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### Replies to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2024-25

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

**Session No. : 13**

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<a href="#">TLB226</a>	0753	TSE Wai-chuen, Tony	186	(3) District Traffic and Transport Services
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<a href="#">TLB228</a>	2208	YANG Wing-kit	186	(1) Planning and Development
<a href="#">TLB229</a>	2209	YANG Wing-kit	186	(1) Planning and Development
<a href="#">TLB230</a>	2210	YANG Wing-kit	186	(4) Management of Transport Services
<a href="#">TLB231</a>	2213	YANG Wing-kit	186	(1) Planning and Development
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<a href="#">TLB235</a>	1264	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
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**CONTROLLING OFFICER'S REPLY**

**TLB001**

**(Question Serial No. 3248)**

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:

As stated in the Programme, the Government will continue to strengthen liaison with relevant Mainland authorities to implement the Culture and Tourism Development Plan for the Greater Bay Area, and other tourism-related measures including those under the Mainland and Hong Kong Closer Economic Partnership Arrangement. In this connection, please advise this Committee of:

1. the numbers of flights between Hong Kong and Mainland provinces and municipalities before the pandemic; and
2. the numbers of flights between Hong Kong and Mainland provinces and municipalities after the pandemic.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 36)

Reply:

Regarding the question on Programme (6) Travel and Tourism under Head 132 - Government Secretariat: Culture, Sports and Tourism Bureau, based on the information available to the Civil Aviation Department from the Airport Authority Hong Kong, the number of passenger flights between Hong Kong and the Mainland averaged around 780 per week before the pandemic (i.e. during the year 2019). By the end of February 2024, the number of passenger flights between Hong Kong and the Mainland was about 600 per week, recovering to about 77% of the pre-pandemic level.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB002**

**(Question Serial No. 2453)**

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:

The Civil Aviation Department indicated that it will pay special attention to take forward the initiative on the provision of cross-boundary helicopter services for the Greater Bay Area (GBA) in the coming year. Will the Government inform this Committee of the following:

- 1) The Government indicated as early as 2022 that Guangdong and Hong Kong were exploring ways to further promote the development of cross-boundary commercial helicopter services. What is the current progress? How will the Government step up the provision of cross-boundary helicopter services for the GBA?
- 2) Regarding the heliport the Government has already set up at the tip of the former Kai Tak Airport runway for the Government Flying Service Kai Tai Division, it was mentioned at the planning stage that operators would be allowed to provide cross-boundary commercial helicopter services at the site. What is the current progress?
- 3) Since as early as 2000, the industry has been repeatedly proposed the development of domestic and even cross-boundary helicopter services, but with no government support so far. In particular, after the closure of the heliport at Tamar in 2001, which could also accommodate commercial helicopters, the Government has not committed to developing a commercial heliport in the urban area for the industry, bringing the commercial helicopter services to a standstill. Moreover, 2 helicopter companies intended to operate cross-boundary commercial helicopter services were even wound up subsequently. What is the Government's response?
- 4) In recent years, Shenzhen, also a city in the GBA, has already developed unmanned air taxi and started introducing unmanned aircraft service to the healthcare industry for emergency delivery of blood to different hospitals in Shenzhen. It is not until now that the Government takes forward the provision of cross-boundary helicopter services for the GBA. Has it lagged far behind other cities in the GBA, thus undermining the best development opportunities for the industry in Hong Kong?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 144)

Reply:

1) to 4)

To further strengthen the mutual connectivity between Hong Kong and other cities of the Greater Bay Area (GBA), the Transport and Logistics Bureau (TLB) and the Civil Aviation Department (CAD) have been maintaining close communication with relevant Mainland authorities to promote the development of cross-boundary helicopter services, with a view to advancing the development of point-to-point cross-boundary air transport service to complement the prevailing transport network within the GBA.

The specific development of cross-boundary helicopter services will hinge on market demand and the commercial considerations of helicopter operators. Since 2019, various Mainland helicopter operators have conducted trial flights between Hong Kong and Shenzhen/Guangzhou, indicating that relevant services were technically and operationally feasible. We understand that, despite the earlier impact of the COVID-19 pandemic and the related travel restrictions, the helicopter operators remain interested in operating cross-boundary helicopter services and will suitably adjust their development plans in response to market demand. Amongst them, some trial flights between Hong Kong and the Mainland have been re-launched since 2023.

There are a number of take-off/landing points available for cross-boundary helicopter services in Hong Kong and the Guangdong Province. Various helicopter operators are also rendering cross-boundary commercial helicopter services between Hong Kong, Macao, Shenzhen and Zhuhai. At present, cross-boundary helicopters mainly take-off and land at Sky Shuttle Heliport, which is located at Hong Kong-Macau Ferry Terminal in Sheung Wan, where customs, immigration and quarantine (CIQ) services are available. The maximum designed capacity of the heliport is about 50 000 take-off/landing movements per year, with around 9 000 movements recorded in 2019 (i.e. pre-pandemic) and only around 200 movements in 2023. The heliport still has ample capacity to meet the market demand for more cross-boundary helicopter services. TLB and CAD will closely monitor the development of and market demand for cross-boundary helicopter services and review the development of related facilities in a timely manner.

In the light of the rapid advancement and wide application of the unmanned aircraft technology, the authorities in the Mainland and some overseas authorities are examining the introduction of various advanced air mobility (AAM) systems, including unmanned air taxis. CAD will closely monitor the development trend of related technologies, and based on the experience of the Mainland and other countries/regions, explore the feasibility of implementing and co-ordinating cross-boundary helicopter services and unmanned aircraft transport modes in the densely populated Hong Kong, with a view to driving the AAM development in Hong Kong in a more flexible manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB003**

**(Question Serial No. 2184)**

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:

The Three-Runway System (3RS) project at the Hong Kong International Airport, which includes the expansion of the Terminal 2, is expected for completion this year and will significantly increase the passenger and cargo handling capacity of the airport. Would the Government inform this Committee of the following:

1. the estimated additional civil service establishment and staff costs upon the commissioning of the 3RS and passenger building; and
2. the training hours, costs and number of participants of the training courses arranged for professional grade staff in the aviation industry in the past 2 years?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 33)

Reply:

1. As estimated up to 31 March 2025, there will be 383 Air Traffic Control Officers, 140 Air Traffic Flight Services Officers and 65 Aeronautical Communications Officers in the establishment of the Civil Aviation Department (CAD). The total staff cost of these posts in terms of notional annual mid-point salary value is \$536 million. CAD will continue to regularly review the manpower requirements and further increase manpower as and when necessary to meet the increasing demand for air traffic services and operational needs of the 3RS.

2. The air traffic services at the Hong Kong International Airport are provided by the air traffic control (ATC) staff of CAD. To cope with the increasing service demand and enhance service quality, CAD has been providing in-house training courses for its ATC staff. As the training is part of CAD's regular work, no additional expenses are involved. In 2022-23 and 2023-24, CAD organised 32 and 37 professional ATC training courses respectively, with respective 82 and 117 ATC ratings or professional ATC qualifications awarded.

Moreover, CAD has been arranging specialised training organised by local and overseas professional institutions for various ranks of its ATC staff. The training courses cover a wide variety of aspects ranging from basic ATC training and ATC operations to training associated with 3RS development such as airspace design, flight procedure design, air traffic

management, safety investigation and analysis, and instructional techniques for ATC supervisors, etc. The actual expenditure involved in 2022-23 was about \$1.6 million and the revised estimate for 2023-24 was about \$5 million.

- End -



**TLB004**

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2368)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management, (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 earlier incident of an airline operator's cancellation of a number of flights has certainly undermined public confidence in travelling. Given that cancellations of flights are commercial decisions of airline operators, and they are still entitled to retain a series of slots at the airport for the next equivalent season as long as they adhere to the requirements of the Worldwide Airport Slot Guidelines, it is difficult for the Government to intervene in the matter. Nevertheless, the demand for flights in Hong Kong has soared since the end of the pandemic last year, and it is extremely undesirable if airline operators continue to cancel flights before travellers' departures. In this connection, will the Government inform this Committee of the following:

1. Are the current estimates and establishment sufficient to meet the demand? Has the Civil Aviation Department (CAD) devised any specific deployment plans?
2. Regarding the above incident, CAD met with the management of the airline operator concerned to discuss the flight arrangements at the time, and urged the airline operator to explain clearly to affected passengers the related arrangements after flight consolidation as soon as possible. However, the Government has to devise measures to solve the problem; if it has done so, what are the details; if it has not, what are the reasons?
3. Since the commissioning of the third runway, the Hong Kong International Airport has been gaining capacity to handle air traffic. Does the Government have any measures to 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 SHANG Hailong (LegCo internal reference no.: 15)

Reply:

1. The provision of slot coordination services is part of the normal duties CAD under Programme (5). It is undertaken by the Hong Kong Schedule Coordination Office of CAD with a current establishment of 6 posts. CAD will review from time to time the

workload arising from relevant work and duties, and adjust or deploy its manpower as appropriate.

2. In accordance with the Worldwide Airport Slot Guidelines (WASG), the Hong Kong Schedule Coordination Office of CAD has been managing slot allocation for the Hong Kong International Airport (HKIA) in a fair, neutral and transparent manner, with a view to ensuring the effective utilisation of airport infrastructure. According to the WASG, airlines shall submit their slot applications for the summer and winter schedules. By virtue of the WASG's historic precedence requirement, the airlines shall be entitled to retain a series of slots provided that they meet the WASG's requirements on slot utilisation of the allocated slots in the previous equivalent season. Upon the grant of slots, the airlines are responsible for providing stable and reliable air services for passengers. Should an airline fail to provide services for any reason after the sale of air tickets, the airline must inform all affected passengers promptly and provide refunds or make necessary arrangements in accordance with its conditions of carriage. Meanwhile, the airline should inform CAD of any changes to slots as soon as possible. Committed to enhancing the effectiveness of slot allocation, CAD will, in accordance with the WASG, allocate the airport's slots available or slots returned by airlines due to flight cancellations to other airlines in need, with a view to ensuring the effective utilisation of slots.
3. CAD has been working closely with the Airport Authority Hong Kong to monitor the HKIA's traffic forecasts so that resources and manpower can be deployed flexibly and responsively to provide quality services for HKIA. In preparation for the commissioning of the Three-runway System (3RS) at HKIA this year and its future development, CAD has been actively recruiting and training additional air traffic control (ATC) staff to meet future needs. Also, it has started a series of 3RS conversion training for its frontline ATC staff since December 2023. Moreover, CAD will officially launch the Approach Spacing Management System within this year as planned, employing new technologies to assist ATC staff to further raise their air traffic handling capabilities and enhance the runway capacity, thereby maintaining a high level of quality ATC services.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB005**

**(Question Serial No. 1206)**

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 operating to and from Hong Kong International Airport 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 monthly data recorded 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 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 so, the progress; if not, the reasons for that;
- (g) whether flight tracks will be changed to prevent residents from being affected by aircraft noise; if so, the progress; if not, the reasons for that.

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 (i.e. North Runway) was officially commissioned on 25 November 2022. The Centre Runway is undergoing reconfiguration so as to facilitate the development of the 3RS project. The whole 3RS project is targeted for completion in 2024. In the meantime, HKIA is operated with the North Runway and South Runway, which is similar to the previous two-runway operation. Currently, the maximum capacity of the runways of HKIA 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 organised various engagement activities during the EIA study stage such as meetings with the Legislative Council and 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. AA continues organising relevant activities after the commencement of the operation of the Third Runway. Relevant details can be found on AA's 3RS website (<https://env.threerunwaysystem.com/en/clg.html>).

Separately, CAD monitors the aircraft noise situation through a computerised 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 official commissioning of the Third Runway on 25 November 2022, CAD expanded 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 NMTs is uploaded every three months onto CAD's website for information of the general public. The aircraft noise events recorded between 11 pm and 7 am the following day by NMTs between 2019 and 2023 are set out at Annex I.

In 2024-25, the estimated expenditure for the maintenance of ANFTMS and procurement/installation of additional NMTs are \$2.45 million and \$800,000 respectively. The monitoring and implementation of 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 2019 and 2023 are set out at Annex II.

(f) and (g)

The design of flight paths has to comply with stringent international aviation safety requirements. As Hong Kong is small in size, hilly in topography, and densely populated, it is technically infeasible to design flight paths which are completely clear of residential developments without compromising aviation safety. 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 coordination with nearby airports, etc. When designing flight paths for 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, while maintaining aviation safety at all times.

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 / Tai 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 the following day;
- (4) to further restrict aircraft operation with higher noise level during the above-mentioned night period, i.e. between 10 pm and 7 am the following day, AA has implemented a Noise Quota Count Scheme to impose restrictions on aircraft operating hours 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 11 pm and 7 am the following day 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.

In addition, 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 2019 and 2023  
(between 11 pm and 7 am the following day)

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
Sau 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

Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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
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



Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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
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

Noise Monitoring Terminal	2021												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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
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.



Noise Monitoring Terminal	2023												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	6	3	8	15	44	41	75	102	26	13	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	0	1	1	3	0	1	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	4	1	1	0	0	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
North Point	70 - 74	2	0	0	3	3	1	0	0	3	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	1	0	0	1	0	1	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 Lung Tau	70 - 74	14	8	12	15	4	4	3	2	2	3	12	19
	75 - 79	0	0	0	0	0	0	0	1	0	0	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sha Lo Wan	70 - 74	672	607	673	529	301	376	373	370	537	575	710	779
	75 - 79	279	265	266	100	44	51	57	46	102	203	182	212
	≥80	35	23	30	9	6	6	12	14	5	24	6	13
Tung Chung	70 - 74	41	13	8	8	28	9	19	44	19	17	13	69
	75 - 79	0	0	7	5	4	2	2	11	12	16	6	14
	≥80	0	0	0	0	1	0	0	0	1	0	0	0

Noise Monitoring Terminal	2023												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	0	0	0	0	2	1	1	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
Ma Wan	70 - 74	257	248	259	180	299	266	432	482	165	142	105	230
	75 - 79	18	2	15	11	40	43	57	91	20	20	2	16
	≥80	0	0	1	0	3	1	1	6	0	0	0	0
Tai Lam Chung	70 - 74	12	10	17	26	104	184	111	240	20	17	6	9
	75 - 79	0	1	2	4	6	24	11	18	2	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	3	3	1	4	3	4	12	5	2	3	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 #1	70 - 74	19	9	29	41	153	147	241	307	39	52	0	1
	75 - 79	0	1	1	2	3	3	5	3	7	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	109	107	111	85	65	72	49	95	52	63	119	204
	75 - 79	2	1	2	1	0	1	1	2	3	2	3	7
	≥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	4	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	3	2	1	6	16	21	30	31	0	10	0	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

Noise Monitoring Terminal	2023												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tuen Mun	70 - 74	0	0	0	1	0	0	0	0	0	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
Siu Lam	70 - 74	18	13	18	23	69	146	82	188	21	19	16	14
	75 - 79	0	1	2	1	4	10	9	20	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

**Numbers of Aircraft Noise Complaints Handled by CAD between 2019 and 2023**

<b>Year</b>	<b>Total (per thousand flight movements)</b>
2019	0.9
2020	1.7
2021	2.2
2022	3.6^
2023	2.5

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

- End -

**TLB006**

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0252)**

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The estimate for 2024-25 is 10.6% higher than that for 2023-24 (revised). Nevertheless, the targets and indicator of the key performance measures are not higher than those of the previous 2 years, and there is no increase in the number of posts. The higher estimate is mainly due to the increased provision for salary increment and filling of vacancies, and increased requirement in other operating expenses and replacement of ageing equipment and system. In this connection, please inform this Committee of the specific reasons for a relatively substantial increase in the estimate, and whether such an increase is commensurate with the growth in airport throughput.

Asked by: Hon YIM Kong (LegCo internal reference no.: 7)

Reply:

To support the plan of the Hong Kong International Airport (HKIA) to commence operations of the Three-Runway System (3RS) in end-2024, the Civil Aviation Department (CAD) has implemented new air navigation service equipment employing advanced technologies in accordance with the International Civil Aviation Organization's Global Air Navigation Plan to further enhance safety and operational efficiency.

As the Centre Runway is currently closed for reconfiguration, HKIA is operating with the North Runway and the South Runway. CAD is installing a variety of new equipment in the newly constructed Air Traffic Control Tower and the new navigational aids and related equipment in the Centre Runway. Comprehensive tests and various trials of these new and advanced equipment will commence in mid-2024. When all equipment has gradually completed their installation and commissioning, the associated maintenance service charge and operating costs for these new equipment will increase correspondingly to cope with the implementation of the 3RS operations in end-2024.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB007**

**(Question Serial No. 2875)**

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:

The aviation industry of Hong Kong is gradually recovering from the pandemic. It is mentioned in the Estimates that the Civil Aviation Department will “continue to recruit and train more air traffic control (ATC) staff to meet air traffic services demand and support the Three-Runway System (3RS) operations”. In this connection, will the Government please inform this Committee of the following:

1. Upon the commissioning of the 3RS, to how many movements per hour will the runway capacity of the Hong Kong International Airport increase from 69 movements per hour?
2. To maximise the runway capacity of the 3RS, how many Air Traffic Control Officers, Air Traffic Flight Services Officers and Aeronautical Communications Officers are required? What is the existing establishment?
3. What are the measures in place to ensure that sufficient ATC staff will be recruited and trained? How long is a usual training cycle? Will the target of zero growth in the civil service establishment in 2024-25, as mentioned in paragraph 212 of the Budget Speech, be applied to the ATC staff? Will it affect the future recruitment and training plans?
4. What is the reason for a net decrease of 17 posts in 2024-25, as mentioned in Programme (3) of the Estimates? Does the reduction in staff establishment contradict the initiative to “continue to recruit and train more ATC staff to meet air traffic services demand and support the 3RS operations”? Will such reduction affect the 3RS in maximising the runway capacity?
5. Given that the ATC staff mainly provides services to the airport, has the Government ever charged the Airport Authority Hong Kong (AA) for the relevant costs? If so, what are the amounts of relevant costs borne by the AA in the past 5 years (from 2019 to 2023) and the relevant estimates for 2024? If no, what are the reasons?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 5)

Reply:

1. The Civil Aviation Department (CAD) has been closely monitoring the resumption of flights at the Hong Kong International Airport (HKIA) and the growth in air traffic

demand forecast. Upon the commissioning of the 3RS, CAD will continue to progressively enhance the runway capacity of HKIA in response to the air traffic demand, with a view to gradually achieving the long-term target of handling 102 movements per hour from the current maximum of 69 movements per hour.

2. As at 29 February 2024, there were 353 Air Traffic Control Officers (ATCO), 138 Air Traffic Flight Services Officers and 65 Aeronautical Communications Officers in the CAD establishment. To ensure sufficient manpower to meet air traffic services demand and support the operational needs of the 3RS, CAD will continue to recruit and train more air traffic control (ATC) staff and periodically review the manpower requirements.
3. CAD has taken various measures to ensure that sufficient ATC staff can be recruited and trained. These include actively participating in major career expos and introducing ATC positions of CAD in tertiary institutions and secondary schools. CAD also collaborated with the Radio Television Hong Kong to produce videos about the work of the various CAD positions and broadcast them on television to enhance public knowledge of these posts and their operations, with a view to attracting more people to join the ATC profession. In the meantime, CAD has started assessing applicants for Student Air Traffic Control Officer (SATCO) positions by electronic means since last year so as to identify suitable individuals for training as ATCOs more efficiently. To ensure sufficient manpower to meet air traffic services demand and support the operational needs of the 3RS, CAD will continue to step up its efforts to conduct recruitment exercises more frequently, and further enhance the training of ATC staff. In general, it takes about 5 to 7 years for a SATCO to be promoted to the rank of ATCO II. CAD will periodically review the manpower requirements.

With regard to the target of zero growth in the civil service establishment in 2024-25, as mentioned in paragraph 212 of the Budget Speech, CAD will follow through and strictly adhere to all administrative measures of the Government by flexible deployment of resources and suitable arrangements to accommodate the needs of recruitment and training in various stages.

4. The net decrease of 17 posts in 2024-25, as mentioned in Programme (3), is mainly due to the deletion of time-limited posts upon their lapse or job completion. The current ATC staff establishment can meet the estimated air traffic services demand in the next 2 to 3 years and support the 3RS operations. CAD will continue to periodically review the manpower requirements.
5. According to the “user pays” principle, the costs for CAD to provide air traffic services, including expenditure on ATC staff, are calculated in accordance with the established mechanism and will be fully recovered from the Airport Authority Hong Kong (AA) through the ATC services charge.

The ATC services charge recovered or to be recovered by the Government from AA in the past 5 years and the estimate for 2024-25 are as follows:

<b>Year</b>	<b>Revenue (\$ million)</b>
2019-20	51 <sup>(Note)</sup>
2020-21	530
2021-22	590

<b>Year</b>	<b>Revenue (\$ million)</b>
2022-23	739
2023-24 (Revised Estimate)	897
2024-25 (Estimate)	952

Note:

In view of the sustained challenges the industry has to face due to the outbreak of COVID-19, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of ATC services charge in 2019-20 to AA. The revenue recovered in 2019-20 was about \$51 million, which was the remaining balance of the actual ATC services charge recovered in 2018-19 after adjustment.

- End -



**CONTROLLING OFFICER'S REPLY****TLB008****(Question Serial No. 2890)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Flight StandardsControlling Officer: Director-General of Civil Aviation (Victor LIU)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please provide in the following table the number of professional pilot licences (excluding helicopter pilot licences) issued in the past 6 years and expected to be issued in 2024, and the number of valid professional pilot licences (excluding helicopter pilot licences) in each respective year.

Year	Number of professional pilot licences issued	Number of valid professional pilot licences
2018		
2019		
2020		
2021		
2022		
2023		
2024 (Estimated)		

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 20)Reply:

The Civil Aviation Department (CAD) has been processing applications for private pilot licences and professional pilot licences (including aeroplane pilot licences and helicopter pilot licences) in accordance with the requirements of the International Civil Aviation Organization. These include applications for the issuance and renewal of pilot licences, and inclusion of ratings in pilot licences.

The number of pilot licences processed by CAD and the number of valid pilot licences in each of the past 6 years (as at 31 December of each year) are as follows:

Year	Number of pilot licences processed (Note 1)	Number of valid pilot licences
2018	3 813	6 415
2019	3 050	6 686

Year	Number of pilot licences processed (Note 1)	Number of valid pilot licences
2020	2 181	6 697
2021	1 564	6 481
2022	1 392	6 235
2023	2 711	6 193
2024 (Estimate) (Note 2)	3 490	6 560

Note 1: The number of pilot licences processed include applications for the issuance and renewal of pilot licences and the inclusion of ratings, etc.

Note 2: The estimate for 2024 is based on the demand for licences forecasted by local airlines.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB009**

**(Question Serial No. 1003)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Civil Engineering and Development Department continued the feasibility study on the proposed multi-storey complex for container-related uses and modern logistics facilities in Kwai Chung and the feasibility study on the proposed multi-storey complex for container storage and cargo handling in Tsing Yi. Regarding these, please advise on the latest progress, any conclusions reached or sites selected, and when the feasibility studies will be completed.

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

Reply:

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 to enhance land utilisation. As mentioned in the “Action Plan on Modern Logistics Development” promulgated on 31 October 2023, the Government has identified logistics sites with development potential around the Kwai Tsing Container Terminals and plans to dispose of a total of four parcels of logistics land regularly from 2024 to 2027 to meet the industry’s short and medium-term demand for logistics land.

With regard to the above-mentioned four parcels of logistics land, the Civil Engineering and Development Department is conducting the relevant “Study on Multi-storey Complex for Container Storage and Cargo Handling in Tsing Yi” and “Study on Multi-storey Complex for Container-Related Uses and Modern Logistics Facilities in Kwai Chung”. The two studies are expected to be completed in 2024. The Government will base on the recommendations of the two studies and keep an eye on the market situation to dispose of the aforementioned logistics land at the appropriate time for the industry to develop multi-storey logistics facilities.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2329)**

Head: (33) Civil Engineering and Development Department

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

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:

It is stated in "Matters Requiring Special Attention in 2024-25" that the Government will upgrade the marine facilities, including breakwaters of typhoon shelters and piers, etc. In this connection, will the Government inform this Committee of:

- (a) the estimated number of works projects for upgrading marine facilities during 2024-25, including those in the design stage, under construction and completed; and the expenditure for each project;
- (b) the specific measures to be implemented by the Government to address extreme weather conditions;
- (c) the total expenditure on regular inspections and maintenance of marine facilities over the past 3 years.

Asked by: Hon CHAN Wing-yan, JoePHY (LegCo internal reference no.: 30)

Reply:

Having consulted the Development Bureau, the Civil Engineering and Development Department (CEDD)'s reply is as follows:

- (a) The CEDD is responsible for the planning and implementation of various types of public marine works, which include improvement works at public piers and maintenance works of seawalls, breakwaters, mooring areas and beacons. In 2024-25, there are 10 pier improvement projects under construction (of which two projects are anticipated to be completed in 2024-25) and 8 pier improvement projects under detailed design. In addition, 1 pier improvement project was completed in 2022-23 and the finalisation of the works contract account is in progress.

The list below shows the completed/under construction projects (including those anticipated to be completed in 2024-25), and their estimated project cost:

Marine works project	Stage	Estimated project cost (in money-of-the-day prices) (\$ million)
Reconstruction of Pak Kok Pier on Lamma Island	Completed Note 1	72.4
Improvement Works at Kau Sai Village Pier	Under Construction Note 2	77.8
Improvement Works at Lai Chi Chong Pier	Under Construction Note 2	108.8
Improvement Works at Leung Shuen Wan Pier	Under Construction	88.3
Improvement Works at Sham Chung Pier	Under Construction	111.9
Improvement Works at Yi O Pier	Under Construction	128.5
Improvement Works at Yung Shue Wan Public Pier	Under Construction	157.4
Improvement Works at Shek Tsai Wan Pier	Under Construction	57.5
Improvement Works at Sam Mun Tsai Village Pier	Under Construction	110.8
Improvement Works at Ma Wan Chung Pier	Under Construction	45.8
Improvement Works at Ma Liu Shui Ferry Pier	Under Construction	40.3

Note 1. Reconstruction of Pak Kok Pier on Lamma Island was completed in 2022-23 and the finalisation of the works contract account is in progress.

Note 2. The improvement works at Kau Sai Village Pier and Lai Chi Chong Pier are anticipated to be completed in 2024-25.

The total estimated expenditure of the above-mentioned projects in 2024-25 is around \$220 million. As for the pier projects currently at the design stage, the total estimated expenditure for the design work of 3 pier improvement works in 2024-25 is approximately \$5.3 million.

(b) For marine facilities, in order to cope with climate change and extreme weather, the CEDD has commissioned consultants to conduct relevant studies. These studies have made reference to the Sixth Assessment Report by the United Nations' Intergovernmental Panel on Climate Change, and related studies on recent climate change. Consequently, the design standards in the Port Works Design Manual have been updated in recent years, and the relevant marine facilities will be enhanced in a timely manner as necessary.

(c) The total expenditure of the CEDD on regular inspections and maintenance of marine facilities over the past 3 years (2021-22 to 2023-24) was about \$250 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB011**

**(Question Serial No. 0972)**

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 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 (2021-22 to 2023-24), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past 3 years (2021-22 to 2023-24) and the estimated staffing and expenditure in 2024-25.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 25)

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 the CEDD on maintaining public piers and landing facilities in the past three years (2021-22 to 2023-24) was about \$49 million. The estimated expenditure for 2024-25 is \$15 million. As for staffing, there are about three professional staff and 14 technical staff of the CEDD to handle the maintenance of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by the FMO.

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

**(a) Public Piers**

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
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 <sup>(i)</sup>	✓	✓
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)		
			2021-22	2022-23	2023-24
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)		
			2021-22	2022-23	2023-24
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)		
			2021-22	2022-23	2023-24
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)		
			2021-22	2022-23	2023-24
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	Ap Lei Chau Landing No. 6	Southern	N/A <sup>(ii)</sup>	N/A <sup>(ii)</sup>	-
154	Lee Nam Road Landing	Southern	✓	✓	✓
155	Po Chong Wan Landing No. 1	Southern	✓	✓	✓
156	Shek Pai Wan Landing No. 1	Southern	✓	✓	✓
157	Shek Pai Wan Landing No. 2	Southern	✓	✓	✓
158	Shek Pai Wan Landing No. 3	Southern	✓	✓	✓
159	Shum Wan Landing No. 1	Southern	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
160	Temporary Landing Facility at Tai Shue Wan	Southern	N/A <sup>(i)</sup>	-	-
161	Ha Wai Landing	Tai Po	✓	✓	✓
162	Long Harbour Wan Tsai Landing	Tai Po	✓	✓	✓
163	Pak Shek Kok Landing	Tai Po	✓	✓	—
164	Shuen Wan Breakwater Landing No. 1	Tai Po	✓	✓	✓
165	Shuen Wan Breakwater Landing No. 2	Tai Po	✓	✓	✓
166	Tai Mei Tuk Landing	Tai Po	✓	✓	✓
167	Tai Po Area 27 Landing	Tai Po	✓	✓	✓
168	Tai Po Industrial Area Landing	Tai Po	✓	✓	✓
169	Ma Wan Pak Lam Road Landing	Tsuen Wan	✓	✓	✓
170	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	✓	✓	✓
171	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	✓	✓	✓
172	Tuen Mun Area 27 Breakwater Public Landing Facility	Tuen Mun	✓	✓	—
173	Tuen Mun Area 27 Landing No. 1	Tuen Mun	✓	✓	✓
174	Tuen Mun Area 27 Landing No. 2	Tuen Mun	✓	✓	✓
175	Tuen Mun Area 40 Landing	Tuen Mun	✓	✓	✓
176	Tuen Mun Area 44 Landing No. 2	Tuen Mun	✓	✓	✓
177	Causeway Bay Typhoon Shelter Landing No. 7	Wan Chai	✓	✓	✓
178	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	✓	✓	✓
179	East Coast Park Precinct Landing No. 1	Wan Chai	—	✓	✓
180	East Coast Park Precinct Landing No. 2	Wan Chai	N/A <sup>(i)</sup>	—	—
181	East Coast Park Precinct Landing No. 3	Wan Chai	—	—	—
182	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	✓	✓	✓
183	Wan Chai Bypass Landing No. 1	Wan Chai	✓	✓	✓
184	Wan Chai Bypass Landing No. 2	Wan Chai	✓	✓	✓
185	Wan Chai Bypass Landing No. 3	Wan Chai	✓	✓	✓
186	Wan Chai Bypass Landing No. 4	Wan Chai	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
187	Wan Chai Bypass Landing No. 5	Wan Chai	✓	✓	✓
188	Wan Chai Bypass Landing No. 6	Wan Chai	✓	✓	✓
189	Tai Kok Tsui Landing	Yau Tsim Mong	✓	✓	✓
190	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	✓	✓	✓
191	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	✓	✓	✓
192	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	✓	✓
193	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	✓	✓	✓
194	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	✓	✓	✓
195	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	✓	✓	✓
196	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	✓	✓	✓
197	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	✓	✓	✓

**Remarks:**

- (i) The CEDD is responsible for maintenance of this newly constructed pier/landing facility starting from 2022-23.
- (ii) The CEDD is responsible for maintenance of this newly constructed landing facility starting from 2023-24.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB012**

**(Question Serial No. 0032)**

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 (POON Kwok-ying)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2024-25, the Electrical and Mechanical Services Department will continue to promote and administer the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops (VRSs) through stepping up inspection of both vehicle mechanics and vehicle maintenance workshops under the VRSs; include the maintenance of electric vehicles (EVs) into the VRSs to accommodate the rising demand from the popularisation of EVs in Hong Kong; as well as examine the feasibility and formulate proposals on introducing a mandatory registration scheme for vehicle mechanics and vehicle maintenance workshops taking into account developments in the vehicle market. In this regard, would the Government inform this Committee of:

1. the current numbers of EV maintenance workshops and EV mechanics in Hong Kong;
2. the safety and equipment requirements for EV maintenance workshops, as well as the technical and professional qualifications required of EV mechanics;
3. the measures in place to ensure that such maintenance workshops meet the relevant requirements and that such mechanics possess the required technical and professional qualifications; and
4. whether the Government has set goals, targets and timetable, and prepared a breakdown of the estimated expenditures for the relevant work; if yes, the details; if not, the reasons.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 5)

Reply:

The Government published the Hong Kong Roadmap on Popularisation of Electric Vehicles and the Hong Kong's Climate Action Plan 2050 in 2021, setting out a clear target of ceasing new registration of fuel-propelled and hybrid private cars by 2035. Relevant policies and the development of electric vehicles (EVs) will impact on the vehicle maintenance industry. In view of this, after making reference to the practices of other jurisdictions and consulting the Vehicle Maintenance Technical Advisory Committee (VMTAC), the Government plans to add the service scope for EV maintenance to the existing Voluntary Registration Scheme for Vehicle Mechanics and Voluntary Registration Scheme for Vehicle Maintenance Workshops (the VRSs), so as to enable the vehicle maintenance industry to keep abreast of

the times and meet the local demand for EV maintenance services. It is expected that the relevant measures will be officially implemented in mid-2024.

