700 (Note 4)	62 500	62 500	62 500
Patronage at the critical link (Note 3)	26 000	33 100	37 700	39 500
Loading (at four ppsm) (Note 3)	60%	73%	83%	87%
Critical link (Note 3)	Sha Tin to Tai Wai	Tai Wai to Kowloon Tong	Tai Wai to Kowloon Tong	Tai Wai to Kowloon Tong

Note 1: Since EAL was operated with a mixed fleet of 12-car trains and 9-car trains before the commissioning of the cross-harbour extension, the design headway and design carrying capacity are not applicable.

- Note 2: The design maximum service frequency and carrying capacity under the new signalling system.
- Note 3: The first two columns refer to the weekly average figure for the week before and after commissioning of the EAL cross-harbour extension respectively. The last column refers to the weekly average figure for the week after resumption of services at Lo Wu on 6 February 2023.
- Note 4: The EAL was running solely with 9-car trains in the week before commissioning of the EAL cross-harbour extension.

- End -