1. At present, most EVs are still under after-sale warranty, and their maintenance services are mainly provided by the agents of respective brands of EV. As the local EV maintenance market is still at the initial stage, the Government currently does not have statistics on the numbers of vehicle maintenance workshops and vehicle mechanics providing EV maintenance services. The Government will grasp more relevant data with the introduction of the new service scope for EV maintenance.
2. In response to the newly added EV maintenance service scope, the Electrical and Mechanical Services Department (EMSD) and the VMTAC have jointly developed the Practice Guidelines for Electric Vehicle Maintenance for the trade after making reference to relevant international standards. The guidelines provide a list of recommended facilities for EV maintenance, including personal protective equipment, first-aid equipment, fire protection facilities, venue setting, as well as testing and maintenance tools. Regarding vehicle mechanics, the major difference between EVs and fuel-propelled vehicles is that EVs involve complicated and different electromechanical technologies with high-voltage devices reaching 800 volts or above, and hence there are unique occupational safety risks associated with EV maintenance. The Vocational Training Council and other organisations such as the Occupational Safety and Health Council have launched training courses on EV maintenance in concert with the EMSD's plan to roll out the VRSs by incorporating EV maintenance in the middle of this year. Under the new initiative, EV maintenance will be divided into three levels, namely elementary, low voltage and high voltage. Having completed the relevant courses, vehicle mechanics will be qualified for the corresponding EV maintenance services.
3. Upon receipt of the voluntary registration applications from vehicle maintenance workshops or vehicle mechanics, the EMSD will review and approve them based on the relevant qualification requirements for registration, including carrying out site inspections of the maintenance workshops to ensure compliance with the requirements and vetting the qualifications and work experiences of the mechanics. Under the VRSs, vehicle mechanics are required to participate in continuing professional development, while the EMSD will conduct regular audit inspections of vehicle maintenance workshops to see whether the workshops and mechanics comply with the Practical Guidelines for Vehicle Maintenance Workshops, the Code of Conduct and the Practice Guidelines for Electric Vehicle Maintenance, and will provide guidance and appropriate support for relevant registered workshops and mechanics. The EMSD will take appropriate disciplinary action against registered vehicle maintenance workshops or mechanics with poor performance. Any registered workshop or mechanic found to have engaged in illegal conduct will be referred to relevant departments for follow-up.
4. Making reference to the practices of other jurisdictions, the Government starts with launching the systematic training courses and improving the VRSs to cover EV maintenance, which will be officially implemented in mid-2024. At the same time, the Government is studying the feasibility of implementing mandatory registration schemes as well as working closely with the VMTAC towards the goal of supporting the vehicle maintenance industry to keep abreast of the times, attract new talent, ensure the

sustainable and healthy development of the trade, and minimise the impact on the trade and the livelihood of practitioners. When the proposed plan and timetable for the mandatory registration schemes are established, the Government will announce them in due course. The Vehicle Maintenance Registration Unit of the EMSD is responsible for matters related to the implementation and promotion of the vehicle maintenance registration schemes, including the above-mentioned work. The estimated expenditure for the relevant work in 2024-25 is \$2.05 million.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB013**

**(Question Serial No. 3048)**

Head: (60) Highways Department  
Subhead (No. & title): (000) Operational expenses  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (YAU Kwok-ting)  
Director of Bureau: Secretary for Transport and Logistics

Question:

Matters Requiring Special Attention in 2024-25 under this Programme include continuing to take forward the “Universal Accessibility” (UA) Programme with the provision of barrier-free access facilities for existing footbridges, elevated walkways and subways. Please list the items that were not completed within the original schedule under the UA Programme as at 31 December last year:

1. reasons for the delay;
2. the latest anticipated completion dates;
3. the estimated amount that exceeds the budget; and
4. the estimated amount of supplementary provision requiring approval from the Legislative Council.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 14)

Reply:

As at 31 December 2023, a total of 157 items under the “Universal Accessibility” (UA) Programme are under construction, of which 148 items are implemented smoothly in general and proceed as scheduled. The remaining nine items are delayed due to the unsatisfactory performance of individual contractor.

As soon as it was observed that the nine items were delayed due to the unsatisfactory performance of individual contractor, the Highways Department (HyD) immediately followed the established procedures in urging the contractor to complete the remaining works as soon as possible, including issuing warning letters and “Adverse Reports”. The HyD also requested the contractor to suspend from tendering for road and drainage public works contracts. However, the overall performance of the contractor still did not improve. In order to complete the remaining works as soon as possible, the HyD took back the remaining works under the respective works contract after seeking legal advice. The HyD then included these remaining works and other items under the UA Programme under a new contract and it was tendered out on 1 March 2024, striving to commence the works in mid-2024. Moreover, the HyD will strictly follow the terms of contract to recover from the

contractor the delay damages arising from the delay of parts of the works, as well as the additional costs resulted from the above contract arrangement.

The latest anticipated completion dates of the aforesaid nine items are tabulated below:

Item	Structure No.	Location	Anticipated completion date
1	KS43	Across Chun Wah Road near Lok Wah South Estate	2025 Q3
2	KF73	Across Tung Tau Tsuen Road near Tung Lung Road	2025 Q3
3	HF76	Across Island Eastern Corridor near Shun Tai Road	2025 Q4
4	HF138	Across Siu Sai Wan Road near Bus Terminus	2025 Q4
5	K64	Across Hung Hom Road near Dyer Avenue	2026 Q1
6	SSP01	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	2026 Q1
7	SSP02	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	2026 Q1
8	KF92A	Across Lung Poon Street near Fung Tak Road	2026 Q1
9	HS14	Across Shun Tai Road near Wing Tai Road Garden	2026 Q3

The estimated project costs of the aforesaid items are within financial ceiling despite the project delay, approval for supplementary provision from the Legislative Council is not required.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB014**

**(Question Serial No. 0998)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the items under the hillside escalator links and elevator systems and the “Universal Accessibility” Programme, please advise on the following:

1. Did the actual expenditures on these items ever exceed the estimate during construction over the past three years? If yes, please list in tables.
2. Regarding the projects exceeding the estimate, did the procedure of the funding application lead to delay of projects? If yes, please list the delayed projects in tables.

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

Reply:

Over the past three years, the actual expenditures did not exceed the estimate when the Highways Department (HyD) implemented the items under the Hillside Escalator Links and Elevator Systems and the “Universal Accessibility” Programme. The HyD would closely monitor the project costs during the construction stage, as well as review and follow up regularly in order to control the project costs.

- End -

**CONTROLLING OFFICER'S REPLY****TLB015****(Question Serial No. 1015)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Highways Department is responsible for implementing and improving the road network in order to cope with the increased traffic demand. What is the increase in the total length of roads in Hong Kong by year over the past five years? Please list the breakdown of the following by year:

- (a) the total length of the roads in Hong Kong each year;
- (b) the increase rate by year;
- (c) the major projects that attributed to the increase;
- (d) the respective expenditures of the relevant projects;
- (e) how the road network will be expanded through various projects in the coming five years and the length of the roads involved?

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

(a) and (b)

The total length of the roads in Hong Kong and the increase rate by year over the past five years (2019 to 2023) are tabulated below:

	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Total length of public roads (km) (Note 1)	2 127	2 150	2 193	2 223	2 239
Increase rate by year (%)	-	1.1	2.0	1.4	0.7

Note 1: Only the roads maintained by the Highways Department are included.

(c) and (d)

The major projects that attributed to the increase in road length and the relevant approved project estimates over the past five years (2019 to 2023) are tabulated below in the order of increased road length:

<b>Projects (Note 2)</b>	<b>Increase in road length (km) (Note 3)</b>	<b>Approved project estimate (\$ billion)</b>
Hong Kong-Zhuhai-Macao Bridge Hong Kong Port	26.8	35.9
Tuen Mun - Chek Lap Kok Link	24.4	44.8
Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road	23.5	25.05
Liantang/Heung Yuen Wai Boundary Control Point and Associated Works - Site Formation and Infrastructure Works	16.3	24.97
Central - Wan Chai Bypass and Island Eastern Corridor Link	4.5	36.04
Kai Tak Development - Infrastructure Works for Developments at the Southern Part of the Former Runway	1.3	5.76
Kai Tak Development – Stage 3A & Stage 4 Infrastructure Works at North Apron Area of Kai Tak Airport	1.1	2.26

Note 2: Only the projects with increased road length longer than 1 km are included.

Note 3: Only the roads maintained by the Highways Department are included.

(e)

The Government has been proactively pressing ahead the implementation of transport infrastructure projects and expanding the road network in order to meet the transport demand and the city's development needs. The projects expected to be completed in the coming five years (2024 to 2028) and the anticipated increase in road length are tabulated below:

<b>Projects (Note 4)</b>	<b>Anticipated increase in road length (km) (Note 5)</b>
Central Kowloon Route	4.7
Advance Site Formation and Engineering Infrastructure Works at Kwu Tung North and Fanling North New Development Areas	4.0
Trunk Road T2 and Cha Kwo Ling Tunnel	3.4

Note 4: Only the projects with increased road length longer than 1 km are included.

Note 5: Only the roads maintained by the Highways Department are included.

- End -

**CONTROLLING OFFICER'S REPLY****TLB016****(Question Serial No. 2404)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the latest development of implementing the railway projects under the Railway Development Strategy 2014 and the Hong Kong Major Transport Infrastructure Development Blueprint, will the Government advise this Committee on the following:

1. What are the respective (i) anticipated/actual commencement dates; (ii) target completion dates; (iii) estimated expenditures; (iv) approved project estimates; (v) total length of the railway; (vi) cost per kilometre; (vii) estimated Economic Internal Rate of Return; (viii) years of postponement (if applicable); (ix) overspending/additional budget (if applicable); and (x) study or consultancy expenses (if applicable) of the railway projects?

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)	(x)
Tung Chung Line Extension										
Tuen Mun South Extension										
Northern Link Phase 1 Kwu Tung Station										
Northern Link Main Line (Phase 2)										
Northern Link Spur Line										
Northern Link Eastern Extension										
Hung Shui Kiu Station										
South Island Line (West)										
East Kowloon Smart and Green Mass Transit System										
Kai Tak Smart and Green Mass Transit System										
Hung Shui Kiu/Ha Tsuen Smart and Green Mass Transit System (Phase 1)										

Hung Shui Kiu/Ha Tsuen Smart and Green Mass Transit System in (Remaining Phase)										
Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)										
Automated people mover system from Tsim Bei Tsui to Pak Nai										
Central Rail Link										
Lo Wu South Station of East Rail Line										
Kau Yi Chau Artificial Islands Green Mass Transit System										
Central Rail Link										
Tseung Kwan O Line Southern Extension										
Science Park/Pak Shek Kok Station										
Oyster Bay Station										
Hong Kong Island West-Hung Shui Kiu Rail Link										
Northeast New Territories Line										

2. What are the manpower, establishments and expenditures involved in the implementation and monitoring of the aforesaid railway projects? How can the Government ensure that the works are implemented and completed on time, and that there are sufficient manpower and resources to implement various railway projects?
3. Did the Government develop a set of performance indicators in respect of safety, quality, project duration and cost control for new railway projects and railways in operation? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 20)

Reply:

1. The detailed information on the railway projects mentioned in Question 1 is listed in **Annex 1**.
2. The establishments involved in the implementation and monitoring of railway projects by the Highways Department (HyD) (as at 1 March 2024) are as follows:

<b>Rank</b>	<b>No. of permanent posts</b>	<b>No. of time-limited posts</b>
Directorate	7	4*
Professional Grade	87	39
Technical Grade	31	-
General Grade	32	3

\* Supernumerary directorate posts

The salary expenditure of the aforesaid posts in 2024-25 (in terms of notional annual mid-point salary value) is approximately \$200 million.

For those railway projects not currently implemented by the HyD, we do not have the breakdown figures of staff members and salaries involved because the subject staff members also undertake other responsibilities.

Based on the latest planning information and the progress of all the major transport infrastructure projects being constructed and planned, the Government will holistically review the delivery programme of the transport infrastructure projects under planning with a view to implementing the various projects progressively to meet the transport and logistic demands arising from the long-term developments. The Government, taking into account the planning and implementation work of the various railway projects, will review the manpower requirements of relevant departments as necessary and redeploy resources through established mechanisms. The Government would also monitor the performance of the MTR Corporation Limited (MTRCL) during the project implementation and remind MTRCL to deploy adequate manpower resources to implement the projects while ensuring safety and quality.

- When implementing new railway projects, the Government will implement enhanced monitoring and control strategies in the projects, including (a) enhanced project supervision and communication platforms; (b) strengthened monitoring and checking levels; (c) incorporate the new “project safety review” process; (d) establish the proactive reporting and early warning mechanism; (e) oversee the project delivery performance monitoring of MTRCL; and (f) building-up collaborative culture, to ensure the new railway projects can fulfil requirements on the quality construction and on-time completion. The HyD has formulated a set of performance indicators to review the performance of the MTRCL regularly on various aspects of safety, quality, environmental protection, project duration, design management and review as well as communication with stakeholders.

Moreover, the Electrical and Mechanical Services Department (EMSD) is responsible for the regulation of the safety of railway operations and adopts the “risk-based” method with reference to past records to more strictly monitor, vet, inspect and check, and assess those areas (such as the components and equipment of individual railway system) that pose a higher risk to the safe operation of the railway. Inspecting and checking the railway facilities and systems is one of the performance indicators for regulating the safe operation of the railway.



**Detailed Information of the Railway Projects**

<b>Railway Projects</b>	<b>(i)</b>	<b>(ii)</b>	<b>(iii)</b>	<b>(iv)</b>	<b>(v)</b>	<b>(vi)</b>	<b>(vii)</b>	<b>(viii)</b>	<b>(ix)</b>
	<b>Anticipated commencement date</b>	<b>Anticipated completion date</b>	<b>Estimated construction cost</b>	<b>Approved project estimate</b>	<b>Increased railway length</b>	<b>Cost per kilometre (Note 1)</b>	<b>Estimated Economic Internal Rate of Return</b>	<b>Years of postponement (if applicable)</b>	<b>Overspending/ additional budget (if applicable)</b>
<b>Projects implemented by the HyD</b>									
Tung Chung Line Extension	Commenced in 2023	2029	\$19.5 billion (in December 2020 prices)	See Note 2	About 2.5 km	N.A.	3.9%	N.A.	N.A.
Tuen Mun South Extension	Commenced in 2023	2030	\$15.8 billion (in July 2023 prices)	See Note 2	About 2.4 km	N.A.	0.6%	N.A.	N.A.
Northern Link Phase 1 Kwu Tung Station	Commenced in 2023	2027	\$5.9 billion (in July 2023 prices)	See Note 2	N.A.	N.A.	6.5 %	N.A.	N.A.
Northern Link Main Line	Works anticipated to commence in 2025	2034	See Note 3	See Note 2	About 10.7 km	N.A.	Under estimation	N.A.	N.A.
Northern Link Spur Line	The proposed Northern Link (NOL) Spur Line is about 5.8 km long and will provide a direct railway connection to the new Huanggang Port in Shenzhen. The governments of Hong Kong and Shenzhen are implementing the project jointly through the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (Task Force). The two governments are now proactively taking forward the relevant planning work of the NOL Spur Line with the target of								

<b>Railway Projects</b>	<b>(i)</b>	<b>(ii)</b>	<b>(iii)</b>	<b>(iv)</b>	<b>(v)</b>	<b>(vi)</b>	<b>(vii)</b>	<b>(viii)</b>	<b>(ix)</b>
	Anticipated commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Increased railway length	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Years of postponement (if applicable)	Overspending/ additional budget (if applicable)
	commencing the detailed planning and design of the project within 2024. The project cost and implementation programme of the project will be confirmed during the design stage.								
Northern Link Eastern Extension	This project comprises the construction of railway of about 9.5 km in length to connect Kwu Tung Station (under construction) to Ping Che. It is anticipated that the initial commissioning target will be in 2039 and beyond. The details of the project are yet to be confirmed because the project is still in the initial planning stage.								
Hung Shui Kiu Station	Major works anticipated to commence in 2024	2030	See Note 3	See Note 2	N.A.	N.A.	Under estimation	N.A.	N.A.
South Island Line (SIL) (West)	The Government is proactively exploring suitable alternative transit systems which could meet the transport demand along the alignment as well as improve the technical feasibility and overall cost effectiveness of the project. We target to firm up a suitable technical solution within this year. When studying different technical schemes, we will also evaluate the implementation programme and construction cost. As such, we need to firm up the technical solution before providing any information on this aspect.								
East Kowloon Smart and Green Mass Transit System	The preliminary alignment is about 7 km in total. The Government plans to seek funding approval from the Public Works Subcommittee and Finance Committee of the Legislative Council in the first half of this year to engage consultants to carry out the investigation and design work. The work will commence in the middle of this year upon obtaining the funding approval. The Government also plans to invite suppliers and operators of the relevant systems to submit expressions of interest within the second half of this year with a view to finalising the specific requirements and design of the system and its infrastructural facilities. At the same time, we are working hard to expedite the original work schedule and strive to tender the construction works of the project in 2026 for the award of the works contract in 2027. The preliminary construction cost and implementation timetable of the project will be confirmed at the investigation and design stage.								
Hong Kong – Shenzhen Western Rail	The proposed HSWRL is about 18 km in length, with a length of about 8 km for the Hong Kong section. The first stage study which the Governments of Hong Kong and Shenzhen took forward through the Task Force was completed in end 2022								

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Anticipated commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Increased railway length	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Years of postponement (if applicable)	Overspending/ additional budget (if applicable)
Link (Hung Shui Kiu – Qianhai) (HSWRL)	and the second stage study is anticipated for completion in mid-2024. The detailed planning of this project is subject to further discussion with Shenzhen.								
Central Rail Link	This project comprises the construction of railway of about 17 km in length to connect Kam Tin to Kowloon Tong. It is anticipated that the initial commissioning target will be in 2039 and beyond. The details of the project are yet to be confirmed because the project is still in the initial planning stage.								
Lo Wu South Station of East Rail Line	The Government is conducting the planning and engineering study for the New Territories North New Town and Man Kam To covering the Lo Wu South area. The Government will formulate relevant transport infrastructures subject to the planning of the proposed land use and its transport needs in order to cope with future development needs. The project information is subject to further study and is hence not available at this stage.								
Tseung Kwan O Line Southern Extension	The project comprises the construction of railway of about 4 km in length to connect the Lohas Park Station to Area 137. It is anticipated that the initial commissioning target will be between 2034 and 2038. The details of the project are yet to be confirmed because the project is still in the initial planning stage.								
Science Park/Pak Shek Kok Station	The Government has been working with the MTR Corporation Limited (MTRCL) to take forward the study on building a new East Rail Line Science Park/Pak Shek Kok station, with a view to unleashing the development potential of the areas and improving accessibility. The planning of the new station is underway.								
Oyster Bay Station	Commenced in 2023	2030	\$3.8 billion (in June 2022 prices)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Northeast New	The project comprises the construction of railway which is about 8.5 km in length to connect Fanling Station to Heung Yuen Wai through Ping Che. The initial commissioning target is in 2039 or beyond. The details of the project are yet to be confirmed because the project is still in the initial planning stage.								

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Anticipated commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Increased railway length	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Years of postponement (if applicable)	Overspending/ additional budget (if applicable)
Territories Line									
Projects implemented by other departments									
Kai Tak Smart and Green Mass Transit System	The total length of the preliminary alignment is about 3.5 km in length. The Government would carry out the investigation of this project as a Category D item. The Government has already invited tenders for the engagement of consultants to carry out the investigation of the Kai Tak system for the commencement of investigation in the middle of this year. The Government plans to invite relevant suppliers and operators to submit expressions of interest within the second half of this year. The Government also strives to invite tenders for the construction works of the project in 2026 for the award of the works contract in the first half of 2027. The preliminary project cost and the implementation timetable of the project will be ascertained in the investigation and design stages.								
Hung Shui Kiu/Ha Tsuen Smart and Green Mass Transit System New Development Area	The total length of the preliminary alignment is about 16 km in length. The Government would conduct the investigation and design of the phase 1 road works (about 4.5 km in length) under a Category D item. The Government is currently carrying out the procedures for the engagement of engineering consultants so as to commence the relevant investigation and design in the middle of this year. The preliminary project costs and the implementation timetables of the phase 1 road works will be confirmed at the investigation and design stages. The Government plans to invite relevant suppliers and operators to submit expressions of interest for the system in Hung Shui Kiu/Ha Tsuen within the second half of this year.								
Kau Yi Chau Artificial Islands (KYCAI) Green Mass Transit System	In order to cope with the planned development and traffic demands of the KYCAI, the Government initially proposes to link up the three proposed artificial islands through the Green Mass Transit System. The Government will review and determine the mode and alignment of the Green Mass Transit System based on the planning of KYCAI in a later stage.								

<b>Railway Projects</b>	<b>(i)</b>	<b>(ii)</b>	<b>(iii)</b>	<b>(iv)</b>	<b>(v)</b>	<b>(vi)</b>	<b>(vii)</b>	<b>(viii)</b>	<b>(ix)</b>
	Anticipated commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Increased railway length	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Years of postponement (if applicable)	Overspending/ additional budget (if applicable)
Hong Kong Island West-Hung Shui Kiu Rail Link	The Government strives to commence the statutory process of environmental impact assessment and gradually commence the detailed design for the reclamation of KYCAI within this year. The "Committee on the Financing of Major Development Projects" led by the Financial Secretary will continue to explore specific financial arrangements for overall major land supply and transport infrastructure projects. Based on the progress of the studies and assessments, the Government will formulate the implementation strategies for the KYCAI for preparing a budget and pragmatic project implementation programme for project investment and allocating manpower and material resources, striving to commence the reclamation project within the current term of government. Although the reclamation works of the KYCAI are slightly deferred, the Government will continue to allocate resources to carry out the studies on the KYCAI project, including the study on the Hong Kong Island West-Hung Shui Kiu Rail Link and other strategic transport infrastructures and the engineering feasibility study of the KYCAI Green Mass Transit System. The approved project estimate for Item 5768CL "Studies related to artificial islands in the Central Waters" is \$550.4 million. The studies mainly comprise the planning and engineering study on the KYCAI, and the engineering feasibility study of the Hong Kong Island West-Hung Shui Kiu Rail Link and the KYCAI Green Mass Transit System. There are no separate cost breakdown for the engineering feasibility study of the aforesaid railway and the Green Mass Transit System.								
Green Transport Corridor from Tsim Nei Tsui to Pak Nai (subject to study)	The Government is currently exploring the feasibility of connecting Tsim Bei Tsui to Pak Nai by green transport corridor. The details of the information are subject to further study.								

The studies that will be carried out by consultants under the Programme of Railway Development in 2024 and their estimates are as follows:

<b>Studies carried out by consultants</b>	<b>Approved project estimate / approved amount of commitment (\$ million)</b>
1. Strategic Study on Railways beyond 2030	64.90
2. Consultancy study on Checking Design for Tung Chung Line Extension Project	9.84
3. Consultancy study on Independent Checking of the Financial Arrangement of Tuen Mun South Extension Project - Investigation	4.16
4. Stage 2 Study of Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai)	9.90
5. Consultancy study on Independent Checking of the Financial Arrangement of Kwu Tung Station on East Rail Line - Investigation	4.40
6. Consultancy study on Independent Checking of the Financial Arrangement of Hung Shui Kiu Station Project - Investigation	4.79
7. Consultancy study on Independent Checking of the Financial Arrangement of Northern Link Main Line Project - Investigation	9.93
8. Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tuen Mun South Extension, Northern Link Phase 1 Kwu Tung Station and Hung Shui Kiu Station Projects - Investigation	11.68

<b>Studies carried out by consultants</b>	<b>Approved project estimate / approved amount of commitment (\$ million)</b>
9. Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tung Chung Line Extension, Oyster Bay Station and Airport Railway Extended Overrun Tunnel Projects - Investigation	11.86
10. Smart and Green Mass Transit System in East Kowloon - Investigation and Design	190.90 (Subject to tender and funding application. Anticipate to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in the first half of this year.)

Note 1: The works involved in various projects are not the same. Apart from the constructions works of railway facilities, some projects may also involve the constructions works other than those of railway facilities, such as reprovisioning of affected facilities, improvement works and enabling works etc. Therefore, it is not suitable to make a comparison by cost per kilometre.

Note 2: The Tung Chung Line Extension, Tuen Mun South Extension and Northern Link Phase 1 Kwu Tung Station are implemented by the MTRCL through the "Rail-plus-Property" model. No approved project estimate of the Government is involved. The detailed planning and design of the Northern Link Main Line and Hung Shui Kiu Station are underway. The Government would seek the most suitable financing scheme for the projects on a case-by-case basis.

Note 3: The Government and its independent consultants are currently accessing the detailed planning and design of the MTRCL to update the costs and estimated Economic Internal Rate of Return of the Northern Link Main Line and Hung Shui Kiu Station.

- End -

**CONTROLLING OFFICER'S REPLY****TLB017****(Question Serial No. 2406)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Highways Department established the Northern Metropolis Railways Office (NMRO) to assist in the implementation of railway projects related to the Northern Metropolis.

1. What are the details of the work undertaken by the NMRO in 2023-24?
2. What are the details of the work anticipated to be undertaken by the NMRO and the implementation timetable of the railway projects in 2024-25?
3. What are the differences and similarities in the division of work and functions between the NMRO and the other government departments that supervise the railway projects? and
4. Please list by rank the respective staff establishments (including permanent posts and supernumerary posts), the numbers of posts and the salary expenditures of the NMRO and the other government departments that supervise the railway projects.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 22)

Reply:

1. and 2. The Highways Department (HyD) established the Northern Metropolis Railways Office (NMRO) in 2023-24 to coordinate and implement the railway projects in relation to the Northern Metropolis. The details of the projects are tabulated below:

<b>Railway projects</b>	<b>Summary of implementation status</b>
1. Kwu Tung Station	The construction works commenced in 2023 for completion in 2027.
2. Hung Shui Kiu Station	The detailed planning and design is substantially completed. The construction works are anticipated to commence in 2024 for completion in 2030.



<b>Railway projects</b>	<b>Summary of implementation status</b>
3. Northern Link Main Line	The detailed planning and design is underway. The construction works are anticipated to commence in 2025 for completion in 2034.
4. Northern Link Spur Line	We are proactively taking forward the relevant planning works with the Shenzhen side. The detailed planning and design is anticipated to commence in 2024.
5. Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai)	The First Stage Study established the strategic value and necessity of the project, as well as formulated a preliminary feasible scheme. The Second Stage Study, including planning of the railway scheme, preliminary engineering feasibility, benefits, environmental impact analysis, etc., is anticipated to complete in 2024.

3. Currently, the Railway Development Office (RDO) and NMRO of HyD are responsible for the planning of Hong Kong's railway development and overseeing the implementation of new railway projects. The NMRO is responsible for coordinating and implementing the railway projects in relation to the Northern Metropolis. The RDO is responsible for carrying out studies and formulating plans for the further development of the railway network to cater for the sustainable social, economic, land and housing developments of Hong Kong, and to coordinate and implement other railway projects outside the Northern Metropolis.

4. The establishment of NMRO and RDO as at 1 March 2024 are as follows:

NMRO:

<b>Rank</b>	<b>No. of permanent posts</b>	<b>No. of time-limited posts</b>
Directorate	1	3*
Professional Grade	16	18
Technical Grade	4	-
General Grade	1	2

\* Supernumerary directorate posts

The salary expenditure of NMRO in 2024-25 (in terms of notional annual mid-point salary value) is approximately \$50 million.

RDO:

<b>Rank</b>	<b>No. of permanent posts</b>	<b>No. of time-limited posts</b>
Directorate	6	1*
Professional Grade	71	21
Technical Grade	27	-
General Grade	31	1

\* Supernumerary directorate post

The salary expenditure of RDO in 2024-25 (in terms of notional annual mid-point salary value) is approximately \$150 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB018**

**(Question Serial No. 1566)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Some recent media reports exposed that the items under the “Universal Accessibility” (UA) Programme were halted because of reasons such as financial difficulties etc. of the contractor. Will the Government please advise this Committee of the following:

1. How many items under the UA Programme were currently behind schedule? What are the details;
2. Regarding those items that were halted or behind schedule because of the financial difficulties of the contractor or other factors, what specific measures will be taken forward to cope with the situation;
3. What are the average completion times of the items under the UA Programme (from planning till the commencement of works, from the commencement of works till they were available for use after the completion of works)? Are there any specific measures to speed up the progress in order to mitigate the impacts on the public?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 27)

Reply:

1. and 2. Under the “Universal Accessibility” (UA) Programme, there are currently 156 projects under construction, of which 147 items are implemented smoothly in general and proceed as scheduled. The remaining 9 items are delayed due to the unsatisfactory performance of individual contractor. The 9 items include the lift retrofitting works at HF76, HF138 and HS14 in the Eastern District, K64 in the Kowloon City District, KF73 and KF92A in the Wong Tai Sin District, KS43 in the Kwun Tong District, and SSP01 and SSP02 in the Sham Shui Po District.

As soon as it was observed that the 9 items were delayed due to the unsatisfactory performance of individual contractor, the Highways Department (HyD) immediately followed the established procedures in urging the contractor to

complete the remaining works as soon as possible, including issuing warning letters and “Adverse Reports”. The HyD also requested the contractor to suspend from tendering for road and drainage public works contracts. However, the overall performance of the contractor still did not improve. In order to complete the remaining works as soon as possible, the HyD took back the remaining works under the respective contract after seeking legal advice. The HyD then included these remaining works and other items under the UA Programme under a new contract and it was tendered out on 1 March 2024, striving to commence construction in mid-2024. Moreover, the HyD will strictly follow the terms of contract to recover from the contractor the delay damages arising from the delay of parts of the works, as well as the additional costs resulting from the above contract arrangement.

3. For the completed items, the average overall duration for investigation, design and construction of each item is about 5 years. When implementing the projects under the UA Programme, the HyD adopted measures to shorten the time required in dealing with underground utilities (UUs) during the construction stage, including the use of pre-construction works contracts to conduct ground investigations to identify the location of the UUs at an early stage; the adoption of a contract form of “Early Contractor Involvement” to allow the contractors’ active involvement in formulating plans to resolve issues relating to UUs at an earlier stage of the works. Besides, the HyD has also adopted Modular Integrated Construction (MiC) to retrofit lifts, and the on-site assembly work are carried out in an off-site assembly yard. This aims at providing more working space, minimising the impact of inclement weather on works progress, and allowing different activities of works to be carried out in parallel at both the construction site and the assembly yard, thereby enhancing the speed of construction. The lifts construction time is expected to be reduced by about 6 months.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB019**

**(Question Serial No. 3142)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) District and Maintenance Works  
Controlling Officer: Director of Highways (YAU Kwok-ting)  
Director of Bureau: Secretary for Transport and Logistics

Question:

Some members of the public reflected that bulky wastes, shrubs and grasses were occasionally seen on the road sections of West Kowloon Highway and Island Eastern Corridor which are not cleared timely and thus road safety is affected. The Government reserved \$146 million for the purpose of “road cleanliness, streetscape enhancement and greening of shotcreted slopes”. In this connection, please provide the breakdown of the expenditures of \$146 million by service items, monthly average cleansing frequency of the highways and the numbers of cleansing contractors.

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 40)

Reply:

The respective estimated expenditures on road facilities cleanliness, streetscape enhancement and greening of shotcreted slopes reserved by the Highways Department (HyD) in 2024 are approximately \$59.50 million, \$85.60 million and \$0.90 million.

According to the prevailing mechanism, the HyD engages four road maintenance contractors to carry out cleansing tasks regularly (including street sweeping and pick up litter) for all expressways once daily. The vegetation identified during inspections that may probably affect the users' views would be dealt with the same day. The contractors also carry out roadside vegetation maintenance on expressways at least once per six months. For other public road (except expressways), street sweeping and road cleansing are responsible by the Food and Environmental Hygiene Department. As for roadside vegetation maintenance, it is handled by various departments depending on the location, including the HyD, Lands Department, Leisure and Cultural Services Department and Agriculture, Fisheries and Conservation Department, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB020**

**(Question Serial No. 0463)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the highway projects under this Programme, please advise this Committee on the following:

1. What are the estimated project costs, the expected dates of works commencement and the expected commissioning dates of Tuen Mun Bypass, and the extension works of Lung Fu Road and Hoi Wing Road in Tuen Mun?
2. What are the estimated project cost, the expected date of works commencement and the expected commissioning date of Improvement of Lion Rock Tunnel?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 11)

Reply:

The Highways Department is currently conducting investigation study and detailed design of Tuen Mun Bypass and the extension works of Lung Fu Road and Hoi Wing Road in Tuen Mun respectively. Besides, the first stage design and site investigation of Improvement of Lion Rock Tunnel are also underway. We will continue to review on how the public resources can be utilised more effectively and the cost effectiveness of the project taking into account the latest policy developments and financial situation of the Government, etc. We will also continue to give due regard to priority and urgency of projects under planning stage in order to suitably adjust their implementation schedule.

- End -

**CONTROLLING OFFICER'S REPLY****TLB021****(Question Serial No. 0464)**Head: (60) Highways DepartmentSubhead (No. & title): (000) Operational expensesProgramme: (1) Capital Projects, (2) District and Maintenance Works,  
(3) Railway Development, (4) Technical ServicesControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The establishment ceiling 2024-25 under this Programme indicates a reduction of 13 non-directorate posts from 2 476 to 2 463, and a reduction of 2 directorate posts from 42 to 40 in 2025. Please advise this Committee of the proposed posts for deletion and the total saving in expenditures.

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 12)Reply:

In 2024-25, there will be a net deletion of 15 posts (including deletion of 36 existing posts and creation of 21 posts) in the Highways Department. Relevant information of the posts involved are tabulated below:

<b>Posts</b>		<b>Expenditure<sup>^</sup> (\$m)</b>
(i) Deletion of 36 existing posts (including 2 directorate posts and 34 non-directorate posts):		-11.8
Chief Engineer (time-limited directorate post)	2	
Technical Officer/Technical Officer Trainee (Civil)	1	
Senior Typist	3	
Typist	5	
Assistant Clerical Officer*	3	
Calligraphist	1	
Chainman	20	
Office Assistant	1	

<b>Posts</b>		<b>Expenditure<sup>^</sup> (\$m)</b>
(ii) Creation of 21 non-directorate posts:		21.8
Senior Engineer	6	
Engineer/Assistant Engineer	6	
Senior Geotechnical Engineer	1	
Geotechnical Engineer/Assistant Geotechnical Engineer	1	
Structural Engineer/Assistant Structural Engineer	1	
Electrical And Mechanical Engineer/Assistant Electrical And Mechanical Engineer	1	
Landscape Architect/Assistant Landscape Architect	1	
Field Officer I	2	
Personal Secretary II*	2	

<sup>^</sup> Calculated in terms of notional annual mid-point salary value

\* 2 existing Assistant Clerical Officer posts are to be regraded to 2 Personal Secretary II posts

- End -

**CONTROLLING OFFICER'S REPLY****TLB022****(Question Serial No. 0465)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Under this Programme, the Government will continue to take forward the remaining railway schemes recommended under the Railway Development Strategy 2014 as well as other railway schemes set out in the Hong Kong Major Transport Infrastructure Development Blueprint in an orderly manner. In this connection, will the Government advise this Committee of the following:

1. the latest developments, timetables of future projects and expenditure estimates of the projects under the Railway Development Strategy 2014.
2. the latest development of the planning of the East Kowloon Line and its construction schedule.
3. the coverage, construction schedule and expenditure estimates of the Smart and Green Mass Transit System in East Kowloon.

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 13)Reply:

1. The latest developments, timetables and expenditure estimates of the projects under the Railway Development Strategy 2014 are listed in the following table:

<b>Railway projects</b>	<b>Latest development</b>	<b>Project timetables</b>	<b>Expenditure Estimates</b>
1. Tung Chung Line Extension	Construction works commenced in 2023.	Anticipated to be completed in 2029.	The capital cost estimate is \$19.5 billion (in December 2020 prices).



<b>Railway projects</b>	<b>Latest development</b>	<b>Project timetables</b>	<b>Expenditure Estimates</b>
2. Tuen Mun South Extension	Construction works commenced in 2023.	Anticipated to be completed in 2030.	The capital cost estimate is \$15.8 billion (in July 2023 prices).
3. Northern Link (NOL) and Kwu Tung (KTU) Station	<u>KTU Station</u> Construction works commenced in 2023.  <u>NOL Main Line</u> Detailed planning and design are underway.	<u>KTU Station</u> Anticipated to be completed in 2027.  <u>NOL Main Line</u> Construction works are anticipated to commence in 2025 for completion in 2034.	<u>KTU Station</u> The capital cost estimate is \$5.9 billion (in July 2023 prices).  <u>NOL Main Line</u> See Note 1
4. Hung Shui Kiu Station	Detailed planning and design are underway.	Major works are anticipated to commence in 2024 for completion in 2030.	See Note 1
5. South Island Line (West) (SIL (W))	Given the hilly terrains and constrained by the climbing capability of heavy rail, some sections of the SIL(W) have to be built deep underground. The transport benefit and cost effectiveness are both unsatisfactory. In view of this, the Government is exploring suitable alternative transit systems which could meet the transport demand along the alignment as well as improve the technical feasibility and overall cost effectiveness of the project. We target to firm up a suitable technical solution within this year, with the purpose that the project can tally with the programme of the Wah Fu Estate Redevelopment project. When studying different technical schemes, we will also evaluate the implementation programme and construction cost. As such, we need to firm up the technical solution before providing any information on this aspect.		
6. East Kowloon Line	Refer to parts 2 and 3 of the reply.		
7. North Island Line	It is indicated in the Hong Kong Major Transport Infrastructure Development Blueprint that the carrying capacity of the Island Line would be increased with the upgrading of its signalling system. There is no urgency to take forward the North Island Line by 2046.		

Note 1: The Government and its independent consultants are currently conducting assessment based on MTRCL's detailed planning and design with a view to updating the cost estimates.

2. and 3. The proposed Smart and Green Mass Transit System in East Kowloon is an alternative scheme to the originally proposed East Kowloon Line. Spanning about 7 km long, the system will provide convenient feeder service in Kwun Tong uphill areas, including Choi Wan, Shun Lee, Shun On, Sau Mau Ping, Po Tat and Ma Yau Tong, facilitating access to Choi Hung Station and Yau Tong Station and will connect with the Anderson Road area via pedestrian links.

The Government plans to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council to appoint consultants for the investigation and design of the Smart and Green Mass Transit System in East Kowloon in the first half of 2024. Subject to funding approval, the relevant work will be commenced in mid-2024. Moreover, the Government plans to invite local suppliers and operators of Smart and Green Mass Transit Systems, as well as those within and outside the Mainland, to submit expressions of interest within the second half of 2024, with a view to finalising the specific requirements and design of the system and its infrastructure. At the same time, we are working hard to speed up the original works schedule and strive to put the construction works of the project out to tender in 2026 for the award of works contract in 2027. The preliminary project cost and the implementation timetable of the project will be confirmed at the investigation and design stages.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB023**

**(Question Serial No. 2713)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

In Hong Kong, the conditions of quite a number of roads are unsatisfactory. The road surfaces are commonly seen with crackages and even holes. In this connection, will the Government advise this Committee on the following:

1. The Highways Department indicated that the completion rate of repairing holes on road surfaces within 24 hours is 100%. However, there are still holes on the road surfaces in various districts. Did the Government review the reliability of the criteria?
2. What are the public expenditures on repairing road surfaces in 2023? What are the estimated expenditures reserved for repairing road surfaces in 2024?
3. Some members of the public reflected that heavy vehicles would damage the road surface, resulting in an uneven road surface. Did the Government study the use of new materials for road paving to improve their durability? If yes, what is the progress of the study? If not, what are the reasons?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 37)

Reply:

1. The Highways Department (HyD) is responsible for the maintenance and repair of the public roads and ancillary road facilities within its ambit. It has in place a regular road inspection mechanism through which term contractors are engaged to carry out the relevant works. When damages of road surfaces or ancillary road facilities are identified during regular road inspections or are reported by the public, the HyD will request the contractors to repair any damages that might cause road safety concerns as soon as possible. According to the work records of the contractors, all repair works on potholes on road surfaces over the past year were completed within 24 hours.

The HyD has stipulated a strict mechanism in the works contracts to monitor the working performance of contractors. The contractors are requested to submit works records in compliance with the contract requirements after completing the relevant works, including

information such as site photos before and after the repair works etc. The HyD would review the relevant work records or reports to ensure that the repair works complies with the requirements of the maintenance contracts and are completed within the required time. The HyD would also arrange random checks on the contractors' works. In case their works do not meet the stipulated standard, the HyD would take appropriate follow-up actions in accordance with the requirements of the contracts and established mechanisms. Moreover, the HyD would continue to strictly monitor the working performance of the contractors to ensure that the contractors record all damages according to the relevant requirements when conducting regular and detailed inspections, and complete the repair works in a timely manner.

2. The expenditure on road reconstruction, rehabilitation and resurfacing in 2023 is approximately \$651 million and the expenditure estimate reserved for relevant works in 2024 is approximately \$618 million. The expenditure in 2023 is relatively higher because emergency recovery works had to be carried out in numerous locations after the impact of typhoons and mega black rainstorms in that year.
3. The HyD has been striving to study road paving materials that would be more durable so as to minimise the frequency of maintenance works and the inconvenience caused to the public during maintenance. For example, from 2018 to 2022, the HyD conducted trials on a more durable bituminous paving material – “Highly Modified Stone Mastic Asphalt” on over 30 busy road sections, which was researched and developed in collaboration with the Hong Kong Polytechnic University. The trial result confirmed that this new bituminous paving material has better anti-deformation, anti-aging and anti-fatigue performance than the existing bituminous materials, as well as improving the durability of the roads and reducing the frequency of road surface maintenance. This new bituminous paving material was formally used on road maintenance works in 2023 and more than 70 road sections are using it currently.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB024**

**(Question Serial No. 2550)**

Head: (60) Highways Department

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

Programme: (4) Technical Services

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

At present, the Highways Department (HyD) would install new village lights in rural areas or relocate current village lights subject to land development under the Village Lighting Programme (VLP) in response to the applications of villagers every year. The Home Affairs Department and various District Offices are responsible to collect and coordinate the applications from various districts. However, the installation of new village lights is slow and the progress of VLP is unsatisfactory. In this connection, will the Government advise this Committee on the following:

- (1) Over the past four years, what are the numbers of villages, the numbers of applications for new village lights, the quotas allocated for installation of new village lights and the numbers of new village lights installed in each of the 18 districts every year?
- (2) Over the past four years, what are the numbers of applications for relocating current village lights and the numbers of quotas allocated for relocating the village lights in each of the 18 districts every year?
- (3) Over the past three years, what are the actual expenditures or revised estimated expenditures of VLP every year?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 18)

Reply:

Every year, the Highways Department (HyD) would set the overall quota in Hong Kong under the Village Lighting Programme (VLP) for the installation of new village lights in rural roads in need depending on available resources. The HyD is also responsible for relocating existing village lights subject to land development needs. The Home Affairs Department (HAD) and various District Offices (DO) are responsible for collecting and coordinating the applications from various districts as well as prioritising them mainly according to the dates of applications for incorporation into the VLP for the implementation by HyD. The HAD would allocate the quotas of various districts on a pro-rata basis depending on the numbers of applications.

Before the new village lights are installed, the HyD and DOs have to carry out a range of preparation and follow-up works which include having face-to-face meetings with village representatives, applicants and relevant departments. Agreement from relevant owners are required if private lands are involved. The relevant departments are required to conduct mediation among opponents in respect of the dissenting opinions and consensus has to be reached before the installation works to be carried out. Regarding the questions asked above, in consultation with the HAD, the replies are as follows:

- (1) Over the past four years, the numbers of applications for village lights from relevant districts are listed in Table One. The districts that are allocated with quotas for installation of village lights are listed in Table Two. The districts that are installed with village lights and their numbers are listed in Table Three.

**Table One: Geographic distribution and numbers of applications received for installation of new village lights over the past four financial years**

	2020-21	2021-22	2022-23	2023-24 (as at early March 2024)
Southern District	0	1	3	7
Outlying Islands	40	30	12	18
Kwai Tsing	10	3	7	6
Tsuen Wan	18	0	0	12
Sha Tin	46	11	23	4
Sai Kung	10	18	19	64
Tai Po	64	107	9	20
North District	84	113	137	131
Yuen Long	155	200	230	242
Tuen Mun	34	17	6	79
<b>Total:</b>	<b>461</b>	<b>500</b>	<b>446</b>	<b>583</b>

**Table Two: Geographic distribution and relevant numbers of quotas allocated for installation of new village lights over the past four financial years**

	2020-21	2021-22	2022-23	2023-24
Southern District	1	2	3	1
Outlying Islands	42	38	33	21
Kwun Tong	3	2	3	1
Kwai Tsing	6	4	9	1
Tsuen Wan	8	12	14	8
Sha Tin	15	26	22	28
Sai Kung	43	42	34	35
Tai Po	71	63	65	103
North District	118	92	93	138
Yuen Long	191	200	209	217
Tuen Mun	34	46	48	47

<b>Total:</b>	<b>532</b>	<b>527</b>	<b>533</b>	<b>600</b>
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**Table Three: The numbers and geographic distribution of new village lights installed over the past four financial years are tabulated as follows:**

	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24 (as at mid-March 2024)</b>
Eastern District	1	1	0	0
Southern District	6	3	0	14
Outlying Islands	26	27	48	58
Wong Tai Sin	0	0	1	0
Kwai Tsing	0	6	2	18
Tsuen Wan	14	8	3	32
Sha Tin	10	18	26	25
Sai Kung	28	38	32	60
Tai Po	27	85	99	81
North District	103	91	86	78
Yuen Long	139	171	135	194
Tuen Mun	23	8	4	16
<b>Total:</b>	<b>377</b>	<b>456</b>	<b>436</b>	<b>576</b>

Note: The numbers of new village lights installed by HyD do not tally with the quotas or numbers of applications of the same year. This is because the village lights may not be installed within the same financial year when the applications are received or quotas allocated. Therefore, the districts involved and relevant numbers in Table One to Table Three are not directly comparable.

- (2) Rural residents are required to provide justifications for the applications for relocating village lights for departments' consideration. The relevant applications do not have any quota limit currently. The numbers of village light relocated and geographic distribution over the past four financial years are tabulated as follows:

	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24 (as at mid-March 2024)</b>
Southern District	0	0	0	1
Outlying Islands	2	4	1	8
Kwai Tsing	0	1	0	0
Tsuen Wan	0	0	1	3
Sha Tin	7	3	2	3
Sai Kung	6	3	1	0
Tai Po	19	19	14	10
North District	13	15	16	8
Yuen Long	31	33	20	37
Tuen Mun	2	2	1	0

<b>Total:</b>	<b>80</b>	<b>80</b>	<b>56</b>	<b>70</b>
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- (3) The actual expenditures under VLP in 2021-22 and 2022-23 are \$9.057 million and \$15.466 million respectively. The revised estimated expenditure in 2023-24 is \$19.369 million.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB025**

**(Question Serial No. 3168)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

The surfaces of paving block footpaths are likely to become uneven owing to dilapidation and soil erosion, posing threat to the safety of pedestrians. Regarding the quality and maintenance of the footpaths, will the Government advise this Committee on the following:

- 1) The Steering Committee on District Governance of the current-term Government identified in the first meeting to expand the repaving of footpaths for a more comfortable walking environment. What are the expenditures and progress of works since the implementation of this project?
- 2) What are the details of repairing footpath surface in Hong Kong in each of the past three years including the respective details of the manpower involved in handling relevant complaints and reports, estimated expenditures, actual expenditures, inspection frequencies and details of supervision? Please list the breakdown figures by District Council district.
- 3) Did the Government monitor the repair works carried out by the works contractors, including the progress of works, materials, etc.? If yes, please list specifically the repair works that were on schedule, the respective penalty amounts attributed by delay of works that triggered the penalty mechanism, and the maximum and average numbers of days delayed over the past three years.
- 4) Did the Government explore the use of materials with better quality in paving footpaths in order to reduce the administrative costs and repair expenses resulted from uneven or damaged footpath surfaces? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 2)

Reply:

1)

In order to provide a more comfortable walking environment, the plan of expansion of repaving footpath under the Steering Committee on District Governance includes 40 sections of public footpaths which are implemented in two phases. All the repaving of footpath works for 20 sections of footpaths in the first phase commenced as planned before the end of 2023, while seven sections among a total of 20 sections in the second phase commenced as at end February 2024. The target is to commence the works of the remaining 13 sections by the second quarter of 2024. The Highways Department (HyD) would continue to actively follow up the implementation of relevant works. It is anticipated that all works of the 40 sections of public footpaths will be completed before end 2024. The relevant expenditures of the works are approximately \$15 million as at February 2024.

2)

The HyD engages contractors in the form of term contract to carry out inspections and repair works for road surfaces and associated facilities (including footpaths). Depending on the locations of footpaths and the pedestrian flow, the frequencies of routine inspections range from once per week to once per quarter. The HyD would also receive reports of uneven footpath surfaces from the public. For relevant damages that may lead to safety issues of pedestrians, the HyD would arrange repair works promptly in order to maintain the footpaths in good condition. Moreover, the HyD would arrange detailed inspections on public roads in Hong Kong (including footpaths) within its ambit once per six months to collect the information of road surfaces and structural conditions for the planning of medium to long-term repair works.

As at 1 February 2024, an establishment of 1 156 staff members under the Programme of District and Maintenance Works were responsible for district administration and roadmaintenance works in the HyD. Their regular duties about footpaths include the aforesaid regular inspections and repair works of footpaths, handling of relevant complaints, etc. There is no detailed division in the staff establishment that carry out the relevant tasks.

The estimated expenditures and the actual expenditures of footpath maintenance works between 2021 and 2023 in different districts by District Council district are listed as follows:

District	Actual expenditure / [Estimated expenditure] (\$ million)		
	2021	2022	2023 (Note 1)
Hong Kong (including Central and Western District, Eastern District, Southern District and Wan Chai)	1.941 [2]	2.654 [3]	6.576 [6]
Kowloon (including Kowloon City, Kwun Tong, Sham Shui Po, Yau Tsim Mong and Wong Tai Sin)	17.618 [18]	18.759 [19]	25.748 [26]

District	Actual expenditure / [Estimated expenditure] (\$ million)		
	2021	2022	2023 (Note 1)
New Territories East (including Sai Kung, Sha Tin, Tai Po, North District and Outlying Islands)	8.194 [8]	7.064 [8]	11.790 [11]
New Territories West (including Tsuen Wan, Kwai Tsing, Tuen Mun and Yuen Long)	3.101 [3]	9.887 [7]	12.449 [11]

Note 1: The estimated expenditures and actual expenditures in various districts in 2023 were higher than those in 2021 and 2022. This is because the HyD carried out beautification works at locations in Hong Kong Island (Central), New Territories East (Tai Wai), New Territories West (Tsuen Wan) as well as repair works of larger scale in Kowloon at the same time.

Contractors are requested to submit works records in compliance with contractual requirements after completing the relevant works, including the information such as site photos before and after the repair works etc. The HyD would review the relevant works records or reports to ensure that the repair works comply with the requirements of the maintenance contracts. The HyD would also arrange random checks on contractors' works. In case the contractors' works do not meet the stipulated standard, the HyD would take appropriate follow-up actions in accordance with the contractual requirements and established mechanisms. Moreover, the HyD would continue to strictly monitor the performance of the contractors to ensure that the footpaths within its ambit are maintained in good condition.

3)

The HyD has stipulated a strict mechanism in works contracts to monitor the works progress of contractors and the specifications of the materials used. Also, the HyD would pay close attention to the progress of works through monthly works progress meetings. Upon noticing that the works progress is affected due to the unsatisfactory performance of contractors, the HyD would first issue warning letters to contractors in urging them to speed up works progress through resource allocation as soon as possible. If the situation does not improve, the HyD would reflect the contractors' unsatisfactory performance in their performance reports. At the same time, the HyD would recover from the contractors the liquidated damages arising from delay of works in accordance with contractual requirements and established mechanisms. Over the past three years, the contractors completed most works orders on schedule. The details are as follows:

	2021	2022	2023
Finalised works orders for maintenance works	549	617	590
Numbers of works completed on schedule	498	592	586
Numbers of delayed works	51	25	4
Total amount of liquidated damages (\$'000) (Note 2)	1,720	200	60
Longest duration of delay (day)	134	174	52

	<b>2021</b>	<b>2022</b>	<b>2023</b>
Average duration of delay (day)	49.8	46.4	16.5

Note 2: The total amount of liquidated damages in 2021 was relatively higher because some delayed projects in that year were of relatively larger scale.

4)

With the prolonged use of footpaths, stepping could gradually develop between adjacent paving blocks. The common causes are excessive loading on footpaths by frequent loading/unloading of heavy articles or illegal parking of vehicles, leakage of underground water pipes, poor reinstatement by individual contractor after excavation works, etc. To enhance the stability of sand bedding sub-base, the HyD has added a small amount of cement to the sand bedding below paving blocks to strengthen the stability of paving blocks' sub-base. The HyD has also filled the joints between paving blocks with stabilising sealant. All these measures could effectively improve the unevenness of paving block surfaces.

The footpaths in Hong Kong are classified into two major categories, i.e. footpaths laid with concrete and footpaths laid with precast paving blocks (paving block footpaths). The HyD has been determining the materials used with reference to the loading on the footpaths. For example, paving blocks are generally used in the streets with relatively high pedestrians because they do not only enhance the cityscape, but are also more environmentally friendly. For sections of paving block footpaths with relatively higher loading (for example near the entrances and exits of car parks), the HyD would adopt Herringbone pattern when laying paving blocks so as to strengthen the interlocking between paving blocks. Nevertheless, the HyD would use the aforesaid concrete footpath surfaces that are more durable in those streets in industrial areas where loading/unloading of goods are frequent and footpaths are used for transporting goods. This is to ensure that frequent damage on footpaths and necessary repair works can be minimised.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB026**

**(Question Serial No. 2647)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the railway development, please advise this Committee on the following:

1. Regarding the carrying out of the on-going remaining works of the Shatin to Central Link (SCL) project, what are the details and estimates of the remaining works?
2. The remaining railway schemes recommended under the Railway Development Strategy 2014 will be continued to take forward. Of this, why was the extension of the East Kowloon Line to connect Po Lam Station under the original proposal considered feasible by the study at that time? Why did the Government consider the original proposal technically infeasible in 2023? What are the expenditures involved in the study? Does the study still have any reference value?
3. Does the Government plan to make reference to the new technology of the Mainland to re-study the feasibility of extending the East Kowloon Line to connect Po Lam Station under the original proposal? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 28)

Reply:

1. The remaining works of Shatin to Central Link (SCL) project mainly include:
  - (a) the roadworks at Shatin Pass Road (near Lung Cheung Road eastbound);
  - (b) the re-provisioning works of Ma Chai Hang Recreation Ground;
  - (c) the pedestrian link connecting Pak Tai Street and Sung Wong Toi Station; and
  - (d) the retrofitting of automatic platform gates at the 13 stations of the East Rail Line between Mong Kok East Station and Lo Wu Station / Lok Ma Chau Station.

The total cost estimates for the three works items in (a), (b) and (c) above is approximately \$1.1 billion. MTR Corporation Limited is responsible for the expenditure of the works item in (d).

2. In formulating the Railway Development Strategy 2014 (the Strategy), the Government had considered various factors for the East Kowloon Line including transport demand, engineering and operational feasibility, environmental impact etc. As pointed out in the Strategy, the further taking forward of individual recommended railway projects would be subject to the outcome of the future detailed engineering, environmental and financial studies related to the projects, as well as the updated passenger transport demand assessment. The studies on the formulation of the Strategy covered the strategic planning of the overall railway network in Hong Kong and provided recommendations on the development of the railway system (including the East Kowloon Line). The total expenditure of the studies was \$37.50 million.

Owing to the hilly topography along the corridor of the original proposed East Kowloon Line and the limited climbing capability of the heavy rail system, some sections of the railway line needed to run deep underground. The transport and cost effectiveness were undesirable. Upon conducting a comprehensive review of the technical challenges and transport effectiveness of the project, we would implement the Smart and Green Mass Transit System in East Kowloon in lieu of the underground heavy rail system. When planning the Smart and Green Mass Transit System in East Kowloon, we had made reference to the alignment and the location of stations under the original proposal of the East Kowloon Line.

3. The Government plans to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council to appoint consultants for the investigation and design of the Smart and Green Mass Transit System in East Kowloon in the first half of 2024. Subject to funding approval, the relevant works will be commenced in mid-2024. Moreover, the Government plans to invite relevant suppliers and operators to submit expressions of interest within the second half of this year, with a view to finalising the specific requirements and design of the system and its infrastructures, as well as reviewing the feasibility of expanding the system (including the suggestion of extending the system to Po Lam).

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB027**

**(Question Serial No. 0432)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under this Programme, the Highways Department established the Northern Metropolis Railways Office (NMRO) in 2023 to assist in taking forward railway projects relevant to the Northern Metropolis. In this connection, will the Government advise this Committee on the manpower and resources allocated for the work of NMRO in 2023-24 and 2024-25?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 12)

Reply:

The Highways Department (HyD) established the Northern Metropolis Railways Office (NMRO) in 2023-24. Four directorate posts comprising three supernumerary posts and one permanent post redeployed from the Railway Development Office (RDO) of HyD and 41 non-directorate posts comprising 20 newly created supernumerary posts and 21 existing permanent posts redeployed from the RDO of HyD were created for NMRO to assist in taking forward railway projects relevant to the Northern Metropolis. The salary expenditure of NMRO in 2024-25 (in terms of notional annual mid-point salary value) is approximately \$50 million.

- End -

**CONTROLLING OFFICER'S REPLY****TLB028****(Question Serial No. 0433)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

According to the key performance indicators under this Programme, the estimated expenditure on studies and other tasks carried out by consultants in 2024 will be \$607.3 million, which is considerably higher than the actual expenditure in 2023 by more than 50%. In this connection, will the Government advise this Committee of the following:

- (a) What are the details of the studies to be carried out by consultants in 2024? and
- (b) What is the ground based upon for the increase in the estimated expenditure in 2024?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 13)Reply:

- (a) The details of the studies to be carried out by consultants under the Programme of Railway Development in 2024 are as follows:

	<b>Studies carried out by consultants</b>
Studies commenced before 2024	1. Shatin to Central Link (SCL) - Monitoring and Verification for Construction, Testing and Commissioning Phase - Investigation
	2. Shatin to Central Link (SCL) Professional Services in connection with the Service Concession for the Operation of the SCL - Investigation
	3. Strategic Study on Railways beyond 2030
	4. Consultancy study on Checking Design for Tung Chung Line Extension Project
	5. Consultancy study on Independent Checking of the Financial Arrangement of Tuen Mun South Extension Project - Investigation
	6. Stage 2 Study of Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai)
	7. Consultancy study on Independent Checking of the Financial Arrangement of Kwu Tung Station on East Rail Line - Investigation



	<b>Studies carried out by consultants</b>
	8. Consultancy study on Independent Checking of the Financial Arrangement of Hung Shui Kiu Station Project - Investigation
Studies to be commenced by 2024	9. Consultancy study on Independent Checking of the Financial Arrangement of Northern Link Main Line Project - Investigation
	10. Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tuen Mun South Extension, Northern Link Phase 1 Kwu Tung Station and Hung Shui Kiu Station Projects - Investigation
	11. Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tung Chung Line Extension, Oyster Bay Station and Airport Railway Extended Overrun Tunnel Projects - Investigation
	12. Smart and Green Mass Transit System in East Kowloon - Investigation and Design

- (b) The estimated expenditure of the studies and other tasks carried out by consultants in 2024 is higher than the actual expenditure in 2023. It is mainly due to the addition of four studies in 2024.

- End -

**CONTROLLING OFFICER'S REPLY****TLB029****(Question Serial No. 2378)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

**Question:**

One of the responsibilities of the Highways Department (HyD) is the maintenance of all public roads, including highway structures, government road tunnels, road furniture etc. The estimated expenditure on road maintenance this year is approximately \$660 million. There is an item under HyD required special attention in 2024-25 concerning HyD strives to make use of innovative technologies and digitalise the work flow to enhance efficiency. Will the Government advise this Committee, how will the Government make use of innovative technologies and digitalise the work flow to enhance efficiency on maintenance of public road? What measures will the Government take to improve the public road surface condition?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 25)

**Reply:**

The Highways Department (HyD) has been striving to make use of innovative technologies and digitalise the work flow on maintenance of public road with a view to enhancing efficiency and improving the services provided to the public. The HyD has implemented a digitalised Road Maintenance Monitoring System since the end of 2022 to digitalise the inspection and supervision procedures. The HyD staff can therefore manage the road inspection and maintenance works carried out by its road maintenance contractors more efficiently. The data collected by the new system can also provide information on the road condition which facilitates HyD for better planning of the road maintenance works. The system is currently used in six road maintenance contracts and is planned to put forward its use to the remaining three existing contracts of the same type in order to achieve the target on digitalising most inspection and supervision procedures in all road maintenance contracts in 2024.

In mid-2024, the HyD will also start using artificial intelligence technology to automatically detect road defects (such as discolouration of road markings, cracks on road surfaces etc.) through analysing the photos of road surfaces collected during inspections so that appropriate maintenance works can be arranged as soon as possible. In addition, the HyD will continue to use small unmanned aircraft to inspect road structures that are difficult to reach (including

bridges, tunnels, etc.) and the condition of the slopes in order to enhance the efficiency and safety of inspections.

The HyD engaged road maintenance contractors for carrying out maintenance and repair works for public roads and ancillary road facilities within its purview. The contractors carry out road inspections regularly, and arrange appropriate maintenance works when identified road defects or received defect reports in order to keep the road network in a safe and serviceable condition. Apart from arranging immediate maintenance works for road defects that might cause safety concerns, the HyD would also arrange road resurfacing or reconstruction works of a larger scale in a timely manner to further improve the overall road condition. At the same time, the HyD has also been kept conducting researches and testings for more durable and environmentally friendly pavement materials for public roads.

- End -

**CONTROLLING OFFICER'S REPLY****TLB030****(Question Serial No. 2047)**Head: (60) Highways DepartmentSubhead (No. & title): (000) Operational expensesProgramme: (4) Technical ServicesControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

According to the figures of the Highways Department (HyD), there are more than 140,000 street lamps in Hong Kong. They are located on carriageways, pavements and cycle tracks. Regarding the multi-functional smart lampposts and solar road lights that are currently tested by the Government, will the Government advise this Committee on the following:

- (a) the numbers of solar road lights/facilities currently installed in Hong Kong and list the districts that they are distributed;
- (b) the cost of each solar road light/facility and the estimated installation expenses, and the maintenance expenses of the solar road lights/facilities involved over the past 3 years;
- (c) the numbers anticipated to be increased every year and the estimated expenses?

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

The Highways Department (HyD) is responsible for installing road lights on public roads and rural roads in need under the Village Lighting Programme (VLP). In the circumstances that electricity supply is not available for the districts or affected by damaged underground electricity cables, the installation of solar road lights can provide limited lighting services as an interim measure. After permanent electricity supply is available for the relevant districts or resumed, the solar road lights will be replaced by ordinary road lights to provide more reliable and stable public lighting services.

- (a) A total of 115 solar road lights are currently installed in Hong Kong. The districts that they are distributed are listed in the following table:

<b>Districts</b>	<b>Solar Road Lights (Numbers)</b>
North District	45

<b>Districts</b>	<b>Solar Road Lights ( Numbers )</b>
Yuen Long	36
Tsuen Wan	9
Tai Po	7
Tuen Mun	5
Kowloon City	5
Kwai Tsing	2
Sai Kung	2
Sham Shui Po	2
Kwun Tong	1
Eastern District	1
<b>Total</b>	<b>115</b>

- (b) The installation expense of each solar road light is about \$17,500. The maintenance expense of solar road lights over the past 3 financial years was about \$6,000.
- (c) The solar road lights provide limited lighting services as an interim measure. The number of installations is subject to actual situations and needs, such as whether electricity supply is available on the relevant roads for installing ordinary road lights, whether there is enough space in the surrounding areas for the normal operation of solar road lights and the opinions of the residents nearby towards installing solar road lights. Therefore, we are not able to provide the numbers anticipated to be increased every year and the estimated expenses.

However, according to the records of the past 4 financial years, the HyD installed an average of about 25 solar road lights in various districts every year. The installation expense is about \$400,000 per year. We will conduct reviews subject to actual situations and needs and reserve a certain amount of estimated expenses every year for installing solar road lights.

- End -

**CONTROLLING OFFICER'S REPLY****TLB031****(Question Serial No. 2048)**Head: (60) Highways DepartmentSubhead (No. & title): (000) Operational expensesProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The "Universal Accessibility" (UA) Programme has been implemented for more than 10 years since 2012. In this connection, will the Government advise this Committee on the following:

- (a) the numbers of completed items and the total expenditures every year since the implementation of the UA Programme;
- (b) the numbers of items expected to be commenced in the future and the total expenditures;
- (c) whether the Government estimated the expenditures required for installing closed-circuit television (CCTV) cameras inside the lifts under the UA Programme? If yes, what are the details? If not, what are the reasons?

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

- (a) The Highways Department (HyD) has been pressing ahead to implement a total of 384 items under various phases of the "Universal Accessibility" (UA) Programme. As at end February 2024, a total of 202 items under the UA Programme were completed. The numbers of items completed every year are tabulated below:

<b>Year</b>	<b>Numbers of completed items</b>
2013	1
2014	9
2015	15
2016	20
2017	26
2018	40
2019	38
2020	20

<b>Year</b>	<b>Numbers of completed items</b>
2021	10
2022	10
2023	12
2024 (as at end February)	1

The total expenditure on the aforesaid completed items is about \$5.39 billion.

- (b) As at end February 2024, among the 182 items to be completed under the UA Programme, 156 items are under construction while the remaining 26 items are yet to commence. These 26 items include 20 items that are under tendering. Their construction works are anticipated to commence in mid-2024 and the total estimated cost is approximately \$540 million. The other 6 items are under planning and design. Their commencement dates for construction and estimated costs are yet to be determined.
- (c) The HyD has already installed CCTV cameras for all the lifts retrofitted under the UA Programme. The images inside the lifts are captured and transmitted to the display screens next to the entrances of the lifts for real-time playing in order to enhance the security management inside the lifts.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB032**

**(Question Serial No. 0751)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

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, and is dedicated to improving road cleanliness. In this connection, please advise this Committee on the following:

1. Regarding the estimated expenditure of \$146 million in 2024-25, what are the respective expenditures on road cleanliness, streetscape enhancement and greening of slopes?
2. What are the cleansing frequencies of the expressways, trunk roads and primary distributors? What are the relevant expenditures respectively?
3. Did the Government adopt applied science and technology in preventing, monitoring and improving road defects and the cleanliness of road surface (including verges and hard shoulders)? If yes, what are the details? If not, what are the reasons?
4. Did the Government study and conduct trials on more durable and greener paving materials? If yes, what are the details? If not, what are the reasons?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 31)

Reply:

1. The respective estimated expenditures on road facilities cleanliness and streetscape enhancement and greening of shotcreted slopes reserved by the Highways Department (HyD) in 2024 are approximately \$59.50 million, \$85.60 million and \$0.90 million.
2. According to the prevailing mechanism, the HyD is responsible for the daily cleansing tasks (including street cleansing and rubbish removal) of the expressways once a day. The cleansing tasks of the other public roads (including trunk roads and primary distributors) is responsible by the Food and Environmental Hygiene Department.



Apart from that, the HyD is also responsible for cleansing the public road facilities within its ambit, in which the highway structures such as footbridges/subways etc. (including escalators and elevators) would be cleansed at least once per quarter. The other facilities (such as traffic signs, street name plates etc.) would be cleansed at least once per six months. The frequency of relevant cleansing tasks in busy road sections would be increased to at least once per quarter.

The HyD does not maintain breakdown figures of the expenditures of the aforesaid cleansing tasks.

3. The HyD has been striving to make use of innovative technologies and digitalise the work flow on maintenance of public road with a view to enhancing efficiency and improving the services provided to the public. The HyD has implemented a digitalised Road Maintenance Monitoring System since the end of 2022 to digitalise the inspection and supervision procedures. The HyD staff can therefore manage the road inspection and maintenance works carried out by its road maintenance contractors more efficiently. The data collected by the new system can also provide information on the road condition which facilitates HyD for better planning of the road maintenance works. The system is currently used in six road maintenance contracts and is planned to put forward its use to the remaining three existing contracts of the same type in order to achieve the target on digitalising most inspection and supervision procedures in all road maintenance contracts in 2024.

In mid-2024, the HyD will also start using artificial intelligence technology to automatically detect road defects (such as discolouration of road markings, cracks on road surfaces etc.) through analysing the photos of road surfaces collected during road inspections so that appropriate maintenance works can be arranged as soon as possible. In addition, the HyD will use small unmanned aircraft to inspect road structures that are difficult to reach (including bridges, tunnels, etc.) and the condition of the slopes in order to enhance the efficiency and safety of inspections.

For road cleansing, the HyD would also use mechanical suction sweepers to regularly cleanse both sides of high speed roads and pick up the rubbish on the roads within its ambit so as to maintain the high speed road network in a clean and tidy manner.

4. The HyD has been striving to study road paving materials that would be more durable so as to minimise the frequency of maintenance works and the inconvenience caused to the public during maintenance. For example, from 2018 to 2022, the HyD conducted trials on a more durable bituminous paving material – “Highly Modified Stone Mastic Asphalt” on over 30 busy road sections, which was researched and developed in collaboration with the Hong Kong Polytechnic University. The trial result confirmed that this new bituminous paving material has better anti-deformation, anti-aging and anti-fatigue performance than the existing bituminous materials, as well as improving the durability of the roads and reducing the frequency of road surface maintenance. This new bituminous paving material was formally used on road maintenance works in 2023 and more than 70 road sections are using it currently.

For greener paving materials, the HyD is currently using recycled bituminous waste in production of new bituminous materials with a view to implementing the principle of waste reduction and sustainable development. Moreover, the HyD studied the feasibility of adding crumb rubber into the traditional bituminous pavement material in collaboration with the Hong Kong Polytechnic University in order to reduce the quantity of disposed waste tyres on landfills. The site trial was completed at the end of 2023 and the result showed that rubberized asphalt could effectively enhance the durability of the road surfaces. The HyD will continue to study for the wider use of the relevant material in road maintenance works.

- End -

**CONTROLLING OFFICER'S REPLY****TLB033****(Question Serial No. 2211)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the “Universal Accessibility” (UA) Programme, will the Government advise this Committee on the following:

1. What were the items completed, under construction and under planning under the UA Programme in Kowloon Central over the past year?
2. Will the Government strengthen the regulation of the contractors' financial situation and evaluate the ability of the contractors to undertake numerous projects? If yes, what are the details? If not, what are the reasons? and
3. Will the Government look into the possibility of requesting the contractors to pay performance bonds to ensure that the projects will not be left unfinished? If yes, what are the details? If not, what are the reasons?

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

Reply:

1. Over the past year, two items were completed, 17 items were under construction and two items were under tendering under the “Universal Accessibility” (UA) Programme in the Kowloon City District and Wong Tai Sin District. The details of the aforesaid items are listed in Table 1, Table 2 and Table 3 below:

Table 1: Completed items

Structure No.	Location	Walkway Type	Types of facilities	Completion Date
<b>Kowloon City</b>				
KC01	Across Junction Road near Renfrew Road	Footbridge	Lift	May 2023

Structure No.	Location	Walkway Type	Types of facilities	Completion Date
<b>Wong Tai Sin</b>				
KF76	Across Fung Tak Road and Lung Poon Street	Footbridge	Lift	Dec 2023

Table 2: Items under Construction

Structure No.	Location	Walkway Type	Tentative Completion Date	Status
<b>Kowloon City</b>				
K64*	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Mar 2026	Under construction
KS41	Across Chatham Road North near Winslow Street	Subway	Dec 2024	Under construction
OM01	Across Chung Hau Street near Tun Man House of Oi Man Estate	Subway	Jun 2025	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	Dec 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	Dec 2024	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	Jun 2026	Under construction
KS21	Across Fat Kwong Street near Wo Chung Street	Subway	Mar 2027	Under construction
<b>Wong Tai Sin</b>				
KF73*	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge	Sep 2025	Under construction
WTS04	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge	Completed (Lift 1) Jun 2027 (Lift 2)	Under construction (Lift 2)
KF92A*	Across Lung Poon Street near Fung Tak Road	Footbridge	Mar 2026	Under construction
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate	Footbridge	Mar 2027	Under construction

Structure No.	Location	Walkway Type	Tentative Completion Date	Status
KF77	Across Lung Cheung Road near Hammer Hill Road	Footbridge	Dec 2026	Under construction
CYS03	Across Chuk Yuen Road Connecting Chuk Yuen Plaza and Chuk Yuen Sports Centre	Footbridge	Mar 2027	Under construction
WTS05	Across Tung Tau Tsuen Road near Lung Tat House of Lower Wong Tai Sin Estate	Footbridge	Dec 2026	Under construction

Table 3: Items under Tendering

Structure No.	Location	Walkway Type	Tentative Completion Date	Status
<b>Wong Tai Sin</b>				
TZL01	Across Sheung Fung Street connecting Tsz Lok Estate Phase 1 and Phase 2	Footbridge	Mar 2028	Under tendering
WTH01	Across Fu Mei Street connecting Wang Fai House and Wang Fu House/Wang On House of Wang Tau Hom Estate	Footbridge	Sep 2027	Under tendering

Note \*: Regarding the delay in items under the UA Programme caused by individual contractor, the HyD took back the remaining works under the respective contract and included these remaining works and other items under the UA Programme under a new contract which was tendered out on 1 March 2024, striving to commence construction in mid-2024.

- When engaging contractors for public works projects, the HyD will normally invite the contractors under relevant categories and groups of the List of Approved Contractors for Public Works (the List) to participate in the tender. During the tender assessment, apart from considering the tender prices of the tenderers, their past performance in public works contracts, etc., the financial capability of the tenderer with the highest score and whether the tender price is reasonable would also be reviewed. This is to ensure that the successful tenderer is fully capable (including financially capable) of completing the works in accordance with the contractual requirements. Only the tenderer who passes the financial vetting and satisfies the relevant financial requirements will be awarded the contract.

Furthermore, regarding the management of the list of contractors, all contractors on the List must constantly fulfill a wide range of requirements, including “management”, “staff employment”, “financial capability”, “safety”, “integrity”, etc. In terms of financial capability, the contractors must regularly submit to the Development Bureau (DEVB) the annual audited financial statements and other financial information in accordance with the regulations of the Contractor Management Handbook to prove that

their financial capabilities entirely fulfil the relevant financial requirements. If the contractor fails to submit the financial statements/financial information or fulfil the prescribed financial requirements within the specified period, the DEVB can take appropriate regulatory action in accordance with the Contractor Management Handbook, which includes suspending the contractor from tendering for public works, downgrading to a lower category or group, and even removing from the List.

3. Considering the financial burden involved in paying performance bond by the contractors, the Government would not normally request the contractors to procure performance bond when undertaking public works projects. Nevertheless, in order to protect the rights and interests of the Government, the Government would specify in the works contract that 1% to 2.5% of the contract value paid to the contractors would be deducted as retention money. The retention money would be released to the contractors upon completion of the contract. If the contractor fails to complete the works in compliance with the contract conditions, the Government will deduct an appropriate amount from the retention money to cover the loss according to the contract mechanism.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB034**

**(Question Serial No. 2872)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the railway development strategy, please advise this Committee on the following:

1. What are the respective expenditures of the preliminary studies on projects under the Three Railways and Three Major Roads (Hong Kong-Shenzhen Western Rail Link, Central Rail Link, Tseung Kwan O Line Southern Extension, Northern Metropolis Highway (Tin Shui Wai - Kwu Tung Section), Shatin Bypass and Tseung Kwan O - Yau Tong Tunnel) and the Two Railways and One Major Road (Northern Link Eastern Extension, Northeast New Territories Line and Northern Metropolis Highway (New Territories North New Town Section)) from the commencement of the Strategic Studies on Railways and Major Roads beyond 2030 to the promulgation of the Hong Kong Major Transport Infrastructure Development Blueprint?
2. It is anticipated that a total of 12 studies and other tasks will be carried out by consultants in 2024-25. Please list the major contents of the tasks and the approved estimates of the projects. The estimated expenditures increased significantly by over 50% from \$396.2 million to \$607.3 million. What are the reasons?
3. The Highways Department will provide railway planning support to 126 transport and planning studies anticipated to be carried out in 2024. What are the contents and relevant expenditures of these studies?

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

Reply:

1. Both the Three Railways and Three Major Roads and the Two Railways and One Major Road advocated in the Hong Kong Major Transport Infrastructure Development Blueprint are proposed in the Strategic Studies on Railways and Major Roads beyond 2030. The estimated expenditures of the preliminary studies on those parts of railways and major roads are about \$64.9 million and \$27.5 million respectively.

2. The studies that will be carried out by consultants under the Programme of Railway Development in 2024 and their estimates are as follows:

	<b>Studies carried out by consultants</b>	<b>Approved project estimate / approved amount of commitment (\$ million)</b>
Studies commenced before 2024	1. Shatin to Central Link (SCL) - Monitoring and Verification for Construction, Testing and Commissioning Phase - Investigation	275.6
	2. Shatin to Central Link (SCL) Professional Services in connection with the Service Concession for the Operation of the SCL - Investigation	9.37
	3. Strategic Study on Railways beyond 2030	64.90
	4. Consultancy study on Checking Design for Tung Chung Line Extension Project	9.84
	5. Consultancy study on Independent Checking of the Financial Arrangement of Tuen Mun South Extension Project - Investigation	4.16
	6. Stage 2 Study of Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai)	9.90
	7. Consultancy study on Independent Checking of the Financial Arrangement of Kwu Tung Station on East Rail Line - Investigation	4.40
	8. Consultancy study on Independent Checking of the Financial Arrangement of Hung Shui Kiu Station Project - Investigation	4.79
Studies to be commenced by 2024	9. Consultancy study on Independent Checking of the Financial Arrangement of Northern Link Main Line Project - Investigation	9.93
	10. Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tuen Mun South Extension, Northern Link Phase 1 Kwu Tung Station and Hung Shui Kiu Station Projects - Investigation	11.68
	11. Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tung Chung Line	11.86



	<b>Studies carried out by consultants</b>	<b>Approved project estimate / approved amount of commitment (\$ million)</b>
	Extension, Oyster Bay Station and Airport Railway Extended Overrun Tunnel Projects - Investigation	
	12. Smart and Green Mass Transit System in East Kowloon - Investigation and Design	190.90* (subject to tender and funding application results)

\* Anticipated to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in the first half of this year.

The estimated total contract value of the studies and other tasks carried out by consultants in 2024-25 is higher than the actual total contract value in 2023-24. It is mainly due to the addition of four studies in 2024.

3. The Highways Department (HyD) will provide technical support related to railway planning for the planning and engineering studies carried out by various Bureaux and Departments. The 126 studies that are expected to be supported by the HyD in 2024 mainly involve the development and infrastructure planning carried out in different districts of Hong Kong, including the planning studies on new development areas, the investigation and engineering studies on new infrastructure, the engineering studies on road improvement, etc. Since the relevant support task is carried out by existing manpower of different ranks from the Railway Development Office and the Northern Metropolis Railways Office of the HyD with part of their time, there are no breakdown figures of manpower and salary expenditures for this particular task.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB035**

**(Question Serial No. 1870)**

Head: (100) Marine Department

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

Programme: (2) Port Services  
(3) Local Services  
(4) Services to Ships

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding law enforcement relating to marine traffic accidents, will the Government advise this Committee of:

- (1) the numbers of local marine traffic accidents and casualties in each of the past 5 years, with a breakdown by cause of accident;
- (2) the following information on the enforcement manpower of the Marine Department responsible for handling local marine traffic accidents in each of the past 5 years: (i) the establishment, (ii) the strength, (iii) the wastage of staff (including wastage figures, wastage rates and causes of wastage); and (iv) the recruitment situation (including expenditures on recruitment exercises, number of applicants and number of appointees), with a breakdown by grade; and
- (3) the number of convictions in each of the past 5 years for offences involving endangering the safety of others at sea under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) and the Shipping and Port Control Ordinance (Cap. 313), as well as the average penalty for each offence.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 25)

Reply:

- (1) The Marine Department (MD) conducts investigations into marine accidents occurred in the waters of Hong Kong and classifies them into collision, contact, stranding/grounding, foundering/sinking, fire/explosion, capsized/listing and others, etc., by making reference to the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (the Code) issued by the International Maritime Organization. For accidents that are classified as serious and very serious according to the Code, the investigation reports together with

the lessons learned will be uploaded to the website of MD for public reference, with a view to preventing the re-occurrence of similar accidents in the future by publishing the investigation results. In the past 5 years, the numbers of marine accidents in the waters of Hong Kong ranged from 265 to 338 every year, and the numbers of casualties involved ranged from 14 to 34 (refer to Table (1) to Table (5)). Among them, there were 22 serious and very serious accidents in total (including the 3 cases occurred in the second half of last year that are still under investigation). The causes of the accidents are shown in Table (6) (each accident listed in the table may involve one or more causes).

Table (1)

<b>Statistics on Marine Accidents by Accident Type (within Hong Kong Waters) in 2023</b>						
Type of Accident	No. of Cases	Persons Killed	Persons Injured	Persons Missing	Serious and Very Serious Accidents	
					No. of Cases	Investigation Completed
Collision	32	2	8	0	2	1
Contact	66	0	4	0	0	0
Stranding/Grounding	30	0	0	0	0	0
Foundering/Sinking	71	1	5	0	1	1
Fire/Explosion	20	3	3	0	3	1
Capsized/Listing	30	0	4	0	0	0
Others	89	0	1	0	0	0
<b>Total</b>	<b>338</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>3</b>

Table (2)

<b>Statistics on Marine Accidents by Accident Type (within Hong Kong Waters) in 2022</b>						
Type of Accident	No. of Cases	Persons Killed	Persons Injured	Persons Missing	Serious and Very Serious Accidents	
					No. of Cases	Investigation Completed
Collision	83	0	7	0	0	0
Contact	19	0	5	0	0	0
Stranding/Grounding	27	0	0	0	0	0
Foundering/Sinking	46	0	0	0	0	0
Fire/Explosion	25	0	0	0	0	0
Capsized/Listing	11	0	0	0	0	0
Others	54	0	2	0	1	1
<b>Total</b>	<b>265</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>1</b>

Table (3)

<b>Statistics on Marine Accidents by Accident Type (within Hong Kong Waters) in 2021</b>						
Type of Accident	No. of Cases	Persons Killed	Persons Injured	Persons Missing	Serious and Very Serious Accidents	
					No. of Cases	Investigation Completed
Collision	77	1	12	0	1	1
Contact	25	0	15	0	0	0
Stranding/Grounding	27	0	0	0	0	0
Foundering/Sinking	38	0	0	0	1	1
Fire/Explosion	23	0	2	0	2	2
Capsized/Listing	20	1	1	0	1	1
Others	59	0	0	0	0	0
<b>Total</b>	<b>269</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>5</b>

Table (4)

<b>Statistics on Marine Accidents by Accident Type (within Hong Kong Waters) in 2020</b>						
Type of Accident	No. of Cases	Persons Killed	Persons Injured	Persons Missing	Serious and Very Serious Accidents	
					No. of Cases	Investigation Completed
Collision	104	3	12	0	1	1
Contact	22	0	0	0	0	0
Stranding/Grounding	29	0	2	0	0	0
Foundering/Sinking	42	1	0	0	1	1
Fire/Explosion	20	1	3	0	1	1
Capsized/Listing	20	2	3	0	1	1
Others	44	2	2	0	2	2
<b>Total</b>	<b>281</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>6</b>

Table (5)

<b>Statistics on Marine Accidents by Accident Type (within Hong Kong Waters) in 2019</b>						
Type of Accident	No. of Cases	Persons Killed	Persons Injured	Persons Missing	Serious and Very Serious Accidents	
					No. of Cases	Investigation Completed
Collision	124	1	5	0	1	1
Contact	66	0	13	0	0	0
Stranding/Grounding	18	0	0	0	0	0
Foundering/Sinking	35	0	3	0	0	0
Fire/Explosion	19	3	3	0	1	1
Capsized/Listing	12	2	3	0	1	1
Others	47	0	1	0	1	1
<b>Total</b>	<b>321</b>	<b>6</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>4</b>

Table (6)

<b>Causes of Serious and Very Serious Accidents from 2019 to 2023</b>						
<b>Cause of Accident<sup>1</sup></b>	<b>Collision</b>	<b>Foundering/ Sinking</b>	<b>Fire/ Explosion</b>	<b>Capsized/ Listing</b>	<b>Others</b>	<b>Total</b>
Non-compliance with the International Regulations for Preventing Collisions at Sea	3	0	0	0	0	<b>3</b>
Weather conditions	0	0	0	2	0	<b>2</b>
Non-compliance with the requirements of relevant legislations, codes of practices, licence conditions, etc.	1	2	3	1	1	<b>8</b>
Human factors (including officers' incompetency, negligence, lack of safety awareness, etc.)	0	3	2	2	2	<b>9</b>
Lack of maintenance of machinery and mechanical failure of vessels (failure of main engines, windlasses, steering gears, etc.)	0	1	2	0	1	<b>4</b>
Failure to hold a valid local Certificate of Competency as a vessel operator or comply with the requirements of the Certificate	2	1	0	0	2	<b>5</b>
Non-compliance with the shipboard Safety Management System	0	0	2	0	1	<b>3</b>
Others	0	0	0	0	0	<b>0</b>

<sup>1</sup>Each accident may involve one or more causes

- (2) Maintaining marine traffic order in Hong Kong and handling marine traffic accidents are the normal duties of officers under the Harbour Patrol Section of MD, and are undertaken with existing resources. The establishment of the Harbour Patrol Section for undertaking relevant duties in the past 5 years is as follows:

<u>Grade</u>	<u>Figures as at 31 December</u>				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Marine Officer	8	8	8	8	8
Assistant Marine Controller	-	-	-	-	1
Assistant Shipping Master	9	9	9	10	10
Marine Inspector	97	97	97	99	99
<b>Total</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>117</b>	<b>118</b>

MD conducts recruitment exercises for various grades every year based on the overall operational needs and manpower situation of the department. MD would, based on the establishment of relevant grades, deploy appropriate manpower to the Harbour Patrol Section to perform duties. MD does not maintain statistics on the breakdown of staff wastage and recruitment situation of individual sections.

- (3) The number of offences and penalties against offences related to endangering the safety of others at sea under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) and the Shipping and Port Control Ordinance (Cap. 313) as recorded by MD from 2019 to 2023 are as follows:

	2019	2020	2021	2022	2023
Section 32 - Endangering the safety of others under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548)	2 (a fine of \$10,000 for each offence)	1 (community service order of 100 hours)	0	0	0
Section 72 - Endangering the safety of others under the Shipping and Port Control Ordinance (Cap. 313)	0	0	0	0	0

[Note: The above information is from MD only and does not include figures from the Hong Kong Police Force.]

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB036**

**(Question Serial No. 1554)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is noted that in recent years, the number of small marine pleasure vessels has been increasing, and many of which are berthed at 18 designated sheltered anchorages for a prolonged period. Regarding the management of typhoon shelters and private moorings, will the Government advise this Committee of the following:

1. the detailed figures of the distribution of types of offences prosecuted by the Marine Department against various irregularities by vessels at sheltered anchorages in the past 3 years;
2. whether the Government will explore the feasibility of compiling preliminary statistics on the number of vessels berthing at sheltered anchorages during the period with no tropical cyclones, with a view to effectively enhancing the current management of berths, hygiene and safety; if yes, of the details; if not, of the reasons for that;
3. the numbers and locations of accidents, such as fires, at the designated sheltered anchorages received in the past 3 years; and
4. whether there are any measures to cope with the demand of small marine pleasure vessels for berthing spaces and to improve or enhance the existing anchorages; if yes, of the details; if not, of the reasons for that.

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 15)

Reply:

- (1) According to records, in the past 3 years, the Marine Department (MD) initiated a total of 238 prosecutions (44 cases in 2021, 63 cases in 2022 and 131 cases in 2023) against the irregularities found in sheltered anchorages. The irregularities mainly included vessels suspected of operating without a licence, failing to comply with direction, failing to obtain a certificate, breaching licence conditions, inadequate life-saving appliances or fire fighting apparatus on board the vessels,

etc. Details of the annual number of prosecutions at sheltered anchorages are set out at **Annex A**.

- (2) and (4) Under normal weather conditions, local vessels may be anchored at any safe and suitable locations within Hong Kong waters (except for certain areas of waters where anchoring is prohibited), including typhoon shelters and sheltered anchorages, according to their daily business and operational needs subject to no obstruction being made to marine traffic and no permission from MD is required. We are aware that the number of vessels berthing at sheltered anchorages during the period with no tropical cyclones varies in different time periods of a day (such as during daytime working hours and nighttime non-working hours), or even in different seasons. MD does not have the relevant statistical data at the moment.

We carry out patrols in typhoon shelters and sheltered anchorages from time to time to ensure that fairways and passage areas inside typhoon shelters are unobstructed and vessels are berthed in a safe and orderly manner. We also conduct irregular inspections with different departments, and take follow-up actions as appropriate if any vessels are found to have safety problems or have breached the marine legislation. In addition, we will continue to maintain close communication with the industry on the management of typhoon shelters and sheltered anchorages as well as berthing of vessels therein.

- (3) According to records, in the past 3 years, a total of 75 cases of vessel incidents (28 cases in 2021, 19 cases in 2022 and 28 cases in 2023) at designated sheltered anchorages were received. The cases mainly included contacts, strandings, foundering, fires, etc. Details of the annual number of vessel incidents at each sheltered anchorage are set out at **Annex B**.



**Annual Number of Prosecutions at Sheltered Anchorages**

<b>Type of Offence</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Operating without a licence	11	31	53
Failing to comply with direction	0	2	11
Failing to report collision incident	5	1	1
Illegal embarkation and disembarkation of passengers	0	2	0
Breaching licence conditions	5	4	14
Failing to paint the mark of certificate in the most conspicuous positions on both sides of the deckhouse	4	3	2
Vessel speeding	7	9	5
Failing to obtain a certificate	1	1	2
Using a vessel not insured against third party risk	1	2	1
Failing to comply with direction to remove stranded, abandoned or sunken vessels	0	0	10
Tampering with, obscuring or erasing any marking on a vessel or ancillary vessel, or displaying on a local vessel or ancillary vessel a non-compliant marking	1	1	17
Failing to keep on board a vessel the relevant written charter agreement or written hire-purchase agreement	1	0	0
Displaying any name or mark on board a vessel without permission	0	0	1
Class IV vessels being used for non-pleasure purposes	0	4	0
Using a Class III vessel not for fishing and related purposes	0	0	1

Inadequate life-saving appliances on board	0	0	2
Inadequate fire protection measures and fire fighting apparatus on board	0	0	2
Failing to keep on board a vessel its full licence, temporary licence or permission for a laid-up vessel	3	0	1
Failing to deliver the certificate of ownership and the full licence, temporary licence or permission for a laid-up vessel after cancellation of interim ownership	0	0	2
Class IV vessels underway without pleasure vessel operators on board	2	0	2
Vessels carrying an amount of people in excess of the number specified by law	3	2	0
Failing to carry local certificates of competency on board	0	1	1
Failing to produce the policy of insurance for inspection	0	0	1
A vessel moored at a private mooring without the permission of the owner of the private mooring	0	0	1
Erecting or maintaining an illegal port facility or floating structure	0	0	1
<b>Total:</b>	<b>44</b>	<b>63</b>	<b>131</b>

**Annual Number of Vessel Incidents at Each Sheltered Anchorage**

	<b>2021</b>	<b>2022</b>	<b>2023</b>
1. Chai Wan Cargo Basin	1 (1 case of fume emission from vessel)	0	0
2. Cheung Sha Lan	0	1 (1 case of vessel foundering)	0
3. Kat O	0	0	0
4. Middle Island	1 (1 case of vessel hitting swimmer)	0	0
5. Nim Shue Wan	1 (1 case of machinery damage of vessel)	0	1 (1 case of vessel listing)
6. Pak Sha Wan (Hebe Haven)	8 (2 cases of vessel listing, 5 cases of vessel contact and 1 case of vessel striking with object)	8 (4 cases of vessel contact, 3 cases of vessel foundering and 1 case of vessel stranding)	14 (1 case of vessel listing, 2 cases of vessel contact, 1 case of vessel collision, 2 cases of vessel fire, 2 cases of vessel foundering, 2 cases of vessel missing, 3 cases of vessel stranding and 1 case of crew feeling unwell and collapsed)
7. Sai Kung	8 (1 case of vessel listing, 3 cases of vessel contact, 1 case of vessel fire, 2 cases of vessel foundering and 1 case of vessel collision)	3 (2 cases of vessel contact and 1 case of vessel foundering)	5 (1 case of vessel contact, 3 cases of vessel foundering and 1 case of heavy weather damage to vessel)
8. Sha Tau Kok	0	0	1 (1 case of vessel fire)

9. Shuen Wan Hoi	0	0	1 (1 case of vessel stranding)
10. St. Stephen's Bay	0	1 (1 case of vessel contact)	0
11. Tai Mei Tuk	0	2 (1 case of vessel fire and 1 case of vessel stranding)	0
12. Tai O	0	1 (1 case of vessel foundering)	0
13. Tai Tam Harbour	1 (1 case of vessel stranding)	0	4 (1 case of vessel listing, 1 case of vessel collision, 1 case of vessel foundering and 1 case of vessel stranding)
14. Ting Kau	0	0	0
15. Tsam Chuk Wan (Jade Bay)	5 (1 case of water sports accident, 1 case of passenger injury due to slip, 1 case of passenger injury due to losing balance during embarkation, 1 case of vessel collision and 1 case of vessel foundering)	1 (1 case of water sports accident)	1 (1 case of passenger injury due to slip)
16. Tsuen Wan	0	0	0
17. Wan Chai Cargo Basin	0	0	0
18. Tseung Kwan O	3 (1 case of vessel fire, 1 case of vessel foundering and 1 case of vessel striking with object)	2 (1 case of vessel foundering and 1 case of vessel contact)	1 (1 case of vessel foundering)
<b>Total:</b>	<b>28</b>	<b>19</b>	<b>28</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB037**

**(Question Serial No. 0973)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

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 3 years (2021-22 to 2023-24);
- (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 3 years (2021-22 to 2023-24);
- (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 3 years (2021-22 to 2023-24);
- (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 3 years (2021-22 to 2023-24); and
- (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 3 years (2021-22 to 2023-24).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 26)

Reply:

- (a) In 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 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 in 2022). In 2023, 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 75.6 ha respectively, giving a total area of 421.6 ha for the 14 gazetted typhoon shelters (the decrease in area was due to the installation of concrete pontoon floating barriers at the Hei Ling Chau Typhoon Shelter (HLCTS) in 2023, which occupied about 1 ha of berthing area). As for sheltered anchorages, the total area was 178.8 ha in 2021 and 2022. In 2023, the total area was 182.2 ha (the increase in area was due to the addition of Tseung Kwan O Sheltered Anchorage, which provided 3.4 ha of berthing area).

- (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 3 dwelling vessels moored at the Causeway Bay Typhoon Shelter from 2021 to 2023. 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 set out 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 the HLCTS and expanded the private mooring area in Sai Kung. As of February 2024, we have granted a total of 139 permissions for laying private moorings in the HLCTS, with 24 private moorings already laid. As for the expanded private mooring area in Sai Kung, we have granted 84 permissions with 65 private moorings already laid. In addition, MD has designated 3 berthing areas for different classes of vessels within the Aberdeen West Typhoon Shelter (AWTS) through administrative means, namely Areas A and C for Class III local vessels and Area B for Classes I, II and III local vessels (i.e. except pleasure vessels). MD will continue to monitor the situation and conduct regular patrols at the AWTS 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 2021, 2022 and 2023 are set out at **Annex B**.

**Annex A**

**Table I – 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><b>Class I</b></u>			<u><b>Class II</b></u>						<u><b>Class III</b></u>		<u><b>Class IV</b></u> Pleasure Vessel	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	7	35	20	2	26	2	0	87	50	425	0	668	0	12	1334	64%
Causeway Bay TS <sub>1</sub>	0	20	0	0	0	0	0	3	21	56	0	237	0	0	337	57%
Cheung Chau TS <sub>2</sub>	1	6	0	0	4	4	0	6	11	142	38	53	0	1	266	49%
Hei Ling Chau TS <sub>3</sub>	1	1	0	22	0	4	0	0	4	0	0	5	0	2	39	27%
Kwun Tong TS <sub>2</sub>	2	2	0	10	0	0	0	0	24	3	0	219	0	4	264	76%
New Yau Ma Tei TS <sub>2</sub>	14	35	0	187	20	52	0	1	29	28	0	150	27	7	550	100%
Rambler Channel TS <sub>2</sub>	0	0	0	23	0	16	0	0	3	25	0	35	36	1	139	100%
Sam Ka Tsuen TS <sub>1</sub>	0	3	0	0	0	0	0	2	8	44	0	80	0	0	137	49%
Shaukeiwan TS <sub>1</sub>	6	16	0	0	5	7	0	23	31	270	0	180	0	1	539	90%
Shuen Wan TS <sub>1</sub>	0	4	0	0	0	0	0	0	5	31	24	87	0	6	157	46%
To Kwa Wan TS <sub>2</sub>	2	8	0	74	0	23	0	0	15	0	0	7	0	0	129	94%
Tuen Mun TS <sub>2</sub>	0	38	0	40	10	33	0	4	69	205	0	72	9	10	490	96%
Yim Tin Tsai TS <sub>1</sub>	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: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

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

	<u><b>Class I</b></u>			<u><b>Class II</b></u>						<u><b>Class III</b></u>		<u><b>Class IV</b></u> Pleasure Vessel	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	7	31	16	3	26	2	0	88	53	406	0	678	0	12	1322	61%
Causeway Bay TS <sub>1</sub>	0	37	0	0	0	0	0	3	26	84	0	199	0	0	349	53%
Cheung Chau TS <sub>2</sub>	4	6	0	0	5	4	0	5	12	133	40	59	0	1	269	43%
Hei Ling Chau TS <sub>3</sub>	1	0	0	35	0	7	0	0	8	2	0	8	2	1	64	18%
Kwun Tong TS <sub>2</sub>	2	6	0	16	0	0	0	0	26	1	0	255	0	4	310	90%
New Yau Ma Tei TS <sub>2</sub>	13	35	0	192	20	34	0	1	37	30	0	151	27	5	545	100%
Rambler Channel TS <sub>2</sub>	0	0	0	18	1	11	0	0	1	10	0	35	51	2	129	100%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	0	0	0	2	9	28	0	27	0	0	71	51%
Shaukeiwan TS <sub>1</sub>	9	8	0	0	8	2	0	23	35	304	0	168	0	1	558	93%
Shuen Wan TS <sub>1</sub>	0	10	0	1	0	0	0	0	3	59	28	143	0	7	251	76%
To Kwa Wan TS <sub>2</sub>	2	6	0	78	0	15	0	0	12	0	0	6	0	0	119	93%
Tuen Mun TS <sub>2</sub>	0	42	0	85	10	46	0	4	63	185	0	62	14	15	526	100%
Yim Tin Tsai TS <sub>1</sub>	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:   <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres



**Table III – Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2023**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u><b>Class I</b></u>			<u><b>Class II</b></u>						<u><b>Class III</b></u>		<u><b>Class IV</b></u> Pleasure Vessel	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	7	30	16	4	29	3	0	88	52	390	0	697	0	12	1328	60%
Causeway Bay TS <sub>1</sub>	0	30	0	0	0	0	0	3	30	80	0	205	0	0	348	58%
Cheung Chau TS <sub>2</sub>	1	7	0	0	6	3	0	5	17	97	32	74	0	3	245	41%
Hei Ling Chau TS <sub>3</sub>	0	0	0	30	0	2	0	0	5	0	0	3	0	1	41	21%
Kwun Tong TS <sub>2</sub>	3	5	0	15	0	0	0	0	26	0	0	261	0	4	314	90%
New Yau Ma Tei TS <sub>2</sub>	8	30	0	177	26	37	0	1	24	19	0	134	25	4	485	91%
Rambler Channel TS <sub>2</sub>	0	0	0	5	0	10	0	0	4	20	0	22	50	1	112	85%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	0	0	0	2	7	36	0	42	0	0	92	58%
Shaukeiwan TS <sub>1</sub>	9	8	0	0	8	2	0	23	50	261	0	146	0	2	509	85%
Shuen Wan TS <sub>1</sub>	3	0	0	0	0	0	0	0	2	44	45	154	0	9	257	80%
To Kwa Wan TS <sub>2</sub>	2	6	0	80	0	18	0	0	11	0	0	6	0	1	124	92%
Tuen Mun TS <sub>2</sub>	0	42	0	86	4	21	5	4	49	123	0	80	13	12	439	88%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	3%

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

**Number of Permits Issued for Over-length Vessels to Enter 14 Typhoon Shelters from  
2021 to 2023**

Year	Number of Permits Issued for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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
2023	58	40	38	45	74	54	41	43	39	41	38	37

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB038**

**(Question Serial No. 0974)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

the law enforcement actions taken by the Marine Department (MD) in the past 3 years (2021-22 to 2023-24) regarding vessels being solicited for rewards when berthing in typhoon shelters. Apart from taking 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?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 27)

Reply:

The Hong Kong Police Force (HKPF) and the Marine Department (MD) have stepped up patrols in typhoon shelters and conducted a total of 18 joint operations to curb any illegal activities within typhoon shelters in the past 3 years (2021-2023). 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.

- End -

**CONTROLLING OFFICER'S REPLY****TLB039****(Question Serial No. 0975)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Mr S.F. WONG)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 (2021-22 to 2023-24); 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 (2021-22 to 2023-24), and the number of fishing vessels among them.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 28)Reply:

- (a) There are 4 classes of local vessels under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation (Cap. 548D). Vessels licensed as Class III vessels (i.e. fishing vessels) are further divided into 4 types. The detailed breakdown of various types of vessels under Class III in the past 3 years is as follows:

<b>Class III Vessels - Types</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Fish carrier	21	19	23
Fishing sampan (known as C7)	1 861	1 832	1 829
Fishing vessel	1 626	1 384	1 486
Outboard open sampan (known as P4)	2 868	2 904	2 922
<b>Total number of licensed vessels</b>	<b>6 376</b>	<b>6 139</b>	<b>6 260</b>

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

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

<b>Vessels</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Local vessels	13 854	14 386	14 550
Class III vessels (fishing vessels) therein	4 619	4 630	4 633

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

<b>Vessels</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Local vessels	2 197	2 233	2 270
Class III vessels (fishing vessels) therein	329	312	310

- End -

**CONTROLLING OFFICER'S REPLY****TLB040****(Question Serial No. 0976)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Mr S.F. WONG)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 (2021-22 to 2023-24);
- (b) the respective changes, if any, of the designated bunkering areas in the past 3 years (2021-22 to 2023-24); 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.: 29)Reply:

(a) &amp; (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:

<b>Year (as at year end)</b>	<b>Number of Designated Bunkering Areas</b>	<b>Number of Licensed Oil Carriers</b>
2021	8	170
2022		161
2023		163

- (c) There are currently 8 designated bunkering areas within Hong Kong waters for oil carriers to deliver 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****TLB041****(Question Serial No. 0977)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Services to ShipsControlling Officer: Director of Marine (Mr S.F. WONG)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the initial and periodical safety inspections for 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 4 classes of vessels or other types of vessels) in the past 3 years (2021-22 to 2023-24);
- (b) the annual numbers of initial and periodical safety inspections entrusted to the Government (please list out the respective numbers for the 4 classes of vessels or other types of vessels) in the past 3 years (2021-22 to 2023-24); 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 (2021-22 to 2023-24).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 30)

Reply:

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

- (a)(i) The numbers of locally-licensed vessels (including river trade vessels) requiring initial safety inspections in the past 3 years are set out as follows:

	<b>2021</b>	<b>2022</b>	<b>2023</b>
Class I Vessels	10	9	2
Class II Vessels	66	42	26
Class III Vessels	36	27	35
Class IV Vessels	7	5	11
<b>Total</b>	<b>119</b>	<b>83</b>	<b>74</b>

- (ii) The numbers of locally-licensed vessels (including river trade vessels) requiring periodical safety inspections in the past 3 years are set out as follows:

	<b>2021</b>	<b>2022</b>	<b>2023</b>
Class I Vessels	401	403	403
Class II Vessels	1 718	1 571	1 469
Class III Vessels	1 813	998*	1 737 <sup>#</sup>
Class IV Vessels	77	73	69
<b>Total</b>	<b>4 009</b>	<b>3 045</b>	<b>3 678</b>

\* There was a reduction in the number of fishing vessels inspected in 2022 when compared to that in 2021 as the Hong Kong authorised surveyors conducting inspections in the Mainland no longer provided services in 2022.

<sup>#</sup> There was an increase in the number of fishing vessels inspected in 2023 when compared to that in 2022 as since September 2022 MD has authorised surveyors of the recognised fishing vessel inspection organisations in the Mainland to conduct inspections for Hong Kong mobile fishing vessels .

- (b)(i) The numbers of locally-licensed vessels (including river trade vessels) whose initial safety inspections were conducted by MD in the past 3 years are set out as follows:

	<b>2021</b>	<b>2022</b>	<b>2023</b>
Class I Vessels	1	0	1
Class II Vessels	3	1	1
Class III Vessels	9	8	11
Class IV Vessels	1	0	0
<b>Total</b>	<b>14</b>	<b>9</b>	<b>13</b>

- (ii) The numbers of locally-licensed vessels (including river trade vessels) whose periodical safety inspections were conducted by MD in the past 3 years are set out as follows:

	<b>2021</b>	<b>2022</b>	<b>2023</b>
Class I Vessels	390	386	372
Class II Vessels	409	358	300
Class III Vessels	457	278	371
Class IV Vessels	54	47	40
<b>Total</b>	<b>1 310</b>	<b>1 069</b>	<b>1 083</b>

- (c) Safety inspections detailed in the tables in (b) above are conducted by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section of MD. The average number of cases handled by each officer annually is 66 in 2021, 54 in 2022 and 55 in 2023.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB042**

**(Question Serial No. 2601)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget that the Government will allocate \$65 million to support the Marine Department in implementing a three-year funding scheme, with the aim of providing incentives for Hong Kong-registered ships that have attained a rating of A or B in the Carbon Intensity Indicator. In this connection, will the Government advise on the following:

- (1) How will the expenditure on the scheme be allocated? What is the maximum amount of subsidy for each eligible Hong Kong-registered ship?
- (2) Please provide the estimated number of months required for eligible Hong Kong-registered shipping companies to receive the subsidy after applying for this scheme; and how many Hong Kong-registered ships are expected to benefit from the implementation of the above scheme?

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 19)

Reply:

In response to the global shift towards green transformation in the maritime and port industry, the Marine Department (MD) plans to provide green incentives for Hong Kong-registered ships attaining high ratings in the international standards on decarbonisation set by the International Maritime Organization (IMO). This will involve about \$65 million in funding. Specifically, from 2024 to 2026, for all Hong Kong-registered ships with a gross tonnage of 5 000 or above that attain a rating of A or B in the annual operational Carbon Intensity Indicator (CII) introduced by IMO, each ship will receive \$20,000 per year. In other words, each eligible ship can receive a maximum of \$60,000 during the entire incentive period. The incentive is expected to be launched in the second quarter of 2024. MD estimates that the annual cash flow requirements are as follows:

<b>Year</b>	<b>\$million</b>
2024-2025	19
2025-2026	22
2026-2027	24
<b>Total</b>	<b>65</b>

After receiving applications for the incentive, MD will carry out document verification and approval procedures. Depending on the actual circumstances, the subsidy will generally be granted to the approved applications within 3 months. We estimate that more than 1 200 eligible Hong Kong-registered ships will benefit from this initiative.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB043**

**(Question Serial No. 1269)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under the Matters Requiring Special Attention in 2024-25, the Marine Department will introduce a block registration incentive targeting shipowners who register multiple ships with the Hong Kong Shipping Registry within a specified period and a Carbon Intensity Indicator (CII)-based green incentive. Please advise this Committee of the details of both incentives and the expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 11)

Reply:

While the registration fee of the Hong Kong Shipping Registry (HKSR) is already very competitive among other major flags, to provide further growth impetus, competitive financial incentives will be devised to increase the attractiveness of HKSR.

We will provide shipowners with a block registration incentive, so as to attract them to complete the registration of 2 or more ships (with a cumulative gross tonnage of not less than 50 000 and the age of each ship not more than 10 years at the time of the registration) with HKSR within 24 months from the first application date. Each ship can enjoy waiver of the first ship registration fee and the annual tonnage charge (ATC) for the first year of ship registration<sup>1</sup>. It is expected that the Government revenue will decrease by about \$12 million in the first year of implementation of this incentive. However, as the newly registered ships will have to pay for the ATC starting from the second year, it is estimated that the annual revenue foregone would eventually be offset by the ATC gained due to the accumulated number of newly registered ships each year starting from the sixth year of launching the incentive. The Government will introduce legislative amendments to the Merchant Shipping (Registration) (Fees and Charges) Regulations (Cap. 415A) by the end of 2024 for

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<sup>1</sup> The upper limit of the first ship registration fee is \$15,000 (for ships with a gross tonnage of more than 500); and the upper limit of the annual tonnage charge is \$77,500 (for ships with a net tonnage of 24 000 or above).

the implementation of the block registration incentive to set out the relevant rules and eligibility criteria, etc.

In response to the global shift towards green transformation in the maritime and port industry, MD plans to provide green incentives for Hong Kong-registered ships attaining high ratings in the international standards on decarbonisation set by the International Maritime Organization (IMO). This will involve about \$65 million in funding. Specifically, from 2024 to 2026, for all Hong Kong-registered ships with a gross tonnage of 5 000 or above that attain a rating of A or B in the annual operational Carbon Intensity Indicator (CII) introduced by IMO, each ship will receive \$20,000 per year. The incentive is expected to be launched in the second quarter of 2024.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB044**

**(Question Serial No. 1281)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under the influence of the global economy, river trade cargo vessel arrivals dropped from 48 700 in 2022 to 43 300 in 2023 according to the indicator. Due to insufficient cargo throughput, river barges are unable to enjoy the buy-five-get-five-free discount on the Multiple Entry Permit offered by the Government, which is valid for 1 month. In this connection, will the Government consider changing the buy-five-get-five-free discount to buy-two-get-two-free? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure involved in conducting port formalities for river trade vessels by the Government?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 23)

Reply:

The Transport and Logistics Bureau promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023, setting out 10 strategies and 32 specific action measures in 4 directions to support the sustainable development needs of the maritime and port industry of Hong Kong, including the action measure on enhancing the port's competitiveness and attracting more cargo vessels to operate in Hong Kong. In this connection, we will commence and complete a review in 2024 on the permit fees that are imposed on river trade vessels.

As the resources involved in the above work have been subsumed under the general operating expenditure, the Marine Department does not maintain a breakdown of the relevant figures.

- End -

**CONTROLLING OFFICER'S REPLY****TLB045****(Question Serial No. 0662)**

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

In view of the substantial decline in the container throughput of Hong Kong in recent years, can the Government make reference to the practices adopted by major Mainland and overseas port cities and allocate a modest budget to make the first ever annual forecast for Hong Kong Port throughput at the beginning of this year, or establish annual targets for port throughput, in order to facilitate early co-ordination with the industry for improvement?

Asked by: Hon YIM Kong (LegCo internal reference no.: 16)

Reply:

The maritime and port industry of Hong Kong is easily affected by external environmental factors, such as global economy, trade demand, geopolitical situation and competitions from neighbouring ports. The external environment and container throughput outlook for Hong Kong are widely expected to be challenging. Geopolitical tensions may also increase downside risks. In view of the uncertainty of various factors, it is not possible to make an annual forecast at the beginning of this year or set annual targets for port throughput.

The Transport and Logistics Bureau (TLB) promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023, setting out 10 strategies and 32 specific action measures in 4 directions to support the sustainable development needs of Hong Kong's maritime and port industry, including a series of action measures to enhance port competitiveness, with a view to improving the long-term competitiveness of the industry. To enhance the competitiveness of Hong Kong Port, TLB will spare no effort in developing it as a green and smart port, as well as holistically attracting cargoes from around the world to make use of Hong Kong Port and collectively tackle the challenges in relation to the zero-carbon emission target of the global maritime industry. TLB, in collaboration with the Environment and Ecology Bureau and other relevant departments, is conducting a feasibility study to provide green-methanol bunkering for local and ocean-going vessels. It is expected that an action plan for Hong Kong's development into a green maritime fuel-bunkering centre will be promulgated this year.

TLB will join hands with the industry on stepping up promotion work in different regions and exploring new business opportunities in 2024, as well as utilising the advantages of Hong Kong's multimodal transport network and taking advantage of the Hong Kong-Zhuhai-Macao Bridge to strengthen logistics connections with western Guangdong, expand cargo sources, and open up new opportunities for the maritime and port industry. TLB will continue to leverage on Hong Kong's unique advantages to serve as the "super-connector" within the Guangdong-Hong Kong-Macao Greater Bay Area, and signed the Memorandum of Understanding on Greater Bay maritime co-operation with the Guangzhou Port Authority in May 2023 to establish a communication and co-operation mechanism for port and shipping matters between the two parties. TLB will seek to establish co-operation and exchange mechanisms with other ports and cities in the region, and work with the industry to identify areas where we can leverage our complementary strengths to promote bilateral co-operation. TLB has also been actively engaging the industry to expand the international connections of Hong Kong Port and increase the number of origins and destinations of goods handled by Hong Kong Port.

Hong Kong's vibrant maritime ecosystem is also one of the key factors attracting international maritime enterprises to use Hong Kong Port. In view of this, the Government has, over the past few years, introduced a series of tax concession measures for the maritime industry in the areas of ship leasing, marine insurance, ship agency, ship management, shipbroking and so forth, with the aim of expanding the local maritime network. To continue to develop high value-added maritime services, the Government announced in the 2024-25 Budget that it would commence studies on further enhancement of the relevant measures in 2024.

Hong Kong will continue to leverage on its unique advantages and enhance its port competitiveness through various measures to consolidate its position as a regional transshipment hub and international maritime centre.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB046**

**(Question Serial No. 2470)**

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

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

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 traffic and transport development in Pak Shek Kok and its surrounding areas, will the Government inform this Committee of the following:

1. What is the working population of the Hong Kong Science Park at present, and what is the current number of residents in the vicinity of Pak Shek Kok?
2. Given that the Government intends to carry out a reclamation project in Ma Liu Shui, what is the estimated increase in traffic flow in the vicinity of Pak Shek Kok as a result? Whether the existing transport infrastructure facilities are adequate?
3. What is the current traffic congestion situation at the roundabout outside the University Station? Whether the planned capacity has been exceeded? Whether the traffic pressure at the roundabout will be further increased with the completion of the reclamation project and what are the solutions?
4. What is the estimated increase in working population in the area with the completion of the reclamation project? What is the percentage of increase in the working population as compared with that at present? and
5. What is the current works progress of the Pak Shek Kok Station of the East Rail line, which is expected to be completed by 2033? Whether there is any room for expediting the progress? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 12)

Reply:

Our reply in consultation with the Innovation, Technology and Industry Bureau (ITIB), the Development Bureau (DEVB), the Census and Statistics Department (C&SD) and the relevant departments is as follows:



1. According to the findings of the 2021 Population Census conducted by the C&SD, the population of the Pak Shek Kok area was 15 705. The Pak Shek Kok area comprises the Hong Kong Science Park to the north east of Tolo Highway and the adjacent Pak Shek Kok residential clusters. In addition, according to the information provided by the Hong Kong Science and Technology Parks Corporation (HKSTP), the working population of the Science Park in February 2024 was about 20 000.

2.&4. According to the information provided by the ITIB and the DEVB, the additional land from the Ma Liu Shui reclamation project is mainly for innovation and technology development. The HKSTP is carrying out a preliminary study for the project, while the Civil Engineering and Development Department (CEDD) is embarking on the Engineering Study for Ma Liu Shui Reclamation for the technical assessment and preliminary design of the reclamation works, which will also assess the potential traffic impacts arising from the reclamation works. The 2 studies above are expected to be completed in 2024 and the relevant departments will announce the development details in due course.

3. At present, the traffic flow at the Chak Cheung Street roundabout outside the University Station does not exceed its planned capacity during peak hours. The preliminary study conducted by the HKSTP as mentioned in part 2 of the reply will also examine the transport infrastructure in the areas concerned, including the Chak Cheung Street roundabout.

5. The planning of the Pak Shek Kok Station by the Mass Transit Railway Corporation Limited (MTRCL) is underway. The MTRCL will expedite the completion of detailed planning and design as well as the statutory procedures, so as to commence construction works as soon as possible. Since the Pak Shek Kok Station project involves the construction of an additional station on the existing East Rail Line, the MTRCL must ensure that the works are carried out safely and that the railway operation can resume normal on time. In carrying out the construction, the MTRCL also needs to take into account the regular railway maintenance and other concurrent projects in various locations along the East Rail Line, as well as the co-ordination of train dispatching work. As such, the time available for construction during the non-traffic hours every night is only about 2 hours. In consideration of the above constraints, the MTRCL is exploring the feasibility of carrying out advanced works, so as to complete the project as soon as possible. In addition, the MTRCL is also exploring different construction methods, such as Modular Integrated Construction (MiC) and Design for Manufacture and Assembly (DfMA), to increase efficiency and shorten the construction period.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB047**

**(Question Serial No. 2491)**

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

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

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 construction of the Kwong Fuk Bridge in Tai Po, will the Government inform this Committee of the following:

- What is the progress of the preparatory work?
- When is the expected commencement date?
- What is the budget for the project?
- Whether the District Council of the new term will be consulted on the construction plan? If not, what are the reasons? and
- When does the Government plan to submit the proposal to the Legislative Council for consideration?

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

Reply:

The Highways Department is conducting an investigation study on the “Tai Po Kwong Fuk Vehicular Bridge” project and will take forward the project in a timely manner in accordance with the established procedures. We will continuously review how to more effectively use public resources and the cost-effectiveness of works. Moreover, we will also take into account the latest developments, including policy developments, the Government’s financial position, etc., and continuously examine the urgencies and priorities of the projects under planning and adjust the implementation schedule as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB048**

**(Question Serial No. 2492)**

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

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

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 construction of Trunk Road T4 in Sha Tin, will the Government inform this Committee of the following:

- Given that the Government is widening Tai Po Road and has implemented policy measures such as traffic diversion and time-varying tolls at the 3 road harbour crossings, whether the Government will re-assess the effectiveness of Trunk Road T4? If yes, what are the details? If not, what are the reasons?
- In addition, as the Government also intends to expand the Lion Rock Tunnel and construct the Shatin Bypass, whether the Government will re-assess the cost-effectiveness of Trunk Road T4? If not, what are the reasons?
- As the T6 Bridge connecting University Station and Ma On Shan is the most congested during morning peak hours at present, what is the work progress of the relevant widening works? and
- As a follow-up to the above question, whether the above construction works will be expedited? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 34)

Reply:

As far as New Territories East (NTE) is concerned, the Government is taking forward a series of major road projects, which include the widening of Tai Po Road (Sha Tin Section) under construction, Trunk Road T4 of which funding approval is being sought for the commencement of works, as well as the improvement of Lion Rock Tunnel and the widening of T6 Bridge of Tate's Cairn Highway under planning. Upon completion of the above works, we expect that the major road network in NTE will generally be able to meet the transport and logistics demand in the short to medium term up to 2041, and most of the existing and anticipated traffic bottlenecks will be relieved. Each of the infrastructure projects above has its unique function to provide targeted improvements to different areas of the road network in NTE. Trunk Road T4, together with the widening of Tai Po Road (Sha

Tin Section), will immediately increase the capacity of Tai Po Road (Sha Tin Section), and at the same time provide targeted relief to the traffic pressure at major road junctions and roundabouts in areas such as Sha Tin, Fo Tan, Shek Mun, etc. On the other hand, the widening of T6 Bridge of Tate's Cairn Highway and the improvement of Lion Rock Tunnel can directly increase the capacity of the major trunk roads connecting the NTE and urban areas, thereby effectively bringing relief to their traffic conditions.

In the long run, to tie in with the continuous development of the Northern Metropolis and the Northeast New Territories (NENT), on top of the above major trunk road projects underway, we have further proposed in the Hong Kong Major Transport Infrastructure Development Blueprint to take forward the Shatin Bypass to provide a direct north-south corridor between the Northern Metropolis and the Harbour Metropolis, so as to relieve the anticipated traffic pressure on the existing north-south major trunk roads in NTE, including the Tolo Highway, Tai Po Road, the Eagle's Nest Tunnel, the Lion Rock Tunnel and the Tate's Cairn Tunnel.

As one of the strategic projects in the NTE, Trunk Road T4 will provide a direct route linking the existing trunk roads on both sides of Shing Mun River Channel, allowing vehicles to travel directly between Ma On Shan/Shan Tin East and Tsuen Wan/West Kowloon via Tsing Sha Highway or Shing Mun Tunnels, without having to pass through the major roads in Sha Tin, including Tai Po Road (Sha Tin Section) and T6 Bridge of Tate's Cairn Highway, thus relieving the traffic conditions in Sha Tin and in turn, facilitating the residents in Ma On Shan, Tai Po and the North District commuting to and from Sha Tin/Tsuen Wan/Kowloon.

As the transport hub of NTE, Sha Tin is an essential connecting point for motorists travelling between Tsuen Wan/Kowloon and the North District, Tai Po and Ma On Shan. During peak hours, many major road junctions and roundabouts in Sha Tin are very congested and the congestion on Tai Po Road (Sha Tin Section) is of particular concern to the public. Traffic data show that nearly half of the traffic in Sha Tin is destined for areas other than Sha Tin, reflecting that traffic congestion in Sha Tin is not merely a local problem, but will become a traffic bottleneck for the entire NTE. In addition, with the phased completion of the housing development projects in the areas of Ma On Shan/Shap Sze Heung/Cheung Muk Tau, the transport demand of over 50 000 people gradually moving in will overload the existing transport infrastructure and backflow of traffic may occur. Although the widening of Tai Po Road (Sha Tin Section) is expected to be completed within this year, according to the analysis of traffic impact assessment data, the traffic capacity of Tai Po Road (Sha Tin Section) will start to saturate again in the next few years after the completion of the widening works and the congestion will become more serious in 2034.

We have analysed the traffic data in detail and have taken into account the latest development parameters, which include, among others, the widening of Tai Po Road (Sha Tin Section), the time-varying tolls at road harbour crossings, as well as other factors such as the traffic conditions after the improvement of Lion Rock Tunnel and the completion of the Shatin Bypass, etc., to ascertain the traffic benefits of the Trunk Road T4 project. It will not only alleviate the traffic conditions in the area, but will also help divert the traffic and fulfil the strategic function of sustaining the development of the NENT. As such, Trunk Road T4, the improvement of Lion Rock Tunnel, the widening of T6 Bridge and the Shatin Bypass are all addressing traffic problems at different road sections and traffic flow directions in the NTE, complementing each other to further improve the overall road network.

Subject to funding approval of the Finance Committee of the Legislative Council, Trunk Road T4 is expected to be completed in 6 years. It will effectively divert traffic from Ma On Shan/Shan Tin East to Tsuen Wan/West Kowloon, immediately release the capacity of Tai Po Road (Shan Tin Section), and provide targeted relief to the traffic pressure in areas such as Sha Tin, Shek Mun, Ma Liu Shui, etc. to address the current pressing traffic needs. If the Trunk Road T4 project is not taken forward, the traffic congestion problem in Sha Tin and even Ma On Shan will continue to deteriorate and even block the transport network in the NTE, which will affect the travel of residents in the entire NENT, including Sha Tin, Tai Po and the North District.

As regards the widening of T6 Bridge of Tate's Cairn Highway, the Highways Department is conducting site investigation and design and will take forward the project in a timely manner in accordance with the established procedures. We will continuously review how to more effectively use public resources and the cost-effectiveness of works projects. Moreover, we will also take into account the latest developments, including policy developments, the public finance position, etc., and continuously review the urgency and priority of the projects under planning and adjust the implementation schedule as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB049**

**(Question Serial No. 1021)**

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:

1. The Government works with the Airport Authority Hong Kong in implementing the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme), which was introduced in July 2023, to address the manpower shortage in the aviation industry. Please advise on the following:

- (a) What are the respective numbers of applications and approvals of the Scheme?
- (b) Which airlines have applied for the Scheme? and
- (c) What job positions are involved in the applications?

2. How does the Administration expect the Scheme to address the manpower shortage in the aviation industry? and

3. Will the Scheme be continued in future? If yes, what are the details?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 38)

Reply:

1.&2. To address the acute manpower shortage in the aviation industry, the Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) in July 2023 to allow aviation-related companies with direct contractual relationship with the Airport Authority Hong Kong (AAHK) to suitably import workers on the prerequisite of safeguarding the employment of local workers, with a quota ceiling of 6 300, to support the continued recovery of the Hong Kong aviation traffic.

In the first round of application under the Scheme, we approved the applications from 28 eligible companies with a total of 2 841 quotas covering all 10 job types under the Scheme:

- 1. Passenger Services Officer
- 2. Ramp Services Agent

3. Cabin Worker
4. Aircraft Maintenance Mechanic/Technician
5. Tractor Driver
6. Warehouse Operator/Cargo Handler
7. Equipment/Loader Operator
8. Customer Services Agent
9. Aircraft Tug Driver
10. Maintenance Technician

As at 7 March 2024, about 1 020 imported workers have arrived to work in Hong Kong.

3. The Scheme is open for a second round of application from 13 to 26 March. Details have been announced on the websites of the Transport and Logistics Bureau and the AAHK. The Government will also closely monitor the implementation of the Scheme, review and enhance the Scheme in a timely manner, taking into account factors such as changes in Hong Kong's labour force and the industry demand, as well as the views of the stakeholder consultative group under the Scheme on matters related to the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB050**

**(Question Serial No. 3294)**

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; and states in Matters Requiring Special Attention in 2024-25 that it will in conjunction with the relevant Guangdong and Macao authorities as appropriate, continue to formulate and oversee the implementation of cross-boundary transport arrangements.

1. Please advise on the following: The Administration has indicated that it will jointly administer with Macao the regulatory regime for cross-boundary vehicles. What are the details of the regulatory regime? What is the progress so far and when will the details of the measures be announced? and
2. Regarding the work to formulate and oversee the implementation of cross-boundary transport arrangements in conjunction with Guangdong and Macao, please provide the details and the implementation timetable for the proposed new measures.

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

Reply:

Since the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in October 2018, it has brought enormous opportunities for the connectivity within the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) 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.

Regarding the cross-boundary transport arrangements between Hong Kong and Macao, the quota system for Hong Kong-Macao private cars is jointly administered by the Hong Kong



and Macao authorities, with an existing quota of 10 400 in total, of which 5 000 are additional quota in 2023. In addition, the cross-boundary logistics transfer facility at the HZMB Macao Port (the Macao Port transfer facility) began operation in August 2023. Hong Kong goods vehicles can transport goods from Hong Kong to the Macao Port transfer facility using the HZMB, and at the same time transport goods therefrom back to Hong Kong. Macao goods vehicles can transport goods to the logistics facilities at the Hong Kong International Airport via the HZMB, as well as transport goods therefrom back to Macao.

Regarding the cross-boundary transport arrangements between Guangdong and Hong Kong, the quota for Guangdong-Hong Kong private cars under the regular quota system is approved by the Mainland authorities, with an existing quota of 21 000 granted for private cars to use the HZMB. As for “Northbound Travel for Hong Kong Vehicles” (the Scheme), we have been closely monitoring its implementation since its commencement in July 2023 and introducing enhancement measures to provide better convenience and travel experience for applicants in a timely manner. For example, regarding the number of applications accepted, the cap has been increased from 200 per working day in the first week after the Scheme opened for application to 300 at present, which is sufficient to meet the demand. As for travel bookings, the number of daily travel booking timeslots has been adjusted from 6 timeslots to 4 timeslots since October 2023, and the specified dates booking arrangement was also refined in February 2024 to shorten the periods of booking for departure and cancellation of booking for departure (from 2 calendar days and 3 calendar days respectively to at or before noon on 1 calendar day before departure), with a view to allowing more flexible travel arrangements. With respect to vehicle inspection, the number of vehicle inspection centres in Hong Kong designated for the Scheme has been increased from 1 at the beginning to 3 at present, and the service hours have also been extended to evenings and weekends. Starting from March 2024, vehicle inspection is exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within 2 years of passing the vehicle examination and within the validity of the applicant’s Mainland electronic vehicle licence.

We will continue to seize the opportunities brought by the HZMB, enhance the current transport measures of the HZMB as well as closely work with Guangdong and Macao to announce and implement various arrangements in a timely manner, with a view to jointly promoting the development of the GBA.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB051**

**(Question Serial No. 0327)**

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 Government will continue to take forward the implementation of the railway projects recommended under the Railway Development Strategy 2014 this year, including the South Island Line (West). The Government indicated in December last year that heavy rail will be abandoned for the South Island Line (West). Please advise on the following:

- 1) Whether the abandonment of heavy rail for the above Line can tie in with the timetable for the redevelopment project of Wah Fu Estate? What are the additional design time and cost arising from the new plan? and
- 2) Whether the Government will explain to the local residents the reasons for the revised design and the latest alignment? If yes, what will be the manpower earmarked for publicising the latest arrangements?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 6)

Reply:

1) The Government has been actively taking forward the planning of the South Island Line (SIL) (West) to connect areas around Aberdeen, Wah Fu and Cyberport to Wong Chuk Hang Station on the SIL and HKU Station on the Island Line. Given the hilly terrains and constrained by the climbing capability of heavy rail, some sections of the SIL (West) have to be built deep underground. The transport benefit and cost effectiveness are both unsatisfactory. In view of this, as stated in the Hong Kong Major Transport Infrastructure Development Blueprint promulgated in December last year, we are exploring suitable alternative transit systems which could meet the transport demand along the alignment as well as improve the technical feasibility and overall cost effectiveness of the project. We will continue to take forward the relevant planning and target to firm up a suitable technical solution within this year, with a view to tying in with the timetable of the redevelopment project of Wah Fu Estate. When exploring different technical solutions, we will also assess

their implementation timetables and construction costs. Therefore, we can only provide the relevant information after we have firmed up a technical solution.

2) The Government and the MTR Corporation Limited will consult residents on the design and alignment of the SIL (West) in due course. The project will be taken forward by the Highways Department using existing resources.

- End -

**CONTROLLING OFFICER'S REPLY****TLB052****(Question Serial No. 0328)**

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 announced in as early as 2021 that the new Railways Department (RD) is expected to be established in the 2022-23 financial year. In the Matters Requiring Special Attention in 2024-25, the Government indicates that it will continue to prepare for the establishment of the 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. Will the Government advise on the following:

- 1) What is the latest timetable for the establishment of the RD and the reasons for the delay?  
and
- 2) It is reported that the Government plans to amalgamate the Railway Development Office of the Highways Department and the Railways Branch of the Electrical and Mechanical Services Department to form the RD. What is the staffing provision for the envisaged new structure? Given that the Government has been introducing the smart intelligence concept continuously in recent years, what will be the amount of manpower expected to be saved in the re-organisation process?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 7)

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), the Northern Metropolis Railways Office of the HyD (HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for

the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million) are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB053**

**(Question Serial No. 0329)**

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

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

Programme: (2) Land and Waterborne Transport  
(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:

This year, the Government will “in conjunction with the relevant Guangdong and Macao authorities as appropriate, continue to formulate and oversee the implementation of cross-boundary transport arrangements”. Will the Government advise on the following:

- 1) “Northbound Travel for Hong Kong Vehicles” was implemented on 1 July last year. When is “Southbound Travel for Guangdong Vehicles” (the Scheme) expected to be launched? What is the manpower involved?
- 2) It is reported that with the commencement of the first phase of the Scheme, car parks will be built on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB) to tie in with the Scheme. When is the plan expected to be implemented and what is the amount involved?
- 3) Regarding the travellers’ experience of cross-boundary transport arrangements, has the Government conducted surveys on inbound and outbound travellers at the relevant cross-boundary control points such as the HZMB? If yes, what are the manpower and expenditures involved?

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

Reply:

The Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and recognises that we should be committed to promoting the convenient and smooth flow of people under the concept of joint development of the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve the above objective and to better utilise and manage the Hong Kong-Zhuhai-Macao Bridge (HZMB), we are actively exploring with the relevant Mainland authorities the overall implementation plans for “Southbound Travel for Guangdong Vehicles”. The Airport Authority Hong Kong (AAHK) is building automated car parks on

the Hong Kong Port (HKP) Island, with the construction works of the first phase of car parks expected to be completed by end-2024. The automated car park project is undertaken by the AAHK. No additional government expenditure is involved.

As regards the travellers' experience of cross-boundary transport services, the Government has been closely monitoring the situation at various control points (including the HZMB HKP), which include referring relevant views expressed by the public through various channels to the Transport Department and other relevant bureaux/departments for appropriate follow-up actions, so as to meet the cross-boundary travelling needs of the public.

The above work is part of the regular work of the Transport and Logistics Bureau and no breakdown of the resources involved is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB054**

**(Question Serial No. 0317)**

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 163 of the Budget Speech that over the past few years, the Government has introduced a series of tax concession measures for the maritime industry in the areas of ship leasing, marine insurance, ship agency, ship management, shipbroking and so forth, which have begun to yield results. In this connection, will the Government inform this Committee of the following:

1. What are the specific measures taken by the Administration to promote the development of the marine insurance business and the estimated expenditure involved;
2. How many applications of marine insurance professionals met the eligibility criteria under the Talent List of Hong Kong since it was first drawn up in 2018? How many applications were approved; and
3. There are views that the demand for marine insurance professionals will increase when Hong Kong is to develop into an international maritime centre. What are the Administration's future plans 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?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 24)

Reply:

1. To promote the development of the high-end maritime services industry, the Government has introduced a series of tax concession measures for the maritime industry from 2020 to 2022 in the areas of ship leasing, marine insurance, ship agency, ship management, shipbroking and so forth. Regarding marine insurance, the Inland Revenue (Amendment) (Profits Tax Concessions for Insurance-related Businesses) Bill 2019, which was passed in the Legislative Council in July 2020, includes providing half-rate tax concession (i.e. a tax rate of 8.25%, half of the profit tax rate for corporations at 16.5%) for



eligible insurance businesses (including marine insurance). From 2023-24, a provision of \$20 million has been earmarked to expedite studies on strategies for promoting the high-end maritime service industry, enhance exchanges among industries in the international arena and the Greater Bay Area, and expand the scale of the annual flagship event Hong Kong Maritime Week (HKMW). To further consolidate Hong Kong as a preferred destination for global maritime business, the Government will commence studies in 2024 on further enhancing tax concession measures for the maritime industry. Moreover, the Government will continue its efforts to build and deepen the close co-operation with international maritime organisations. In the HKMW 2023, we successfully invited the International Union of Marine Insurance and the International Group of P&I Clubs as support organisations, bringing the number of support organisations to 12. During the event, we also exchanged views with the relevant organisations on the development of marine insurance.

2. From 2018 to end-February 2024, there were 9 and 10 applications concerning “Marine Insurance Professionals” and “Specialist Insurance Professionals” (covering experienced insurance professionals in various sectors that include maritime) respectively, all of which have been approved.

3. The Professional Training and Examination Refund Scheme has been set up under the Maritime and Aviation Training Fund 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 completion of the approved courses or passing the examinations, subject to a cap of \$30,000. By the end of February 2024, the Scheme covers 6 marine insurance courses and 2 professional examinations. A total of 263 applications for fee reimbursement have been approved with a total disbursement of about \$443,000.

- End -

**CONTROLLING OFFICER'S REPLY****TLB055****(Question Serial No. 0416)**

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

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

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 again in the Matters Requiring Special Attention in 2024-25 that the Bureau will continue to prepare for the establishment of the Railways Department (RD). Please advise this Committee of the reasons why the RD has not yet been established. What are the current progress of the preparatory work for the RD in detail and the expected date for establishment? What are the staffing provision, salary expenses and operating expenses involved?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 37)

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), the Northern Metropolis Railways Office of the HyD (HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million)

are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB056**

**(Question Serial No. 3190)**

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 Matters Requiring Special Attention in 2024-25 that the Bureau will continue to work with the Airport Authority Hong Kong in implementing the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme). In this connection, will the Government inform this Committee of the following:

1. Please set out in tabular form the number of rounds of applications conducted since the introduction of the Scheme, and the details of each round of applications (including the number of applications, the number of applications approved, the quota of imported labour involved, the job types covered, etc.);
2. Whether there are rejected applications in each round and the specific reasons for the rejection?
3. What are the staffing provision and the estimated expenditure involved in processing the applications for the Scheme? and
4. Whether the Administration has evaluated the performance of the labour who have already provided services? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 43)

Reply:

The Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) in July 2023 to allow aviation-related companies with direct contractual relationship with the Airport Authority Hong Kong (AAHK) to suitably import workers on the prerequisite of safeguarding the employment of local workers, with a quota ceiling of 6 300.

In the first round of application under the Scheme, we approved the applications from 28 eligible companies with a total of 2 841 quotas covering all 10 job types under the Scheme. A few applications were not approved in full as they failed to meet one of the following basic requirements of the Scheme:

- i. the job for which quotas are applied must fall into one of the 10 specified job types under the Scheme;
- ii. the number of quotas applied for must be within the limit under the manning ratio requirement of full-time local staff and imported labour;
- iii. the applicant must have conducted local recruitment for the jobs for which quotas are applied; and
- iv. the wage intended to be offered for a specified job type must not be lower than the median wage of the corresponding job type.

The numbers of quotas applied for and approved in the first round of the Scheme are as follows:

<b>Job Type</b>	<b>No. of Quotas Applied for</b>	<b>No. of Quotas Approved</b>
1. Passenger Services Officer	728	719
2. Ramp Services Agent	465	445
3. Cabin Worker	366	366
4. Aircraft Maintenance Mechanic/Technician	390	390
5. Tractor Driver	325	306
6. Warehouse Operator/Cargo Handler	206	206
7. Equipment/Loader Operator	193	193
8. Customer Services Agent	90	90
9. Aircraft Tug Driver	30	30
10. Maintenance Technician	96	96
<b>Total</b>	<b>2 889</b>	<b>2 841</b>

The processing of quota applications under the Scheme does not involve any additional government expenditure and manpower. As at 7 March 2024, about 1 020 imported workers have arrived to work in Hong Kong.

Since the imported workers started to work in Hong Kong in October last year, the employer representatives of the stakeholder consultative group under the Scheme have reflected that the workers are able to effectively relieve the manpower pressure. The Government and the AAHK have also introduced various initiatives to help imported workers adapt to the working environment in Hong Kong, such as a two-day foundation programme organised by the Hong Kong International Aviation Academy, and talks held by representatives of the Labour Department and the Independent Commission Against Corruption on employment rights and the enhancement of anti-corruption awareness among imported workers.

- End -

**CONTROLLING OFFICER'S REPLY****TLB057****(Question Serial No. 2403)**

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 oversee the strategic planning of major transport infrastructure as promulgated under the Hong Kong Major Transport Infrastructure Development Blueprint, as well as the planning or implementation and the construction works of a number of road projects. In this connection, will the Government inform this Committee of the following:

1. For each road infrastructure project, what are the (i) expected/commencement date; (ii) target completion date; (iii) total road length and cost per kilometre; (iv) design capacity; (v) estimated expenditure; (vi) approved project estimate (if applicable); and (vii) cost overrun/supplementary provision (if applicable) and study or consultancy fee (if applicable) respectively?

Road Infrastructure	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)
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 Up ramp to Kwai Chung Road								
Widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane)								
Trunk Road T4 in Sha Tin								
Improvement works at Tsuen Tsing Interchange								
Dualling of Hiram's Highway from Marina Cove to Sai Kung Town								

Tuen Mun Bypass								
Extension works to Lung Fu Road and Hoi Wing Road in Tuen Mun								
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								
Tsing Yi – Lantau Link								
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)								
Improvement of Lion Rock Tunnel								
Widening of T6 Bridge of Tate's Cairn Highway								
Improvement of Fanling Highway (section between Pak Shek Au Interchange and Po Shek Wu Road Interchange)								
Fanling Bypass (Western Section)								
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)								
Widening of Tsuen Wan Road								
Hong Kong Island West – Northeast Lantau Link								

2. What are the manpower, staff establishment and expenditure involved in the implementation and monitoring of the above road infrastructure projects by government departments? How do government departments ensure that the works will be implemented and completed on schedule?

3. Whether a set of performance indicators in respect of the safety, quality, programme and cost control has been developed for road infrastructure projects? If yes, what are the details? If not, what are the reasons?

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

Reply:

1. The requested information of the projects under construction is tabulated below:



	<b>Commencement Date</b>	<b>Target Completion Date</b>	<b>Total Road Length (kilometres) (see Note 1)</b>	<b>Design Capacity (pcu/hr) (see Note 2)</b>	<b>Approved Project Estimate (APE) of Construction Projects (\$ million) (see Note 3)</b>	<b>APE of Studies/ Design (\$ million) (see Note 3)</b>
Central Kowloon Route	Dec 2017	2025	approximately 4.7	5 400	42,363.9	206.9 (consultants' design fees and site investigation)
Widening of Tai Po Road (Sha Tin Section)	Jul 2018	2024	approximately 1.1	Kowloon-bound: 5 785 Tai Po-bound: 5 440	2,739.7	43.2 (detailed design and site investigation)
Trunk Road T2 and Cha Kwo Ling Tunnel	Nov 2019	2026	approximately 3.4	3 600	16,017.0	133.6 (investigation and design)
Widening of Castle Peak Road – Castle Peak Bay	Nov 2020	2024	approximately 1.9	3 000	755.2	N/A
Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road	Jun 2021	2025	approximately 0.5	8 200	472.0	N/A
Widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane)	Oct 2022	2025	approximately 0.6	1 100	72.8	N/A

For projects in planning stage, their estimated project cost would be ascertained upon completion of the investigation and design work. We will continuously review how to more effectively use public resources and the cost-effectiveness of works projects. Moreover, we

will also take into account the latest developments, including policy developments, the public finance position, etc., and continuously review the urgency and priority of the projects under planning and adjust the implementation schedule as appropriate. The estimated total road length, design capacity and APE of the studies/design of the relevant projects are tabulated below:

	<b>Estimated Total Road Length (kilometres) (see Note 1)</b>	<b>Design Capacity (pcu/hr) (see Note 2)</b>	<b>APE of Studies/ Design (\$ million) (see Note 3)</b>
Route 11 (section between Yuen Long and North Lantau)	approximately 15.0	under review	319.0 (investigation study)
Tuen Mun Bypass	approximately 10.0	under review	N/A
Tsing Yi – Lantau Link	approximately 6.9	under review	695.0 (investigation study and detailed design)
Dualling of Hiram's Highway from Marina Cove to Sai Kung Town	approximately 4.6	3 000	N/A
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	approximately 3.0	under review	N/A
Trunk Road T4 in Sha Tin	approximately 2.3	3 600	34.7 (detailed design and site investigation)
Extension works to Lung Fu Road and Hoi Wing Road in Tuen Mun	approximately 2.1	under review	N/A
Widening of Tsuen Wan Road	approximately 1.7	under review	N/A
Improvement of Lion Rock Tunnel	approximately 1.4	5 400	240.7 (first stage design and site investigation)
Improvement works at Tsuen Tsing Interchange	approximately 0.8	N/A	N/A
Widening of T6 Bridge of Tate's Cairn Highway	approximately 0.7	under review	N/A

In consultation with the Development Bureau, information on the Hong Kong Island West – Northeast Lantau Link, the improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Interchange) and the Fanling Bypass (Western Section) which are in planning stage is provided below:

	<b>Estimated Total Road Length (kilometres) (see Note 1)</b>	<b>Design Capacity (pcu/hr) (see Note 2)</b>	<b>APE of Studies/ Design (\$ million) (see Note 3)</b>
Hong Kong Island West – Northeast Lantau Link	approximately 13	under review	see Note 4
Improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Interchange)	approximately 4	8 200	see Note 5
Fanling Bypass (Western Section)	approximately 2	1 250	see Note 5

Note 1: Since the works included in each project vary and some projects may also involve non-road construction works, such as reprovisioning of the affected facilities and improvement works, in addition to road construction works, it is therefore not appropriate to make comparison on the cost per kilometre.

Note 2: 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 3: Only Category A works projects are included. The actual expenditure of the relevant projects at the construction stage has not exceeded the budget at present.

Note 4: The engineering feasibility study is subsumed under the APE of Project Item No. 5768CL – Studies related to Artificial Islands in the Central Waters (\$550.4 million).

Note 5: The detailed design and site investigation is subsumed under the APE of Project Item No. 7835CL – Remaining phase of site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area – detailed design and site investigation (\$764.5 million).

2. The work involved in the above road infrastructure projects is undertaken by the existing manpower resources of the relevant policy bureaux and government departments. There is no detailed breakdown of the manpower and salary expenses involved. Based on the latest planning information and progress of all the major transport infrastructure projects under construction and planning, the Government will take a holistic approach in considering the delivery programme of the transport infrastructure projects under planning, and take forward the projects in an orderly manner so as to meet the transport and logistics demands arising from long-term developments.

3. The Government has all along put in place a stringent audit and monitoring mechanism for the safety, quality, programme and cost control of road infrastructure projects, and will review its effectiveness on a regular basis. For road infrastructure projects at the planning stage, government departments will make reference to guidelines stipulated in, including but

not limited to, the Transport Planning and Design Manual of the Transport Department and the Structures Design Manual for Highways and Railways of the Highways Department to ensure that the project design complies with the relevant safety standards. As for road infrastructure projects at the construction stage, government departments will stipulate the specific requirements on safety, quality and programme in the public works contracts and ensure that the contractors fulfil the relevant contractual requirements.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB058**

**(Question Serial No. 2405)**

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:

During 2024-25, the Transport and Logistics Bureau 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, please inform this Committee of the following:

1. What are the latest progress and details of the Administration's preparation for the establishment of the RD?
2. What are the manpower, staff establishment and salaries by rank as well as the operating expenses involved in the proposed RD?
3. Whether the estimated expenditures for 2024-25 cover the expenditure involved in the establishment of the RD?
4. Whether there is a timetable for the establishment of the RD? If yes, what are the details? If not, what are the reasons? and
5. Whether the establishment of the RD has been shelved due to the setting up of the Northern Metropolis Railways Office? The Administration indicated in the last financial year that it had not given up the establishment of the RD and it was only a matter of priority. What is the timing for the establishment of the RD or what conditions shall be fulfilled?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.:21)

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), the Northern Metropolis Railways Office of the HyD

(HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million) are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB059**

**(Question Serial No. 2413)**

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 monitor the traffic conditions upon implementing the time-varying tolls at the 3 road harbour crossings (RHCs) and determine how the Electronic Road Pricing (ERP) Pilot Scheme in Central should be taken forward. In this connection, please inform this Committee of the following:

1. What are the staffing provision and the expenditure to be involved in monitoring the implementation of the time-varying tolls at the 3 RHCs in the next financial year?
2. The Administration has been exploring the implementation of the ERP scheme for over 40 years and has conducted 4 studies in total. What are the cost of each study and the details of the relevant expenditures respectively?
3. Members of this Committee have asked the Administration whether toll exemption will be considered for vehicles using clean fuels (e.g. electric vehicles and hydrogen vehicles) when they enter designated areas if the ERP scheme is implemented in the future. The Administration has indicated that it will consider the proposal but reiterated that new registration of private cars using conventional petrol will cease in 2035. Does it imply that the ERP Pilot Scheme in Central will not be implemented before 2035? and
4. What are the specific conditions and time for determining the implementation of the ERP Pilot Scheme in Central? What is its direct relationship with the implementation of the time-varying tolls at the 3 RHCs?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 29)

Reply:

1. The monitoring of the implementation of the time-varying tolls at the 3 road harbour crossings (RHCs) is mainly undertaken by the existing staff of the relevant departments as

part of their overall duties and therefore no detailed breakdown of the expenditure and manpower involved is available.

2. Information on the 4 studies conducted by the Government regarding electronic road pricing (ERP) is as follows:

Name of Study	Year of Completion	Consultancy Fee
ERP Pilot Scheme	1985	\$36,500,000
Feasibility Study on ERP	2001	\$75,000,000
Congestion Charging Transport Model – Feasibility Study	2009	\$5,940,000
ERP Pilot Scheme in Central and its adjacent areas – Feasibility Study	2022	\$17,070,000

3. The objective of implementing ERP is to reduce the number of vehicles entering the charging area through price incentives, so as to encourage motorists to switch to public transport or drive into the charging area during non-peak hours. From the perspective of traffic management, all vehicles, regardless of whether they use clean energy or fuel, will take up road space and may cause traffic congestion. Therefore, the pace of phasing out fuel-propelled vehicles is not directly related to the timing of the implementation of ERP.

4. The Government has been addressing the traffic congestion in Central and its adjacent areas with a multi-pronged approach, including testing the “automatic traffic enforcement system” in the Central District using artificial intelligence and automatic number plate recognition technologies, adjusting the traffic signal timings at the junctions of Connaught Road West and Eastern Street, etc. so as to combat traffic offences and ease the traffic flow in the area during peak hours. As Central, the Core Business District (CBD), is adjacent to the portals of the Western Harbour Crossing and the Cross Harbour Tunnel on the Island side, many vehicles using the 3 RHCs will take the Central CBD as their destination and its traffic conditions are closely related to the changes in the cross-harbour traffic. With motorists co-operatively changing their commuting pattern, since the implementation of the time-varying tolls at the 3 RHCs, the measure has shown to be effective and the overall traffic queues and congestion at the portals of the RHCs have been alleviated. However, given that time-varying toll is a new charging arrangement which has only been implemented for about 3 months, the cross-harbour traffic situation may not be stable yet. Motorists still need time to adjust their commuting habits, including route choices, travel time and modes, etc. The Transport Department will have to continue to monitor the cross-harbour traffic situation as well as the implications on the traffic in various districts on the northern part of Hong Kong Island (including Central). No comprehensive data is available at the present stage for making a sound assessment of the impact of the implementation of time-varying tolls on the traffic in Central. The Government must carefully assess the implications of the ERP scheme on the traffic and the community, and take into account the impact of the scheme on road users and local residents, as well as the prevailing overall economic situation of the



society. As such, there is no timetable for the implementation of ERP in Central and its adjacent areas.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB060**

**(Question Serial No. 3096)**

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:

Under Programme (3), provision for 2024–25 is \$48.7 million (21.0%) higher than the revised estimate for 2023–24. It is mainly due to the increase in other operating expenses and increased cash flow requirement for non-recurrent items, partly offset by a net decrease of 1 post. In this connection, will the Government inform this Committee of the following:

1. Details of the breakdown of the operating expenses and non-recurrent items involved in the increased expenditure;
2. Details of the expenditure offset by the decrease of 1 post; and
3. Whether the Administration has implemented various new policies and measures through re-prioritisation of work, internal deployment, streamlining of procedures and enhancement of effectiveness, so as to reduce operating expenses and non-recurrent expenditures? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 38)

Reply:

1. The provision for Programme (3) Air and Sea Communications and Logistics Development in 2024-25 is \$48.7 million (21.0%) higher than the revised estimate for 2023-24. It is mainly due to the expected increase in cash flow requirement for non-recurrent items, namely the Pilot Subsidy Scheme for third-party logistics service providers and the Maritime and Aviation Training Fund, as well as increase in the expenditure for supporting maritime- and logistics-related work (including various work and activities for promoting Hong Kong externally).

2. The relevant post is a time-limited Operations Officer post. Created in 2020, the post of Operations Officer is mainly responsible for assisting in work relating to the regulation of small unmanned aircraft operations. The legislative work for the Small Unmanned Aircraft

Order (Cap. 448G) has completed and came into effect on 1 June 2022. The post will therefore be deleted in 2024-25.

3. As announced in the Budget Speech this year, on the premise that such schemes as the Comprehensive Social Security Assistance Scheme and the Social Security Allowance Scheme will not be affected, the recurrent expenditure for all bureaux and departments will be cut by 1 per cent in 2026-27. The Transport and Logistics Bureau will fully support, through business process of re-engineering or re-prioritisation, so as to provide greater room for internal re-allocation of resources, improving existing services or implementing new services for achieving higher efficiency.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB061**

**(Question Serial No. 2314)**

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 Central Rail Link (CRL) in the Three Railways and Three Major Roads proposals, will the Government inform this Committee of the following:

1. According to the Hong Kong Major Transport Infrastructure Development Blueprint promulgated by the Bureau in December 2023, the proposed completion date of the CRL is 2039 and beyond. Before 2039, whether the Bureau has proposed at the present stage any timetables for commencing (a) the collection of expressions of interest; (b) the investigation studies; (c) the environmental impact assessments; and (d) the construction for the CRL project?
2. Given that it is very difficult for passengers at the Kam Sheung Road Station to board the southbound trains on the Tuen Ma Line during peak hours, what measures will be taken by the Bureau and the MTR Corporation Limited to alleviate the problem?
3. Whether the Bureau has, at the present stage, (a) proposed (i) the technical specifications to be used; (ii) the number of train cars; and (iii) the carrying capacity of the CRL; (b) considered the construction of the Kam Sheung Road – Tsuen King Circuit section first to shorten the construction time; and (c) considered the connection of the CRL and the Northern Link so that passengers travelling to and from the Northern Metropolis need not change trains at the Kam Sheung Road Station? and
4. What are the respective amount of (a) manpower; (b) salary expenses; (c) consultancy fees (if any); and (d) total consultancy fees (if any) to be incurred by the Bureau for taking forward the CRL in 2024-25?

Asked by: Hon CHAN Wing-yan, JoePHY (LegCo internal reference no.: 15)

Reply:

1., 3.& 4. The Government is taking forward the various major transport infrastructure projects mentioned in the Hong Kong Major Transport Infrastructure Development Blueprint in an orderly manner. The implementation details of individual projects will be subject to factors such as the findings of the respective detailed engineering, environmental, economic benefit and financial studies, as well as the latest demand assessment, level of technical and technological application, the availability of resources at the time, etc. In addition, individual projects may also need to be re-considered due to changes in planning parameters, or with their implementation timetable and alignment adjusted accordingly.

We are preparing for the next stage of implementation of the Central Rail Link (CRL), which includes formulating the mode of implementation and financial arrangements, and inviting railway operators to submit project proposals, etc. The relevant work is undertaken by the existing manpower resources of the Transport and Logistics Bureau and the Highways Department. No breakdown of the manpower and salary expenses involved is available.

According to the preliminary assessment, the CRL will be constructed as a heavy rail. When the project enters the detailed engineering study stage, we will be able to ascertain further details of the CRL, including the alignment and location of stations, number of train cars, potential impacts on the environment and neighbouring areas, connection and operation arrangements, construction timetable, etc. The Government will provide further information based on the latest situation of the project and conduct consultation in a timely manner.

2. The MTR Corporation Limited (MTRCL) has been closely monitoring the patronage of various railway lines and has implemented multi-pronged measures to improve passenger flow and enhance passengers' travelling experience. To divert passengers at Kam Sheung Road Station, the MTRCL will deploy station staff to step up efforts in encouraging passengers to wait for trains at less crowded areas on the platforms. Crowd management measures will be adopted where necessary. According to the MTRCL's observation, passengers who are lagged behind are generally able to board the next train. In addition, the MTRCL has also arranged 2 special departures from Tin Shui Wai Station during morning peak hours on weekdays to enhance the carrying capacity and divert the passenger flow at busier stations (including Kam Sheung Road Station).

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB062**

**(Question Serial No. 1582)**

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 financial provision for the transport infrastructure projects in the Northern Metropolis, will the Government inform this Committee of the following:

1. Given that the Transport and Logistics Bureau has promulgated the Hong Kong Major Transport Infrastructure Development Blueprint, what is the estimated provision for the transport infrastructure projects in the Northern Metropolis in the 2024-25 financial year? and
2. The Northern Metropolis Highway is currently divided into 2 sections, with the alignment running from Tin Shui Wai to Ta Kwu Ling. It is estimated that the whole highway will only be completed after 2039. Will the Administration consider introducing assistance or other means to shorten the project time so as to meet public expectations?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 6)

Reply:

1. & 2.

The Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) sets out various major transport infrastructure projects related to the Northern Metropolis. To enhance connectivity within the Northern Metropolis and with the Mainland, we will take forward the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), the Northern Link (NOL) Spur Line, the Hung Shui Kiu Station, the NOL and Kwu Tung Station, the NOL Eastern Extension, the Northeast New Territories Line, the Northern Metropolis Highway (NMH), the Fanling Bypass, the widening of Yuen Long Highway and the improvement of Fanling Highway. As for the connections between the Northern Metropolis and the Harbour Metropolis, we will take forward the Central Rail Link, the Route 11, the Shatin Bypass, the Tuen Mun Bypass, the Tsing Yi-Lantau Link, the widening of Tsuen Wan

Road, the widening of T6 Bridge of Tate's Cairn Highway, the improvement of Lion Rock Tunnel, and the Hong Kong Island West-Hung Shui Kiu Rail Link and the Hong Kong Island West-Lantau Link related to the Kau Yi Chau Artificial Islands. The overall progress of the projects is set out below.

Regarding cross-boundary railway projects, the Government will continue to take forward the projects through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure, including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the NOL Spur Line. The studies on the above projects are in progress and further information is not available at the present stage.

As regards local railway projects, the construction of the NOL Phase 1 Kwu Tung Station has commenced in 2023, while the construction of the Hung Shui Kiu Station and the NOL Main Line is expected to commence in 2024 and 2025 respectively and will be completed progressively from 2027. The above projects are undertaken by the MTR Corporation Limited through the "Rail-plus-Property" model and no approved project estimate (APE) of the Government is involved.

Regarding the construction of major roads as set out in the Blueprint, projects with funding approved are as follows:

<b>Project</b>	<b>APE (in money-of-the-day prices)</b>
Fanling Bypass (Eastern Section)	The construction works are subsumed under the APE (\$17.32 billion) of Public Works Programme (PWP) Item No. 7747CL – Advance Site Formation and Engineering Infrastructure Works at Kwu Tung North New Development Area and Fanling North New Development Area
Tsing Yi-Lantau Link	\$695 million (investigation study and detailed design)
Route 11	\$319 million (investigation study)
Improvement of Lion Rock Tunnel	\$240.7 million (first stage design and site investigation)
Hong Kong Island West-Northeast Lantau Link	The engineering and technical feasibility study is subsumed under the APE (\$550.4 million) of PWP Item No. 5768CL – Studies related to Artificial Islands in the Central Waters

The Government is planning to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in 2024 to engage consultants to conduct investigation and design for the NMH and will commence the study as soon as funding is approved. Wherever practicable, the various work under the investigation study of the NMH will be carried out in parallel to expedite the delivery of the project. We will formulate the implementation timetable for the NMH under the investigation study, taking

into account the appropriate implementation approach and phased completion arrangements, so as to meet the transport and logistics needs of the Northern Metropolis in a timely manner.

- End -



**CONTROLLING OFFICER'S REPLY****TLB063****(Question Serial No. 1583)**

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:

## Improvement to the Existing Rural Roads in the Northern Metropolis

The existing roads and rural roads in the Northern Metropolis area have been constructed a long time ago, some of which even operate under the one-lane two-way traffic arrangement. The torrential rainstorms last year also revealed the flooding problem on a number of existing roads in the New Territories. In this connection, will the Government inform this Committee of the following:

1. Given that the Transport and Logistics Bureau has promulgated the Hong Kong Major Transport Infrastructure Development Blueprint, local residents, including those in the rural areas, would like to know as soon as possible the plans for upgrading the existing roads in the area, as well as the short-, medium- and long-term measures for the roads to cope with extreme weather. Will the Government provide the details if any? And
2. As a follow-up to the above question, are there any upgrading plans targeting at the one-lane two-way traffic arrangement in the area, e.g. individual road sections of Lin Ma Hang Road?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 7)

Reply:

Under the “infrastructure led” planning principle, the Government will provide transport infrastructure for the development areas and improve the existing roads in the districts to meet the transport and logistics needs, including reviewing the need and feasibility of improving the existing one-lane two-way roads for meeting the travelling needs of the public. Regarding Lin Ma Hang Road, the Highways Department has carried out the widening of the western section of Lin Ma Hang Road, including the widening of a section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road to a single two-lane carriageway, which has been substantially completed in end-2023.

In planning for the new development areas (NDAs) of the Northern Metropolis, the Government will conduct planning and engineering studies, which include traffic impact assessment and will propose road networks and local road improvement works in the NDAs as necessary. These works will not only meet the transport and logistics needs arising from new developments, but also improve the traffic conditions in the districts. In addition, in taking forward the NDAs, the Government will consult the local community so as to improve the connectivity with the neighbouring rural areas where appropriate.

To cope with climate change, the proposed formation levels of land and road in the NDAs will be higher than those in the previous new towns to allow sufficient room for coping with heavy rainstorms and rising water levels. In designing the proposed roads and road drainage systems, the works departments will make reference to the latest relevant design manuals and guidelines and consult the relevant departments.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB064**

**(Question Serial No. 1881)**

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 Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme), will the Government inform this Committee of the following:

- (1) The number of applications for quotas in the first round of the Scheme, as well as the numbers of applications approved and rejected and their reasons respectively with a breakdown by job type;
- (2) Regarding the approved quotas in (1), please list the names of company applicants and the numbers of imported labour approved (broken down by job type), as well as the number of approved imported labour who have arrived in Hong Kong and the median of their monthly wages; and
- (3) Whether any surveys have been conducted since the implementation of the Scheme to find out the impact of the Scheme on the remuneration packages of the local workers? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 36)

Reply:

The Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) in July 2023 to allow aviation-related companies with direct contractual relationship with the Airport Authority Hong Kong to suitably import workers on the prerequisite of safeguarding the employment of local workers, with a quota ceiling of 6 300.

In the first round of applications under the Scheme, we approved the applications from 28 eligible companies with a total of 2 841 quotas covering all 10 job types under the Scheme, among which a few applications were not approved as they failed to meet one of the following basic requirements of the Scheme:

- i. the job for which quotas are applied must fall into one of the 10 specified job types under the Scheme;
- ii. the number of quotas applied for must be within the limit under the manning ratio requirement of full-time local staff and imported labour;
- iii. the applicant must have conducted local recruitment for the jobs for which quotas are applied; and
- iv. the wage intended to be offered for a specified job type must not be lower than the median wage of the corresponding job type.

The numbers of quotas applied for and approved in the first round of the Scheme are as follows:

<b>Job Type</b>	<b>No. of Quotas Applied for</b>	<b>No. of Quotas Approved</b>
1. Passenger Services Officer	728	719
2. Ramp Services Agent	465	445
3. Cabin Worker	366	366
4. Aircraft Maintenance Mechanic/Technician	390	390
5. Tractor Driver	325	306
6. Warehouse Operator/ Cargo Handler	206	206
7. Equipment/Loader Operator	193	193
8. Customer Services Agent	90	90
9. Aircraft Tug Driver	30	30
10. Maintenance Technician	96	96
<b>Total</b>	<b>2 889</b>	<b>2 841</b>

As at 7 March 2024, about 1 020 imported workers have arrived to work in Hong Kong. We note from the stakeholder consultative group under the Scheme that the industry has correspondingly adjusted upwards the salaries of local workers since the implementation of the Scheme. No relevant data is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 3087)**

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:

Will the Government inform this Committee of the following: since the establishment of the Hong Kong International Aviation Academy, what are (1) the numbers of students enrolled in the past 3 years (in 2023, 2022 and 2021); (2) the percentages of graduates joining the local aviation industry in the past 3 years (in 2023, 2022 and 2021); (3) the operating expenses in the past 3 years (in 2023, 2022 and 2021) and the estimated figure for this year; and (4) whether there are plans to increase student intake so as to nurture more talents for the local aviation industry?

Asked by: Hon CHEN Chung-nin, Rock (LegCo internal reference no.: 38)

Reply:

The Hong Kong International Aviation Academy (HKIAA) was established by the Airport Authority Hong Kong with the support of the Government in 2016 to nurture practitioners and professionals in the aviation industry and thereby supporting the sustainable development of the local and regional aviation industry. The HKIAA operates on a cost-recovery basis and does not involve government expenditure and manpower.

The HKIAA currently provides a wide spectrum of about 115 foundation and professional courses to support practitioners' development needs for skills and knowledge in specific aviation disciplines. These courses cover air traffic control, airport operation and crisis management, aviation security and safety, flight training and aircraft engineering, as well as basic and academic courses. As most of the courses offered by the HKIAA are designed for in-service practitioners, the majority of the participants are existing airport employees. In addition, the HKIAA launched its first cadet pilot programme in September 2023 to nurture more local pilots.

In 2021-22, 2022-23 and 2023-24, the HKIAA provided aviation training for about 37 900, 42 300 and 44 560 (figure as at end-January 2024) students respectively. The HKIAA will

continue to update, enhance and expand the training programmes according to the needs of the industry so as to nurture more talents for the aviation industry.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB066**

**(Question Serial No. 1730)**

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 (AA) is working in collaboration with relevant government departments to simplify approval procedures for the transportation and storage of Sustainable Aviation Fuel (SAF), so as to encourage more airlines to use SAF in Hong Kong. In addition, the AA has begun a consultancy study on SAF development trends worldwide, which will also put forward recommendations on policy measures and infrastructure etc. The consultancy study is expected to be completed in the third quarter this year. In this connection,

- (1) How many airlines are currently using SAF in Hong Kong and what is its overall percentage in the aviation industry?
- (2) What specific benefits are expected to be brought by the simplified approval procedures for the transportation and storage of SAF and whether the Government has set any relevant targets? Whether quantitative data can be provided for reference? When the study on the simplified procedures is expected to be completed at the earliest? and
- (3) Regarding the consultancy study on the SAF development trends, what are the respective objectives, scope and costs? What are the follow-up actions to be taken by the Government after the completion of the study, including whether the existing legislation needs to be amended?

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 28)

Reply:

- (1) One of the local airlines in Hong Kong successfully adopted 2 batches of Sustainable Aviation Fuel (SAF) at the Hong Kong International Airport (HKIA) in March and July 2022.
- (2) The Airport Authority Hong Kong (AAHK) has all along been working in collaboration with relevant government departments to simplify the approval process for the transportation

and storage of SAF to facilitate the uplift of SAF by airlines in Hong Kong. In particular, the operators of the HKIA fuel infrastructure have recently completed the renewal of their licences in accordance with the newly amended Dangerous Goods Ordinance. The amended ordinance has brought the regulatory standards for classification, marking and labelling of dangerous goods (including SAF) in Hong Kong in line with international standards, and enhanced the licensing system for the manufacture, conveyance, storage and use of dangerous goods. The AAHK will continue to review and as necessary further improve the process of transportation and storage of SAF at the fuel infrastructure of HKIA.

(3) On the request of the Government, the AAHK commenced a consultancy study on SAF in February this year. The purpose of the study is to grasp the development trend of SAF, including the current status and future projection regarding its demand, supply and usage at the international, national and regional levels. The consultancy study will also make recommendations on the use and supply of SAF from such aspects as policy support, facilitation measures or infrastructure improvements for the Government's consideration. The study is expected to be completed in the third quarter of this year. The Government will make reference to the AAHK's report and make forward-looking plans to set the direction for promoting the development of SAF. Our objective is to enhance the competitiveness of HKIA internationally and attract more flights to serve between Hong Kong and the rest of the world by promoting the use of SAF in Hong Kong. The consultancy study does not involve government expenditure.

- End -



**CONTROLLING OFFICER'S REPLY****TLB067****(Question Serial No. 0395)**

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 widening of Tai Po Road (Sha Tin Section) (hereinafter referred to as “the Project”), will the Government inform this Committee of the following:

1. In reply to a written question of this Committee last year, the Administration mentioned that the target completion date of the Project is the second half of 2023. However, the latest progress shows that the Project may only be completed by the end of 2024. Whether assessment has been made on the respective percentage increase in and the amount of the estimates of the various works items, including “road works”, “modification of Sha Tin Rural Committee Road interchange”, “noise mitigation measures”, “salary of resident site staff”, etc.? If yes, please provide a breakdown and advise whether the project contingencies are sufficient to cover the above additional expenditures;
2. What are the specific reasons for the delay in the Project and whether there are measures to mitigate the prolonged congestion caused by the Project on Sha Tin Rural Committee Road and the existing Tai Po Road (Sha Tin Section)? If yes, what is the expenditure involved?
3. Will the Administration assure that the Project will be completed no later than the end of 2024 to avoid the possible need for supplementary provisions? If not, what are the reasons?

Asked by: Hon CHOW Man-kong (LegCo internal reference no.: 30)

Reply:

1. The Civil Engineering and Development Department is now carrying out the widening of Tai Po Road (Sha Tin Section) (“the Project”) to widen the Tai Po Road to a dual three-lane carriageway by end-2024, and will complete the remaining works of the noise barriers and enclosures as soon as possible. The approved project estimate (APE) of the Project in money-of-the-day prices is \$2,739.7 million, inclusive of the price fluctuations of the individual estimates for the various works. Among them, the estimate for the salaries of

resident site staff has increased from \$219 million to \$245 million due to delay in works. Although the estimated expenditure for the said item is higher than the projection before the commencement of the works, the increase can be met by contingencies. We anticipate that the associated construction cost will be controlled within the APE.

2. We have encountered many challenges and difficulties since the commencement of the Project, which have inevitably affected works progress and caused delay. The fifth wave of the COVID-19 epidemic has prevented many construction workers from going to work, and construction materials could not be transported to the construction sites as planned due to the closure of the border in the Mainland, which have inevitably affected construction progress. In addition, apart from the need to maintain two-lane and two-way traffic on Tai Po Road during the construction period, due to unforeseen underground utilities, such as electricity wires, water pipes, sewers, telecommunications cables and gas pipes, it took time to divert these utilities and change the design and location of the foundations of the Project, making the Project more challenging and time-consuming than expected. Moreover, the construction site of the Project is in close proximity to the Railway Protection Area (RPA) of the East Rail Line. In order to enhance the protection of public and railway safety, we have further co-ordinated with the MTR Corporation Limited during the implementation of the Project and adopted more protection and preventive measures than originally planned to enhance construction safety in the RPA. The relevant measures have also increased the time required for the Project.

3. We have explored with contractors and engineering consultants and formulated all practicable measures, so as to overcome the challenges and expedite the works progress for completion as early as possible. According to the latest estimation, if the remaining works proceed smoothly, we will actively strive to complete the widening of Tai Po Road to a dual three-lane carriageway and open it for public use by the fourth quarter of this year. The remaining works of the noise barriers and enclosures will also be completed as soon as possible. We anticipate that the associated construction cost will be controlled within the APE.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB068**

**(Question Serial No. 1565)**

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 formulation of cross-boundary transport arrangements, will the Administration advise this Committee of the following:

1. What measures are in place for local vehicles registered and held in the name of a company to apply for the “Northbound Travel for Hong Kong Vehicles” (the Scheme)? and
2. What measures are in place to facilitate small-, medium- and micro-enterprises that are not eligible for the application of cross-boundary vehicle licenses to make use of the Scheme, so that vehicles held in the name of those enterprises can travel to Mainland cities? If there are no such measures, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 26)

Reply:

“Northbound Travel for Hong Kong Vehicles” (the Scheme) has been implemented since July 2023, which facilitates Hong Kong residents to self-drive to Guangdong for business, visiting families or sight-seeing on a short-term basis via the Hong Kong-Zhuhai-Macao Bridge. As agreed between the governments of Guangdong and Hong Kong, vehicles under the Scheme must be private cars registered in the name of an individual, which aligns with the relevant requirements under “Northbound Travel for Macao Vehicles”. People travelling on business between Guangdong and Hong Kong can also drive or travel in private cars that have participated in the Scheme. The governments of Guangdong and Hong Kong will closely monitor the implementation of the Scheme and review its various arrangements in a timely manner, including the application eligibility, with a view to continuing to refine the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY****TLB069****(Question Serial No. 1567)**

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:

Online car hailing service has become a global trend for the public to make good use of their vehicles to create wealth and to provide more transportation options. Will the Administration inform this Committee, under the direction of combating illegal carriage of passengers by motor vehicles for hire or reward, whether any concrete measures are in place to enable such behaviour or industry to develop appropriately in a controlled and regulated manner? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 28)

Reply:

The Government welcomes the use of new technologies including online or mobile applications for hailing or booking of hire cars. However, the use of new technologies or platforms must also be lawful having regard to the safety and interests of passengers, the efficient use of roads as well as the need to maintain the highly efficient and reliable services of the public transport system, which is used by over 90 per cent of commuters, and to ensure the long-term healthy development of the system. Section 52(3) of the Road Traffic Ordinance (Cap. 374) provides that no person shall drive or use a motor vehicle, or suffer or permit a motor vehicle to be driven or used for the carriage of passengers for hire or reward unless the vehicle complies with certain conditions, which include a hire car permit (HCP) being in force in respect of the vehicle. The Hong Kong Police Force (HKPF) will continue to take enforcement actions against the illegal carriage of passengers for hire or reward through targeted operations, including collecting intelligence, conducting decoy operations, investigating and following up on referral and complaint cases, etc. The HKPF will also continue to allocate appropriate resources to combat the illegal carriage of passengers for reward in accordance with its operational priorities, and welcomes information from the public to report the illegal carriage of passengers for reward. The HKPF will follow up and investigate in a serious manner, and will take enforcement actions against relevant activities if there is sufficient evidence.

Meanwhile, the Government is reviewing the existing legislation so as to deal with the illegal carriage of passengers for hire or reward more effectively. The Government is also exploring the regulation of online hire car hailing platforms, so that only taxis and vehicles with HCPs can provide services through such platforms, with a view to stepping up efforts in combating illegal activities. The Government plans to communicate with and listen to the views of Legislative Council Members, the trade and other relevant stakeholders in mid-2024 on policy and legal perspectives involved in the relevant regulation, as well as the key considerations derived from study on overseas experience.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB070**

**(Question Serial No. 1568)**

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 and the transport sector pointed out in the last financial year that prohibition of alternative smoking products (ASPs) had dealt a blow to air cargo transport. Will the Administration inform this Committee of the volume of ASPs that have been transshipped through Hong Kong after the passage of the Import and Export (Amendment) Bill 2023; the percentage of ASPs in the total volume of cargo; and the work progress in monitoring the transshipment of ASPs?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 29)

Reply:

Following the gazettal and commencement of the Import and Export (Amendment) Ordinance 2023 on 30 June 2023, the Customs and Excise Department launched the Alternative Smoking Product Transshipment Control Scheme (the Scheme) on the same day to allow the transshipment of alternative smoking products (ASPs) from the Mainland to overseas markets through Hong Kong International Airport under the Scheme's regulation, and to prevent the leakage of ASPs into the local market in the course of transshipment.

The Scheme has been operating smoothly since its implementation. As at 31 December 2023, a total of 28 companies have registered as eligible operators, and a total of 2 665 tonnes of ASPs have been transshipped through Hong Kong to overseas under the Scheme's regulation.

The Government will continue to monitor the transshipment of ASPs to ensure smooth operation of the Scheme.

The Government does not have figures on the percentage of ASPs in the total volume of cargo.

- End -

**CONTROLLING OFFICER'S REPLY****TLB071****(Question Serial No. 1997)**

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:

To enhance in-depth travel in Hong Kong, the Hong Kong Special Administrative Region Government encourages the industry to explore different kinds of marine tourist routes and products. As pointed out in the document regarding a Guangdong-Hong Kong-Macao individual yacht travel scheme (the Scheme) promulgated by the State Council in 2023, the guarantee-free policy for individual yacht travel has been implemented in Shenzhen city, which aims at facilitating the milestone development of the Scheme to ensure Hong Kong's capacity to subsequently receive marine tourism. Please advise this Committee of the following:

1. Whether specific statistics have been compiled for incoming and outgoing travel through the Scheme?
2. What is the current scale of landing facilities and sheltered spaces that can be provided?
3. How will the Administration work in line with the Government's objectives to proactively discuss with relevant departments in the Mainland to promote the full implementation of the Scheme as soon as possible, and what is the manpower resources involved in the promotion of this task?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 27)

Reply:

1. The number of trips for pleasure vessel visiting Hong Kong from the Guangdong Province and Macao in the past 3 years is as follows:

Year	Guangdong Province	Macao
2021	1	1
2022	3	1
2023	11	5

The number of trips for pleasure vessel visiting the Guangdong Province and Macao from Hong Kong in the past 3 years is as follows:

Year	Guangdong Province	Macao
2021	0	0
2022	0	0
2023	7	6

2. There are currently 14 typhoon shelters located in different parts of Hong Kong waters, providing 422 hectares of sheltered space in total for use by local vessels. Under adverse weather conditions, apart from mooring at typhoon shelters, local vessels may also berth at 18 sheltered anchorages across the territory based on their operational needs. No application to the Marine Department (MD) is required for local vessels to berth at typhoon shelters and sheltered anchorages. In addition, there are also yacht and boat clubs in many places in Hong Kong that provide social, recreational, berthing and maintenance facilities, 11 of which provide berthing services for Mainland and foreign pleasure vessels visiting Hong Kong.

3. At present, visiting pleasure vessels entering Hong Kong waters are required to complete port formalities with relevant government departments, including the Department of Health, the Immigration Department, the MD and the Customs and Excise Department (for cargo clearance and passenger clearance where appropriate). Under Section 8 of the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), except with the permission of the MD, visiting pleasure vessels shall not navigate in the waters of Hong Kong. Owners of visiting pleasure vessels may apply to the MD for permission to navigate in the waters of Hong Kong for participating in racing events, conducting repairs in shipyards or changing berthing location. The MD has introduced a new measure in December 2016 which allows owners of visiting pleasure vessels to apply to the MD for permission to navigate in Hong Kong waters for leisure purpose, provided that the applicant can confirm that a berthing space has been secured at a marina or yacht club, and that the safety and navigation requirements are met. As the above work involves a number of bureaux and government departments, it is difficult to quantify the relevant staffing provision separately.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB072**

**(Question Serial No. 0869)**

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 Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port, will the Government advise this Committee of the following:

A breakdown of the current construction expenditure for the automated car parks under construction on the Hong Kong Port Island of the HZMB? When will the car parks be open for use and how the parking spaces for various types of vehicles are allocated?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 24)

Reply:

The Airport Authority Hong Kong (AAHK) is building automated car parks on the Hong Kong Port Island, with the construction works of the first phase of the car parks expected to be completed by end-2024. The automated car park project is undertaken by the AAHK and no additional government expenditure is involved. The AAHK will announce relevant information on the operation of the automated car parks in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB073**

**(Question Serial No. 0870)**

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 usage of the Hong Kong-Zhuhai-Macao Bridge (HZMB) has rebounded since the resumption of normal travel in 2023. In this connection, will the Government inform this Committee of the following:

1. What are the Government's revenue generated from the tolls of the HZMB (Hong Kong Section) in 2023, as well as the respective expenditures on manpower, daily operation and maintenance? and
2. What is the Government's estimation regarding the respective usage of the HZMB by various types of vehicles in 2024 and the revenue to be generated from the tolls of the Bridge? Can the difference between revenue and expenditure be narrowed?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 25)

Reply:

The Hong Kong-Zhuhai-Macao Bridge (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 bank loans and meet the expenses of the daily operation and maintenance of the HZMB. The toll income is not received by the Hong Kong Special Administrative Region Government. It is also not appropriate for us to unilaterally disclose information on the income and expenditure of the HZMB.

With further connectivity in the Guangdong-Hong Kong-Macao Greater Bay Area, more vehicles of various types will use the HZMB to travel between Hong Kong and

Guangdong/Macao. The governments of the 3 places will closely monitor the operation of the HZMB and continue to explore feasible enhancement measures, which include continuing to implement measures to increase the vehicular flow of the HZMB for better utilisation.

- End -

**CONTROLLING OFFICER'S REPLY****TLB074****(Question Serial No. 1169)**

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 states in paragraph 180 of the Budget Speech that a comprehensive review of the Maritime and Aviation Training Fund (MATF) will be conducted this year to gauge its effectiveness in attracting talent and promoting manpower development in the maritime and aviation sectors, so as to enhance promotion and talent development in the logistics sector. In this connection, will the Administration inform this Committee of the following:

1. Please provide a detailed breakdown of the numbers of promotional and publicity activities funded by the MATF in 2023-24, the details of the activities and the amount of subsidies involved; and
2. Please provide a detailed breakdown of the professional programmes launched by the MATF in 2023-24, the numbers of students and practitioners benefitted, and the amount of subsidies involved.

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

Reply:

1. Details of the promotional and publicity activities funded by the Maritime and Aviation Training Fund (MATF) in 2023-24 (as at end-January 2024) are as follows:

Title and Details of Projects	Amount of Subsidies (\$'000)
Day of the Seafarer 6.25 – including maritime quiz competition, ship simulator and VR experience camp, etc.	387
On-board Training Programme on “M.V. Yu Kun” of Dalian Maritime University for Hong Kong students – learning of nautical skills	414

Title and Details of Projects	Amount of Subsidies (\$'000)
Family Fun Day by Hong Kong Maritime Museum – including free admission, marine wildlife talks, sea cleaning demonstration, etc.	238
Maritime Promotion Activities by Maritime Professional Promotion Federation – visits to vessels and marine facilities, maritime vocational talks in secondary schools, etc.	342
Joint Forum on The Development of Greater Bay Area (GBA) in Maritime Education and Training cum maritime vessel exhibition – promotion of co-operation between Hong Kong and the GBA in maritime education and training	341
STEM x Marine Vehicles Design and Construction Competition – competition for local primary and secondary school students to promote development of maritime industry and cultivate innovative talents	440
Exchange visit of “M.V. Yu Kun” of Dalian Maritime University during Hong Kong Maritime Week – opening up of “M.V. Yu Kun” for public visit	169
Victoria Harbour Tour by Hong Kong Sea School – introduction of maritime knowledge and marine facilities to local junior secondary students and parents	103
The 22nd CILTHK Student Essay Competition – theme on aviation industry	11
CILTHK Student Day 2024 – theme on aviation industry	85

2. The MATF supports and encourages students and practitioners of the maritime, aviation and logistics sectors to undertake relevant training and pursue professional programmes, with a view to enhancing the overall competitiveness and professional competency of the industries. A total of 17 training subsidy programmes were launched under the MATF in 2023-24 (as at end-January 2024). The number of beneficiaries and the amount of subsidies involved are as follows:

Title of Schemes	No. of Beneficiaries	Amount of Subsidies (\$'000)
Professional Training and Examination Refund Scheme	1 272	4,652
Maritime and Aviation Internship Scheme	389	5,244
Sea-going Training Incentive Scheme	24	3,253
Ship Repair Training Incentive Scheme	11	124
Local Vessel Trade Training Incentive Scheme	8	289
Local Vessel Competency Enhancement Scheme	63	822
Hong Kong Nautical and Maritime Scholarship Scheme	3	384
Hong Kong Maritime and Logistics Scholarship Scheme	8	1,885
The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme	85	744

Title of Schemes	No. of Beneficiaries	Amount of Subsidies (\$'000)
The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	1	222
Overseas Exchange Scholarship Scheme	11	330
Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	10	581
Hong Kong Aviation Scholarship Scheme	22	1,472
Aviation Operations Training Incentive Scheme	53	1,092

3 of the 17 training subsidy schemes, namely the Maritime Training Support Scheme, the Maritime Services Traineeship Scheme – Legal and the Professional Training on Smart and Green Logistics Scheme, are new measures which are at the implementation or approval stage. No relevant figure is available for the time being.

- End -

**CONTROLLING OFFICER'S REPLY****TLB075****(Question Serial No. 1298)**

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 indicated in paragraph 3.4.5 of the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) promulgated by the Bureau in December 2023 that “the capacity of the Island Line will be increased through the upgrading of the signalling system, and large-scale planned developments, such as the Kau Yi Chau Artificial Islands and the Northern Metropolis, will have a long-term impact on the distribution of Hong Kong’s residential and employment populations. After review, the Government anticipates that the future Island Line will be capable of meeting the demand and, up to 2046, there is no imminent need to take forward the North Island Line (NIL).” In this connection, will the Government inform this Committee of the following:

1. From the 9 years between the Railway Development Strategy 2014 and the Blueprint, what are the respective amount of (a) manpower; (b) salary expenses; and (c) consultancy fees (if any) incurred by the Bureau for the study on the NIL?
2. Assuming that the NIL is to take forward now, whether the Bureau has estimated (a) the construction cost (in money-of-the-day prices); (b) the completion timetable; and (c) the carrying capacity? If not, what are the reasons?
3. Whether the Bureau can provide estimated figures for (a) the carrying capacity; (b) the number of passenger trips; and (c) the frequency of service of the Island Line from now till 2046? and
4. Given that the Admiralty Station becomes very crowded during peak hours at present, making it difficult for passengers travelling eastbound on the Island Line to board the immediate train, what measures will be taken by the Bureau and the MTR Corporation Limited to alleviate the problem?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 3)

Reply:

1. The MTR Corporation Limited (MTRCL) has conducted a study on the North Island Line (NIL) recommended under the Railway Development Strategy 2014 and submitted a project proposal to the Government. The proposal has been handled by the existing manpower resources of the Transport and Logistics Bureau and the Highways Department. No breakdown of the manpower and salary expenses for this particular task is available.

2. & 3. According to the information provided by the MTRCL, the carrying capacity of the Island Line is 80 000 passenger trips per hour per direction (6 persons standing per square metre). In addition, the MTRCL expects that the capacity of the Island Line will be increased through the upgrading of the signalling system. Large-scale planned developments, such as the Kau Yi Chau Artificial Islands and the Northern Metropolis, will have a long-term impact on the distribution of Hong Kong's residential and employment populations. Having reviewed the relevant information and taking into account the changes in the long-term distribution of Hong Kong's residential and employment populations, we anticipate that the future Island Line will be capable of meeting the demand and, up to 2046, there is no imminent need to take forward the NIL. However, if there are significant changes in the planning parameters or actual conditions in the future, we will review the need for the NIL and its design in due course.

4. The MTRCL has been closely monitoring the patronage of various railway lines and has implemented multi-pronged measures to improve passenger flow and enhance passengers' travelling experience, including flexible adjustment of train service, strengthening of passenger flow control measures, optimisation of station layout, etc.

Admiralty Station is one of the busiest interchange stations in the MTR network. To alleviate overcrowding at Admiralty Station, the MTRCL deploys station staff to be on duty on platforms during peak hours to assist passengers in boarding and alighting and maintain order. Station staff will adopt suitable passenger flow control measures based on the situation on platforms to ensure good order. Moreover, the Operations Control Centre will arrange short-haul trips running between busy stations as needed to meet passenger demand.

- End -



**CONTROLLING OFFICER'S REPLY****TLB076****(Question Serial No. 1299)**

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 indicated in paragraph 3.4.4 of the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) promulgated by the Bureau in December 2023 that “Given the hilly terrains and constrained by the climbing capability of heavy rail, some sections of the South Island Line (SIL) (West) have to be built deep underground. The transport benefit and cost effectiveness are both unsatisfactory. In view of this, we are exploring suitable alternative transit systems which could meet the transport demand along the alignment as well as improve the technical feasibility and overall cost effectiveness of the project. We will continue to take forward the relevant planning and target to firm up a suitable technical solution in 2024 for implementing the SIL (West).” In this connection, will the Government inform this Committee of the following:

1. Whether the Government has foreseen the terrain problems along the alignment when promulgating the Railway Development Strategy 2014 and conducting the study beforehand?
2. From the 9 years between the Railway Development Strategy 2014 and the Blueprint, what are the respective amount of (a) manpower; (b) salary expenses; and (c) consultancy fees (if any) incurred by the Bureau for the study on the SIL (West)?
3. Whether the Bureau has any preferred alternative options (e.g. the adoption of smart and green mass transit systems) at the present stage? If yes, what are the details and how to plan for the connection with the existing MTR Corporation Limited networks?
4. Assuming that the SIL (West) is to take forward now (a) based on the original heavy rail option or (b) by adopting the smart and green mass transit systems, whether the Bureau has estimated the respective (i) construction costs (in money-of-the-day prices); (ii) completion timetables; and (iii) carrying capacities? If not, what are the reasons? and

5. How will the SIL (West) tie in with the timetable for residents to move in after the redevelopment of Wah Fu Estate? If the SIL (West) has not yet commissioned after the residents' occupation of the redeveloped Wah Fu Estate, what measures will be taken by the Bureau to relieve the traffic pressure in the area?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 4)

Reply:

1. In formulating the Railway Development Strategy 2014 (RDS 2014), the Government has taken into account a wide range of factors regarding the South Island Line (SIL) (West), including transport demand, engineering and operational feasibility, environmental impact, etc. However, the taking forward of individual proposed railway projects is subject to the outcome of the subsequent detailed engineering, environmental and financial studies on the projects, as well as the latest demand assessment, etc.

2. The MTR Corporation Limited has conducted a study on the SIL (West) recommended under the RDS 2014 using heavy rail as its basis and submitted a project proposal to the Government. The proposal has been handled by the existing manpower resources of the Transport and Logistics Bureau and the Highways Department. No breakdown of the manpower and salary expenses for this particular work is available.

3.&4. The Government is actively taking forward the planning of the SIL (West) to connect areas around Aberdeen, Wah Fu and Cyberport to Wong Chuk Hang Station on the SIL and HKU Station on the Island Line. As stated in the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) promulgated in December last year, we target to firm up a suitable technical solution for the implementation of the project within this year. When exploring different technical solutions, we will also assess their carrying capacities, implementation timetables, construction costs, connections with the existing railway networks, etc. Therefore, we can only provide the relevant information after we have firmed up a technical solution.

5. According to the information provided by the Housing Department, it is expected that the existing residents of Wah Fu Estate will gradually move from the Estate to the 5 reception estates in Pok Fu Lam South starting from end-2026. As for the public housing to be redeveloped at the existing Wah Fu Estate in future, the intake date is estimated to be 10 years after the completion and occupation of all the buildings in the 5 reception estates (i.e. around 2041). As indicated in the Blueprint, the initial target completion date for the SIL (West) is between 2034 and 2038. It is expected that the project can tie in with the timetable of the redevelopment project of Wah Fu Estate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB077**

**(Question Serial No. 3160)**

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 Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme), please inform this Committee of the following:

- 1) What are the respective numbers of applications received and quotas approved under the Scheme as at 31 March 2024 (please list by type of job position)?
- 2) Please list by job position the distribution of the number of labour approved;
- 3) When does the Administration plan to introduce the remaining quotas to the aviation industry for application? and
- 4) Under the Scheme, employers of imported airport workers are required to make payments to the Airport Authority Hong Kong to subsidise the travelling expenses of the local airport workers. What are the implementation details and the current number of local workers benefitted?

Asked by: Hon LAM Lam, Nixie (LegCo internal reference no.: 42)

Reply:

1) to 3) The Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) in July 2023 to allow aviation-related companies with direct contractual relationship with the Airport Authority Hong Kong (AAHK) to suitably import workers on the prerequisite of safeguarding the employment of workers, with a quota ceiling of 6 300.

In the first round of application under the Scheme, we approved the applications from 28 eligible companies with a total of 2 841 quotas covering all 10 job types under the Scheme.

The numbers of quotas applied for and approved in the first round of the Scheme are as follows:

<b>Job Type</b>	<b>No. of Quotas Applied for</b>	<b>No. of Quotas Approved</b>
1. Passenger Services Officer	728	719
2. Ramp Services Agent	465	445
3. Cabin Worker	366	366
4. Aircraft Maintenance Mechanic/Technician	390	390
5. Tractor Driver	325	306
6. Warehouse Operator/ Cargo Handler	206	206
7. Equipment/Loader Operator	193	193
8. Customer Services Agent	90	90
9. Aircraft Tug Driver	30	30
10. Maintenance Technician	96	96
<b>Total</b>	<b>2 889</b>	<b>2 841</b>

As at 7 March 2024, about 1 020 imported workers have arrived to work in Hong Kong. The Scheme is open for a second round of applications from 13 to 26 March. Details have been announced on the websites of the Transport and Logistics Bureau and the AAHK.

4) Under the Scheme, employers are required to pay the Employees Retraining Levy of \$400 per month for each imported worker. They shall also pay the AAHK an additional sum of \$400 per month for each imported worker. The AAHK will make use of the said payments and its own annual contribution, an amount of the same magnitude as the total amount paid by employers, to introduce a transport subsidy for local frontline staff. The AAHK expects to disburse the first subsidy payment within the first half of 2024 and will announce the details in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB078**

**(Question Serial No. 2705)**

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, did the Transport and Logistics Bureau engage external lawyers for consultancy services in accordance with the Stores and Procurement Regulations of the Government without first seeking assistance from the Department of Justice? If yes, what are the nature of such services and the expenditures incurred?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 29)

Reply:

The Transport and Logistics Bureau has appointed a law firm as the legal adviser to the Air Transport Licensing Authority (ATLA). In 2023-24, the firm provided legal advisory services to the ATLA and the relevant service fee is HK\$392,700.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB079**

**(Question Serial No. 0595)**

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 that in 2023-24, the Transport and Logistics Bureau prepared 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. Will the Government inform this Committee:

1. When the RD is expected to be established? What is the staffing provision earmarked? How many will be deployed from the existing manpower and how many new posts will be created? What are the estimated operating expenses? and
2. What is the impact of the establishment of the RD on the work to continue to take forward the railway projects recommended under the Railway Development Strategy 2014 and oversee the railway projects beyond 2030?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 16)

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), the Northern Metropolis Railways Office of the HyD (HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The

salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million) are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB080**

**(Question Serial No. 0533)**

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 Government has been committed to promoting retirement in the Greater Bay Area in recent years. Will the Administration inform this Committee whether subsidies or guidelines will be provided targeting at mobility impaired elderlies such as wheelchair users, so that they can travel between the 2 places more conveniently?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 27)

Reply:

As regards facilitating mobility impaired passengers to use public transport to travel to and from boundary control points, it is the Government's policy to provide a barrier-free and accessible public transport system to facilitate the participation and integration of persons with disabilities (PWDs) into society. The Transport Department has been working closely with public transport operators to improve facilities for the PWDs and the elderly.

Currently, all franchised buses serving land control points and cross-boundary shuttle buses (i.e. Yellow Bus <sup>Note 1</sup> and Gold Bus <sup>Note 2</sup>) operate low-floor wheelchair-accessible buses with wheelchair parking spaces inside the compartment. In addition, all railway stations are equipped with barrier-free facilities to facilitate PWDs in need (including wheelchair users) to use the railway to travel to railway control points. Moreover, wheelchair users can also book wheelchair-accessible barrier-free taxis and rehabuses via the dial-a-ride service to travel to and from the Shenzhen Bay Port, the Lok Ma Chau Spur Line Control Point, the Lok Ma Chau Control Point, the Heung Yuen Wai Control Point, the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities, etc.

Note 1: Lok Ma Chau-Huanggang cross-boundary shuttle bus

Note 2: HZMB shuttle bus

- End -



**CONTROLLING OFFICER'S REPLY****TLB081****(Question Serial No. 1609)**

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:

With the commissioning of the West Kowloon Express Rail Link (XRL) in 2018, the co-location arrangement has facilitated travelling between the Mainland and Hong Kong, which further enhances the exchanges between the 2 places. However, there is a big difference in the current fares of the XRL. Take the route from West Kowloon to Guangzhounan as an example. From West Kowloon directly to Guangzhounan, the second class fare is RMB¥215, while the first class fare is RMB¥344 and the business class fare is RMB¥645. However, from West Kowloon to Shenzhenbei and from Shenzhenbei further to Guangzhounan, the separate fares for these sections are only RMB¥149.5 in total for second class seats and only RMB¥219.5 for first class seats, a difference of over RMB¥100 from the fare for the direct route. The business class fare is only RMB¥ 425.5, which the difference is even bigger. For Shenzhenbei to Guangzhounan, the second class fare is only RMB¥74.5 while the first class fare is RMB¥99.5 only.

Will the Administration inform this Committee of the reasons for the price difference in the separate fares for individual sections? Whether it will consider discussing with the relevant Mainland departments to adjust the fares for the XRL for the direct route from West Kowloon to Guangzhounan?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 37)

Reply:

The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) connects to the Mainland's high speed rail network. The ticketing arrangement is modelled on the current practices of the national high speed rail and is jointly determined by the railway operators of Hong Kong and the Mainland. In determining the fares, both Hong Kong and Mainland sides agreed that the fares between the West Kowloon Station and various short-haul destinations should suitably reflect the greater convenience and short travelling time of the high speed rail service, and at the same time maximise the social and economic benefits to the community at large without undermining the competitiveness of the high speed rail.

If a passenger purchases train tickets section by section, he/she has to wait for another train in the middle of his/her journey. In comparison, direct train service has a clear advantage in terms of journey time and convenience. Therefore, the 2 travelling modes are suitable for passengers with different needs and considerations.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB082**

**(Question Serial No. 1805)**

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:

Since the passage of the Import and Export (Amendment) Bill 2023, what is the number and value of electronic cigarettes that have been transshipped through intermodal operations? What are the figures for land-to-air and sea-to-air transshipment respectively? What is the volume of electronic cigarettes by weight and value respectively as a percentage of the total volume of sea-to-air cargo transshipped between the Hong Kong International Airport (HKIA) Logistics Park in Dongguan and the HKIA?

Asked by: Hon LAM Tzit-yuen, David (LegCo internal reference no.: 36)

Reply:

The Import and Export (Amendment) Bill 2023 was gazetted and came into effect on 30 June 2023. As at 31 December 2023, the cargo volumes of alternative smoking products transshipped through land-to-air and sea-to-air operations under the Alternative Smoking Product Transshipment Control Scheme were 1 266 tonnes and 1 399 tonnes respectively.

According to the figures provided by the Airport Authority Hong Kong (AAHK), as at 31 December 2023, electronic cigarettes accounted for 50% of the cargo volume handled at the Hong Kong International Airport (HKIA) Logistics Park in Dongguan in terms of weight. The AAHK does not have a breakdown of the value of electronic cigarette handled through the HKIA Logistics Park.

- End -

**CONTROLLING OFFICER'S REPLY****TLB083****(Question Serial No. 2025)**

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:

Given that the Three-Runway System (3RS) is expected to come into operation at the end of this year, will the Government earmark any expenditure to support the resumption of the aviation industry's capacity? At the same time, are there any corresponding measures to prevent the occurrence of massive cancellation of flights during the new year earlier?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.: 1)

Reply:

With a view to restoring the Hong Kong International Airport (HKIA)'s air connectivity after the epidemic, the Airport Authority Hong Kong (AAHK) has been actively engaging airlines in resuming flights to and from Hong Kong. Specifically, the AAHK has implemented the "early bird guaranteed landing charge rebate" scheme since December 2022 to provide financial incentives to encourage airlines' resumption of flights to and from Hong Kong. The AAHK has also been discussing with non-local airlines to launch and increase flights to and from Hong Kong. The Transport and Logistics Bureau has maintained close communication with local airlines on their post-epidemic recovery, so as to facilitate the orderly recovery of local airlines and Hong Kong's aviation industry as a whole.

To address the acute manpower shortage in the aviation industry, the Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) in July 2023, allowing licensees, franchisees or holders of operating permits issued by the AAHK to apply for labour importation to fill vacancies for frontline non-supervisory jobs under 10 designated job types at the airport, with a quota ceiling of 6 300, so as to support the continued recovery of the Hong Kong aviation traffic.

Leveraging the opportunities brought by the Three-Runway System (3RS) and our country's support of the "Air Silk Road", the Government will focus on the HKIA's current major routes and routes along the Belt and Road with potential, including destinations in Europe, Africa, South America and Asia, and strengthen aviation services between Hong Kong and these

regions, thereby consolidating and expanding our aviation network. In addition, the AAHK will also work with the relevant parties to step up publicity efforts so as to boost demand for travel to Hong Kong for leisure and business purposes. With the commissioning of the 3RS, the flight handling capacity of the HKIA will increase and it is expected that the manpower required in the airport will also increase gradually. The AAHK will conduct a new round of airport manpower survey later this year to assess more accurately the future manpower needs.

The above work will not involve any additional expenditure and manpower of the Transport and Logistics Bureau.

- End -

**CONTROLLING OFFICER'S REPLY****TLB084****(Question Serial No. 0304)**

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 Matters Requiring Special Attention in 2024-25 that the Bureau will continue to oversee the strategic planning of major transport infrastructure as promulgated under the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint). In this connection, will the Government inform this Committee of the following:

1. Please set out in tabular form (i) the estimated implementation times; (ii) the expected completion dates and (iii) the financial estimates of all the railway and road infrastructure projects as promulgated under the Blueprint;
2. What are the staffing provision and financial arrangements for the above railway and road infrastructure projects? Whether market forces will be utilised appropriately in taking forward the projects, including financing means such as public-private partnership? If yes, what are the details? and
3. Whether priorities will be set for the above railway and road projects in line with the development of the Northern Metropolis?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 18)

Reply:

The Government has consolidated all major transport infrastructure projects currently under planning, design and construction and promulgated the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) in December 2023, which plans the implementation of all major transport infrastructure projects at a macro level and formulates a planning framework for Hong Kong's future transport infrastructure development.

1. & 2. Taking into account the available planning data on land development, the Blueprint has duly considered the transport and logistics demand brought about by population growth, employment and economic activities in the Northern Metropolis, the Kau Yi Chau Artificial

Islands and other major planned development areas. The prioritisation of project implementation is determined based on traffic analysis. Based on the anticipated transport and logistics demand arising from the major development projects known to date, we have formulated completion targets for each project, which are set out in Section 4.2 of the Blueprint.

Based on the macro planning of the Blueprint, the Government is taking forward the various major transport infrastructure projects in an orderly manner. The Government will explore different feasible approaches and financing options to implement the projects and will consider leveraging market forces as appropriate, including public-private partnership and other financing means. The overall progress of the projects is set out below.

Regarding cross-boundary railway projects, the Government will continue to take forward the projects through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure, including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link (NOL) Spur Line. The studies on the above projects are in progress and further information is not available at the present stage.

As regards local railway projects, the construction of the Tung Chung Line Extension, the Oyster Bay Station, the Tuen Mun South Extension and the NOL Phase 1 Kwu Tung Station has commenced in 2023, while the construction of the Hung Shui Kiu Station and the NOL Main Line is expected to commence in 2024 and 2025 respectively and will be completed progressively from 2027. The above projects are undertaken by the MTR Corporation Limited (MTRCL) through the “Rail-plus-Property” model and no approved project estimate (APE) of the Government is involved. The construction costs estimated to be borne by the MTRCL is as follows:

<b>Project</b>	<b>Capital Cost Estimate</b>
Tung Chung Line Extension	\$19.5 billion (in December 2020 prices)
Oyster Bay Station	\$3.8billion (in June 2022 prices)
Tuen Mun South Extension	\$15.8 billion (in July 2023 prices)
Kwu Tung Station	\$5.9 billion (in July 2023 prices)
Hung Shui Kiu Station	see Note 1
NOL Main Line	see Note 1

Note 1: The Government and its independent consultant are now assessing MTRCL’s detailed planning and design for updating the cost estimates.

Meanwhile, the Government has commenced the preparatory work for the smart and green mass transit systems and will invite relevant suppliers and operators to submit expressions of interest within the second half of 2024, so as to finalise the specific requirements and design of the various systems and their infrastructure. The Government is planning to seek funding approval from the Public Works Subcommittee (PWSC) and the Finance Committee (FC) of the Legislative Council (LegCo) in the first half of 2024 to engage consultants to conduct investigation study and design work for the smart and green mass transit system in East Kowloon. The investigation study for the system in Kai Tak will be conducted as a Category

D public works programme (PWP) concurrently. We are working to expedite the original delivery programme and strive to invite tenders for construction of the Kai Tak and East Kowloon projects in 2026 with an aim to award the contracts in 2027.

Regarding road construction, we are working at full speed on the construction of the Central Kowloon Route as well as Trunk Road T2 and Cha Kwo Ling Tunnel, with the target of commissioning the entire Route 6 in 2026. The Government is also taking forward a series of road infrastructure projects in the northwest New Territories and other major road projects mentioned in the Blueprint. The projects with approved financial provision are as follows:

<b>Project</b>	<b>APE (in money-of-the-day prices)</b>
Central Kowloon Route	\$42.3639 billion (construction works)
Trunk Road T2 and Cha Kwo Ling Tunnel	\$16.017 billion (construction works)
Fanling Bypass (Eastern Section)	The construction works are subsumed under the APE (\$17.32 billion) of PWP Item No. 7747CL – Advance Site Formation and Engineering Infrastructure works at Kwu Tung North New Development Area and Fanling North New Development Area
Lantau Road P1 (Tai Ho-Sunny Bay Section)	\$130.2 million (engineering study)
Tsing Yi-Lantau Link	\$695 million (investigation study and detailed design)
Route 11	\$319 million (investigation study)
Improvement of Lion Rock Tunnel	\$240.7 million (first stage design and site investigation)
Hong Kong Island West- Northeast Lantau Link	The engineering and technical feasibility study is subsumed under the APE (\$550.4 million) of PWP Item No. 5768CL – Studies related to Artificial Islands in the Central Waters

The Government is also planning to seek funding approval from the PWSC and the FC of LegCo in 2024 to commence the works for Trunk Road T4 in Shatin and to engage consultants to conduct investigation study and design work for the Northern Metropolis Highway.

In addition to the above projects, the Government is also concurrently preparing for the next stage of implementation of the other railway and major road projects in the Blueprint, which includes formulating the implementation approaches and financial arrangements, inviting railway operators to submit railway project proposals, etc.

All the above work is undertaken by the existing manpower resources of the Transport and Logistics Bureau, the Highways Department and the Civil Engineering and Development Department. No detailed breakdown of the manpower and salary expenses involved is available.

3. The implementation of transport infrastructure projects involves a huge amount of public resources and has far-reaching implications on society, livelihood and economic development. In determining the priority of projects, a number of factors have to be



balanced, including the land use and the residential, employment and economic activities of the development projects; the local and cross-boundary demand for transport and logistics and its future growth; the condition of the existing transport networks and transport systems; the financial requirements, economic returns, and the transport and cost effectiveness of the projects; the Government's financial position and utilisation of public resources; the engineering technical considerations such as the complexity and technical constraints of the works, the expected time required, site handover and project interface; the capacity of the industry; the potential impact of the project on the local community and the environment, as well as the views of the public and the community.

The implementation details of individual projects will be subject to factors such as the findings of the respective detailed engineering, environmental, economic benefit and financial studies, as well as the latest demand assessment, level of technical and technological application, the availability of resources at the time, etc. In addition, individual projects may also need to be re-considered due to changes in the planning parameters, or with their implementation timetable and alignment adjusted accordingly.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB085**

**(Question Serial No. 0305)**

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 Matters Requiring Special Attention in 2024-25 that the Bureau will continue to monitor the traffic conditions upon implementing the time-varying tolls at the 3 road harbour crossings (RHCs) and determine how the Electronic Road Pricing Pilot Scheme in Central (the Scheme) should be taken forward. In this connection, will the Government inform this Committee of the following:

1. Please set out by type of vehicle the maximum traffic volume of the 3 RHCs recorded during peak hours and non-peak hours before and after the implementation of the time-varying tolls;
2. Whether assessment has been made to evaluate whether the traffic conditions of the 3 RHCs after the implementation of the time-varying tolls are in line with the policy objective of alleviating traffic congestion at the RHCs? and
3. Whether the Administration has collected sufficient data for the implementation of the Scheme? What are the staffing provision and estimated expenditure involved? When will the Scheme be officially launched at the earliest?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 19)

Reply:

1. The Government has implemented the time-varying tolls at the 3 road harbour crossings (RHCs), i.e. the Western Harbour Crossings (WHC), the Cross Harbour Tunnel (CHT) and the Eastern Harbour Crossings (EHC) since 17 December 2023. Details of the traffic volume of the 3 RHCs before and after the implementation of new tolls (based on the average daily weekday traffic volume of the week with the highest traffic volume each month) are set out at **Annex 1**.

2. With motorists co-operatively changing their commuting pattern, since the implementation of the time-varying tolls at the 3 RHCs, the measure has shown to be effective and the overall traffic queues and congestion at the portals of the RHCs have been alleviated, which is in line with the Government's policy objective of easing cross-harbour traffic congestion. According to the preliminary data and observation of the Transport Department (TD), the traffic flow at the CHT and the EHC has decreased, while that at the WHC has increased, making more effective use of the latter's higher capacity. The overall cross-harbour traffic among the 3 RHCs is more evenly-distributed than before. The traffic queues and congestion at the CHT and the EHC during peak hours have reduced and non-cross-harbour traffic near the tunnel portals has also seen significant improvement.

3. The implementation of time-varying tolls, as a new tolling arrangement, has only lasted for about 3 months. The cross-harbour traffic situation may not have stabilised yet. Motorists still need time to adjust their commuting habits, including route choices, timing, commuting patterns, etc. The TD will have to continue to monitor the cross-harbour traffic situation as well as the implications for the traffic in various districts on the northern part of Hong Kong Island (including Central). No comprehensive data is available at the present stage for making a sound assessment of the impact of the implementation of time-varying tolls on the traffic in Central. The Government must carefully assess the impact of the Electronic Road Pricing Scheme (the Scheme) on the traffic and the community and take into account the impact of the Scheme on road users and local residents, as well as the prevailing overall economic situation of the society. As such, there is no timetable for the implementation of electronic road pricing in Central and its adjacent areas. The above work regarding electronic road pricing is mainly undertaken by the existing staff of the TD as part of their overall duties and therefore no detailed breakdown of the expenditure and manpower involved is available.

**Average Daily Weekday Traffic Volume of the Week with the Highest Traffic Volume Each Month at the RHCs**  
**(both directions) (number of trips) <sup>1,2, 3 & 4</sup>**

		WHC			CHT			EHC		
		Motercycle <sup>5</sup> and Private Car	Taxi	Other Commercial Vehicle	Motercycle <sup>5</sup> and Private Car	Taxi	Other Commercial Vehicle	Motercycle <sup>5</sup> and Private Car	Taxi	Other Commercial Vehicle
Before the Implementation of Time-varying Tolls										
December 2023	Peak Hour	21 300	8 800	7 500	19 800	1 700	11 300	21 500	3 900	6 300
	Outside Peak Hour	23 500	17 700	8 700	37 000	11 800	23 300	27 700	10 100	9 800
After the Implementation of Time-varying Tolls										
January 2024	Peak Hour	21 000	8 100	11 300	21 000	2 900	7 200	19 400	4 100	6 500
	Outside Peak Hour	32 800	15 500	16 000	36 000	13 400	15 000	26 200	9 400	10 500
February 2024	Peak Hour	20 300	8 200	10 600	21 500	3 400	6 800	19 000	4 200	6 100
	Outside Peak Hour	31 200	15 500	14 900	35 800	14 500	14 200	24 500	9 300	9 700

Remarks:

1. Weekday means Monday to Friday (except public holidays)
2. Traffic volume does not include the traffic queues entering the RHCs during peak hours (if any)
3. Peak hour means 07:30 to 10:30 and 16:30 to 19:30 on weekdays (6 hours in total)
4. Outside peak hour means 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 on weekdays (18 hours in total)
5. Including motor tricycles

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB086**

**(Question Serial No. 1504)**

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

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

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 Matters Requiring Special Attention in 2024-25 that the Transport and Logistics Bureau will continue to oversee the planning and implementation of new cross-boundary and local railway projects. In this connection, please advise on the following:

1. Whether there are plans to expedite the progress of new railway projects such as the Northern Link (NOL) and the Central Rail Link in the coming year? If yes, what are the estimated expenditure and manpower arrangement? If not, what are the reasons?
2. Now that the environmental impact assessment (EIA) for the NOL has commenced, what is the relevant expenditure involved in the EIA? When will the Administration announce the results of the EIA and proceed to the construction stage?
3. Various types of smart technologies and new construction techniques will be applied at the construction sites under the NOL project to achieve “intelligent sites”, so as to further enhance industrial safety and works efficiency. What are the details of the estimated expenditure?
4. Whether there are plans in the coming year to increase the train frequency for the East Rail Line and the Tuen Ma Line so as to relieve the traffic pressure of the critical links? and
5. It is mentioned in the Policy Address that the second stage study for the Hong Kong-Shenzhen Western Rail Link will be completed in 2024. What are the expenditure on the study and the estimated expenditure on the future works projects? Whether the Administration will consider expediting the progress of the project? If not, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 43)

Reply:

- 1., 2. & 3. In 2024-25, the Transport and Logistics Bureau and the Highways Department will continue to take forward various railway projects with existing manpower, including new railway projects such as the Northern Link (NOL) and the Central Rail Link (CRL). No breakdown of the relevant manpower and expenditure is available.

Construction of the NOL Phase 1 Kwu Tung Station commenced in 2023 for commissioning in 2027. Meanwhile, the detailed planning and design of the NOL Main Line is underway based on the ownership approach. Under the ownership approach, the MTR Corporation Limited (MTRCL) will be responsible for the financing, design, construction, operation and maintenance of the new railway, and will ultimately own the railway. The environmental impact assessment for the NOL Main Line was conducted by the MTRCL, and an environmental permit was granted by the Environmental Protection Department in February this year. Construction of the NOL Main Line is expected to commence in 2025 for completion in 2034. As in the past, the Government will closely monitor the MTRCL in taking forward the project in an efficient and timely manner, and ensure that the works would comply with relevant safety standards. The MTRCL will also apply suitable technologies in implementing the NOL project so as to enhance construction safety and efficiency.

In addition, we are preparing for the next stage of implementation of the CRL, which includes formulating the mode of implementation and financial arrangements, and inviting railway operators to submit project proposals, etc.

4. The MTRCL has been closely monitoring the operation of various railway lines, so as to make corresponding adjustments to train services in a timely manner to cater for passengers' travelling needs. For example, the MTRCL has recently enhanced the East Rail Line (EAL) train service on weekends and public holidays starting from 16 March 2024 to better suit the travelling patterns of EAL passengers and provide convenience to cross-boundary travellers. The MTRCL has also implemented multi-pronged measures, including flexible adjustment of train service, arranging short-haul trips running between busy stations, strengthening passenger flow control measures, etc., to divert passenger flow and enhance passengers' travelling experience.
5. To further promote the connectivity within the Greater Bay Area, the governments of Hong Kong and Shenzhen are co-operating through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure to take forward the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL) project. The first stage study was completed in end-2022, in which the strategic value and necessity of the project have been established. The second stage study is expected to be completed in mid-2024. The approved commitment for the second stage study of the HSWRL project (conducted by consultants jointly commissioned with Shenzhen) is \$9.9 million. As regards the cost estimate of the project, it is not

available at the present stage pending further study and discussion between the governments of Hong Kong and Shenzhen.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB087**

**(Question Serial No. 1614)**

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 three-runway system (3RS) project of the Hong Kong International Airport (HKIA) as mentioned in paragraph 167 of the Budget Speech, it is stated that the Government will complement our Country's construction of the "Air Silk Road". In this connection, please inform this Committee of the following:

1. Whether there are any concrete plans for complementing our Country's construction of the "Air Silk Road" and what is the estimated expenditure?
2. Given that the 3RS of the HKIA will be commissioned shortly, whether there are any mechanisms to review and evaluate the resources and manpower required in future? and
3. In addition to the Labour Importation Scheme for the Transport Sector – Aviation Industry, whether there are other schemes to train and attract local talents to join the aviation industry?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 5)

Reply:

1. Regarding the air services agreements signed between governments, Hong Kong has signed relevant agreements with about 50 countries out of more than 150 countries along the Belt and Road (B&R). Leveraging the opportunities brought by the Three-Runway System (3RS) and our country's support of the "Air Silk Road", the Hong Kong Special Administrative Region Government will focus on the Hong Kong International Airport (HKIA)'s current major routes and routes along the B&R with potential, including destinations in Europe, Africa, South America and Asia, and strengthen aviation services between Hong Kong and these regions, thereby consolidating and expanding our aviation network. The relevant work will not involve any additional government expenditure.

2. With the recovery of the aviation industry and the commissioning of the 3RS at the end of this year, the flight handling capacity of the HKIA will increase and it is expected that the manpower required in the airport will also increase gradually. In order to maintain the competitiveness of the HKIA amid the recovery from the aviation industry while facing manpower shortage in the industry, the Government has been maintaining close communication and dialogue with the Airport Authority Hong Kong (AAHK) and the aviation industry, with a range of measures taken to relieve the short-term pressure on manpower within the industry. The AAHK will conduct a new round of airport manpower survey later this year to assess more accurately the future manpower needs. Meanwhile, the Government is gathering views from the relevant stakeholders on the issue of manpower shortage in the industry.

3. The Government has been maintaining close communication with the AAHK and the aviation industry, and has introduced various measures to raise public awareness of and interest in the aviation industry and to attract talents to join the aviation industry. On manpower training, the Government examines from time to time the training and incentive schemes under the Maritime and Aviation Training Fund for enhancement with new initiatives introduced, including the Aviation Promotion Project Funding Scheme launched in January this year, with a view to incentivising more people to enrol in aviation-related technical training or professional programmes, facilitating young people's career development and attracting more new blood to the industry. Moreover, the Government supports the Hong Kong International Aviation Academy (HKIAA) to train local and regional air transport management talents. As at January 2024, more than 270 000 participants have attended HKIAA's training programmes in areas such as airport management, security and aviation services. The HKIAA also launched its first cadet pilot programme in September 2023 to nurture more quality local pilots for Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB088**

**(Question Serial No. 1620)**

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 Estimates of Expenditures mentions the implementation of measures in the Action Plan on Modern Logistics Development (Action Plan) and the development of logistics clusters in the new development areas. Please inform this Committee of the following:

1. The Government's plan "to dispose of a total of 4 parcels of logistics land covering about 19 hectares regularly from 2024 to 2027" as stated in the Action Plan is not included in this year's land sale programme. Regarding the said parcels of land, are there any work plans and land sale programmes? If so, what are the details? If not, what are the reasons; and
2. In the development of logistics clusters in Hong Kong, has the Administration commenced studies on the positioning of and division of functions among the Northern Metropolis, the Kwai Tsing district and other areas in Hong Kong, as well as the overall planning of the logistics clusters? If so, what are the details and progress? If not, what are the reasons?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 11)

Reply:

1. The Government has been actively identifying suitable sites for developing multi-storey modern logistics facilities for modern logistics and port backup purposes, so as to optimise the use of land. As mentioned in the Action Plan on Modern Logistics Development (Action Plan) promulgated on 31 October 2023, the Government has identified logistics sites with development potential around the Kwai Tsing Container Terminals and plans to release a total of 4 logistics sites on a regular basis between 2024 and 2027 to meet the short- and medium-term demand for logistics land of the industry. The Government will closely monitor the market situation so as to release the above logistics sites in a timely manner.

2. Meanwhile, the Government has earmarked land in the new development areas (NDAs) of the Northern Metropolis for modern logistics development, including about 37 hectares of logistics sites in the Hung Shui Kiu/Ha Tsuen NDA. As announced by the Chief Executive in the 2023 Policy Address, we plan to develop modern logistics clusters at the logistics sites in the Hung Shui Kiu/Ha Tsuen NDA in the first phase, which will serve as a logistics gateway to the Greater Bay Area. To further promote the development of modern logistics, we promulgated the Action Plan on 31 October 2023, which, among other things, proposed to develop modern logistics clusters with different functions at the logistics sites earmarked in the NDAs, so as to leverage on the clustering effect for enhancing the operational efficiency of the logistics industry, and thereby facilitating the sustainable development of smart logistics in Hong Kong. Unlike previous development models for logistics sites, the Government will conduct more comprehensive planning for the logistics sites in the NDAs, starting with the 37 hectares of land in Hung Shui Kiu/Ha Tsuen earmarked for modern logistics development as a pilot scheme to develop modern logistics clusters. The relevant planning study already commenced in late March 2024 and the findings are expected to be available in 2025. Subject to the findings of the Study, it is expected that the sites for the logistics clusters will be put on the market by phases starting from 2026 at the earliest.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB089**

**(Question Serial No. 1628)**

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 to sustain and enhance the Government's support for the manpower development and promotion of the maritime, aviation and logistics industries. The total commitment of the MATF in the 2023-24 financial year reached \$500 million. In this connection, please inform this Committee of the following:

- (1) What professional programmes were offered by the MATF in the past 5 years and what are the numbers of talents trained in respective years?
- (2) As a follow-up to the above question, what is the situation of graduates becoming practitioners under the various professional programmes?
- (3) How does the MATF support Hong Kong's maritime industry to move towards high value-added development, such as the provision of high-end professional services in ship sales and leasing, finance, insurance and maritime law?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 19)

Reply:

(1)&(2) The Maritime and Aviation Training Fund (MATF) supports and encourages students and in-service practitioners of the maritime, aviation and logistics sectors to undertake relevant training and pursue professional programmes, with a view to enhancing the overall competitiveness and professional competency of the industries. In the past 5 years, 5 new schemes were introduced under the MATF, namely (i) Aviation Operations Training Incentive Scheme, (ii) Local Vessel Competency Enhancement Scheme, (iii) Maritime Training Support Scheme, (iv) Maritime Services Traineeship Scheme – Legal, and (v) Professional Training on Smart and Green Logistics Scheme.

Overall, the MATF has benefitted 11 373 in-service practitioners and students in the past 5 years. Some MATF schemes require beneficiaries to serve in the industries for at least 1 year after graduation. Over these years, 197 beneficiaries have joined respective industries accordingly.

(3) A Professional Training and Examination Refund Scheme has been set up under the MATF for subsidising, among others, practitioners in the high value-added maritime industry to take courses and/or examinations as approved by the MATF to upgrade their skills and acquire professional qualifications. Eligible applicants would be refunded with 80 per cent of the fees after completion of the approved courses or passing the examinations, subject to a cap of \$30,000. Moreover, to support and promote manpower development for Hong Kong's high value-added maritime services industry, a Maritime Services Traineeship Scheme – Legal was introduced under the MATF in September 2023, which incentivises law firms or barristers with maritime business to provide traineeship for those who aspire to a career in maritime law so as to nurture more home-grown maritime lawyers in support of Hong Kong's high value-added maritime services.

- End -

**CONTROLLING OFFICER'S REPLY****TLB090****(Question Serial No. 2423)**

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 187 of the Budget Speech that the Government is taking forward in an orderly manner the railway and major road projects set out in the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint), to bolster connectivity between districts and unleash their development potential. However, it is pointed out in the latest Blueprint that the capacity of the Island Line has increased due to signalling system upgrade and the North Island Line (NIL), which has been advocated for a long time, has been put on hold until 2046. In this connection, will the Government inform this Committee of the following:

- 1) What are the total amount of resources allocated for the project planning and engineering consultancy fees of the NIL since its construction was advocated in the Railway Development Strategy (RDS) 2000 and RDS 2014?
- 2) What are the assessment indicators for adopting the option of upgrading the new signalling system (including feasibility, expenditures involved, cost-effectiveness, competitiveness, construction constraints, etc.)? How do these assessment indicators and results compare with those of the proposed NIL project (please set out by project and indicator)?
- 3) Information shows that the timetable for upgrading the new signalling system of the Island Line is in 2026/27. Before the upgrade, what specific plans will be put in place to alleviate the problem of passenger throughput of the Island Line reaching its maximum capacity? and
- 4) Given that the Government is the major shareholder of the MTR Corporation Limited (MTRCL), regarding the signalling system upgrade programme, whether the Government has considered allocating the dividends received from the MTRCL, or part of them, to fund the

implementation of the programme? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 5)

Reply:

1) The MTR Corporation Limited (MTRCL) has conducted a study on the recommended North Island Line (NIL) and submitted a project proposal to the Government. The proposal has been handled by the existing manpower resources of the Transport and Logistics Bureau and the Highways Department. No breakdown of the manpower and salary expenses for this particular task is available.

2)&4) Signalling system is a crucial and long-term railway asset. The MTRCL is implementing the signalling system replacement project for the Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line. The new signalling system adopts the moving block concept, which allows room to increase headway and capacity to meet the operational need in future. It is expected that the overall carrying capacity of the MTR system can be increased by about 10% upon completion of the replacement project. In addition, the new signalling system has a smaller number of overall parts and components, which would reduce the probability of faults, thus enhancing the overall reliability of the services.

According to the information provided by the MTRCL, based on the current programme and progress, the signalling system replacement project for the Island Line is expected to be completed in 2026 to 2027, while the overall replacement of the signalling system is expected to be completed in 2028 to 2029. The costs of the signalling system replacement project will be borne by the MTRCL.

Moreover, large-scale planned developments, such as the Kau Yi Chau Artificial Islands and the Northern Metropolis, will have a long-term impact on the distribution of Hong Kong's residential and employment populations. Having reviewed the relevant information and taking into account the changes in the long-term distribution of Hong Kong's residential and employment populations, we anticipate that the future Island Line will be capable of meeting the demand and, up to 2046, there is no imminent need to take forward the NIL. However, if there are significant changes in the planning parameters or actual conditions in the future, we will review the need for the NIL and its design in due course.

3) The patronage of the critical link of the Island Line (i.e. Tin Hau to Causeway Bay) during the busiest 1 hour in the morning in 2023 is 46 300 passenger trips per direction, and the loading is about 84% (4 persons standing per square metre (ppsm)). The MTRCL will continue to closely monitor changes in passengers' travelling patterns, and, having regard to the patronage and actual situation, make timely adjustments to train services and arrange short-haul trips running between busy stations (e.g. from North Point to Kennedy Town during the morning peak hours, and from Admiralty to Chai Wan during the evening peak hours), so as to divert passengers through flexible deployment of trains. Meanwhile, the MTRCL will also strengthen crowd control measures as necessary to divert passenger flow and enhance passengers' travelling experience.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB091**

**(Question Serial No. 0732)**

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 Central Government continues to support the expansion of the aviation network in Hong Kong to further reinforce and enhance Hong Kong's status as an international aviation hub. The Matters Requiring Special Attention in 2024-25 of the Transport and Logistics Bureau include the work to continue to pragmatically liberalise Hong Kong's air services regime with aviation partners, and 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 this Committee of the following:

1. Details of the manpower and expenditures involved in carrying out the above work in 2024-25;
2. Air routes that the Administration intends to launch, such as the establishment of new air services arrangements for the Middle East, Central Asia and Africa in the Belt and Road regions. If the relevant airlines do not co-operate, how will the Administration deal with it?
3. Details of and reasons for the net decrease of 1 post under Programme (3) in 2024-25;
4. Provision for 2024-25 is \$48.7 million (21.0%) higher than the revised estimate for 2023-24. It is mainly due to the increase in other operating expenses and increased cash flow requirement for non-recurrent items. Please provide details of the relevant increase in the operating expenses and non-recurrent items.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 10)

Reply:

1.&2. Leveraging the opportunities brought by the Three-Runway System and our country's support of the "Air Silk Road," the Hong Kong Special Administrative Region Government will focus on the Hong Kong International Airport's current major routes and routes along the Belt and Road with potential, including destinations in Europe, Africa, South America

and Asia, and strengthen aviation services between Hong Kong and these regions, thereby consolidating and expanding our aviation network. While local airlines are actively resuming their services, the Airport Authority Hong Kong (AAHK) has been discussing with non-local airlines to launch and increase flights to and from Hong Kong. In addition, the AAHK will also work with the relevant parties to step up publicity efforts so as to boost demand for travel to Hong Kong for leisure and business purposes. The relevant work will not involve any additional government expenditure and manpower.

3. The relevant post is a time-limited Operations Officer post. Created in 2020, the post of Operations Officer is mainly responsible for assisting in work relating to the regulation of small unmanned aircraft operations. The legislative work for the Small Unmanned Aircraft Order (Cap. 448G) has completed and came into effect on 1 June 2022. The post will therefore be deleted in 2024-25.

4. The provision for Programme (3) Air and Sea Communications and Logistics Development in 2024-25 is \$48.7 million (21.0%) higher than the revised estimate for 2023-24. It is mainly due to the expected increase in cash flow requirement for non-recurrent items, namely the Pilot Subsidy Scheme for third-party logistics service providers and the Maritime and Aviation Training Fund, as well as increase in the expenditure for supporting maritime- and logistics-related work (including various work and activities for promoting Hong Kong externally).

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB092**

**(Question Serial No. 0167)**

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 stressed 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 are the major work and the major progress in this regard in the past 2 years? and
2. Whether the Administration will seriously review and learn from past experience of the delay in taking forward the proposed railway projects, and expedite the completion of the relevant planning and studies of the proposed projects through redeployment of resources, as well as setting milestones and specific implementation timetables so as to provide services for the population in the new development areas as soon as possible? If affirmative, what are the details? Otherwise, what are the reasons?

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

Reply:

The Government has been taking forward the railway projects recommended under the Railway Development Strategy 2014 (RDS 2014) in an orderly manner. Among them, the construction works of the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link Phase 1 Kwu Tung Station commenced in 2023 for progressive completion from 2027 onwards. Meanwhile, the detailed planning and design of the Hung Shui Kiu Station on Tuen Ma Line and the Northern Link Main Line are in progress. The construction works of the 2 projects are expected to commence in 2024 and 2025 respectively.

Regarding the South Island Line (West), we are exploring suitable alternative transit systems which could meet the transport demand along the alignment as well as improve the technical feasibility and overall cost effectiveness of the project. Our target is to firm up a suitable technical solution for the implementation of the project within this year.

In addition, after a comprehensive review of the technical challenges and transport benefits of the project, we will introduce a smart and green mass transit system in East Kowloon as an alternative to the underground heavy rail system. We plan to invite suppliers and operators of the relevant systems to submit expressions of interest in the second half of this year, and strive to invite tenders for the construction works in 2026 and to award the works contract in 2027.

As stated above, we have formulated the implementation timetable for various projects under the RDS 2014 and will endeavour to expedite the relevant work, so as to strive for commissioning of the relevant railway projects be in tandem with the major population intake in new development areas.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB093**

**(Question Serial No. 0168)**

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

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

Programme: (2) Land and Waterborne Transport  
(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 Transport and Logistics Bureau is responsible for formulating and overseeing the implementation of cross-boundary transport arrangements in conjunction with the relevant Guangdong and Macao authorities. In this connection, please advise on the following:

1. Whether the authorities of the 3 places have conducted the latest evaluations and discussions on further increasing the daily vehicular and passenger flows of the Hong Kong-Zhuhai-Macao Bridge (HZMB), which include increasing the regular quotas for cross-boundary private cars and enhancing the various arrangements under “Northbound Travel for Hong Kong Vehicles”? If yes, what are the details? If not, what are the reasons? and
2. Whether the Administration will formulate a comprehensive plan to tap into the convenience and opportunities brought about by the HZMB to transform the Hong Kong International Airport into an Airport City? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 32)

Reply:

1. Since the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in October 2018, it has brought enormous opportunities for the connectivity within the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) 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.

The quota for the Guangdong-Hong Kong private cars under the regular quota system is approved by the Mainland authorities, with an existing quota of 21 000 granted for private

cars to use the HZMB. The quota system for Hong Kong-Macao private cars is jointly administered by the Hong Kong and Macao authorities, with an existing quota of 10 400 in total, of which 5 000 are additional quota in 2023.

As for “Northbound Travel for Hong Kong Vehicles” (the Scheme), we have been closely monitoring its implementation since its commencement in July 2023, and implementing enhancement measures to provide better convenience and travel experience for applicants in a timely manner. For example, regarding the number of applications accepted, the cap has been increased from 200 per working day in the first week after the Scheme opened for application to 300 at present, which is sufficient to meet the demand. As for travel bookings, the number of daily travel booking timeslots has been adjusted from 6 timeslots to 4 timeslots since October 2023, and the specified dates booking arrangement was also refined in February 2024 to shorten the periods of booking for departure and cancellation of booking for departure (from 2 calendar days and 3 calendar days respectively to at or before noon on 1 calendar day before departure), with a view to allowing more flexible travel arrangements. With respect to vehicle inspection, the number of vehicle inspection centres in Hong Kong designated for the Scheme has been increased from 1 at the beginning to 3 at present, and the service hours have also been extended to evenings and weekends. Starting from March 2024, vehicle inspection is exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within 2 years of passing the vehicle inspection and within the validity of the applicant’s Mainland electronic vehicle licence.

2. The opening of the HZMB has effectively facilitated the economic development of Hong Kong, the western Pearl River Delta and Macao, leading to an increase in the demand for Hong Kong’s international air traffic. The Government supports the “Airport City” vision and development blueprint put forward by the Airport Authority Hong Kong (AAHK) which will fully capitalise on the unique geographical advantage of the Hong Kong International Airport to serve the GBA and the rest of the world. The AAHK is actively pressing ahead with the various projects under the “Airport City” vision. Among them, the first hotel project and 3 office towers in the SKYCITY were commissioned in 2022. Construction works for the automated car park project on the HZMB Hong Kong Port (HKP) Island as well as the Airport City Link which connects the HZMB HKP Island and the SKYCITY have commenced. The construction works of the first phase of the automated car parks is expected to be completed by end-2024, while the Airport City Link will carry passengers with an autonomous transportation system starting from 2025.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB094**

**(Question Serial No. 0169)**

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 Transport and Logistics Bureau has stressed that it will continue to oversee the work of the Civil Aviation Department on rationalisation and optimisation of the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao in preparation for the commissioning of the Three-Runway System of the Hong Kong International Airport (HKIA). In this connection, please advise on the following:

1. What major issues have been discussed by the authorities of the 3 places regarding the above matter in the past 2 years and what progress has been achieved? and
2. Whether the Administration will expedite discussion with the relevant government departments in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) to enhance the division of work and co-operation among the existing airports in the region, so as to jointly increase the capacity for passenger and cargo flows, develop the GBA into a world-class aviation and logistics hub and strengthen Hong Kong's status as an international aviation hub? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 33)

Reply:

1. The Civil Aviation Department (CAD) has been in dialogue and consultation with the Mainland authorities on the overall airspace management in the Pearl River Delta region. The CAD of Hong Kong, the Civil Aviation Administration of China and the Civil Aviation Authority of Macao established a Tripartite Working Group (TWG) in 2004 to consider holistically the airspace development of the entire Pearl River Delta region, formulate measures to enhance air traffic management and planning and promote the application of new navigation technologies in airspace management so as to optimise the development opportunities and synergies of the various airports in the Greater Bay Area (GBA) and to cope with the continuous increase in aircraft movement in the region.

The TWG has been maintaining close co-operation and communication. A number of meetings have been held to discuss enhancement measures and the GBA Airspace Planning Fast Time Simulation Evaluation – Tripartite Airspace Optimisation Modelling Evaluation Report was completed in 2021. The TWG is currently having discussions on the feasibility of some new air route planning schemes and measures to enhance the efficiency of regional air traffic flow management. It will also actively explore the application of new navigation technologies for the optimisation of the GBA airspace management, with a view to continuously enhancing the operational efficiency of the GBA airspace.

The CAD will continue to, through the TWG, actively explore and implement various measures for the optimisation of the GBA airspace management, so as to consolidate Hong Kong's status as an international and regional aviation hub and meet the continuously-increasing air traffic demand in the GBA, China and even the Asia Pacific region as a whole.

2. With regard to the enhancement of the interaction with other airports in the GBA, the Airport Authority Hong Kong (AAHK) has been striving for better use of regional resources and improving service efficiency through strategic co-operation with airports in the GBA to create a win-win situation and enhance the international competitiveness of the GBA. Among such important initiatives is the co-operation with the Zhuhai Airport. In this connection, the AAHK and the Zhuhai Municipal Government signed a memorandum of understanding on 9 November 2022, which signifies the deepening co-operation between the 2 airports. This helps to pool the advantages enjoyed by the Hong Kong International Airport (HKIA) through its international aviation network and the expanding Mainland aviation network of the Zhuhai Airport to achieve greater connectivity between the 2 airports in both passenger and air cargo services, and lays the ground for co-operation on high-end aviation industry to achieve prosperous development. The "Fly-Via-Zhuhai-HK" passenger service was also commissioned in December 2023 and the AAHK plans to extend the service to other cities in future.

Regarding cargo traffic, the AAHK is taking forward the development of a sea-air intermodal cargo-transshipment mode in collaboration with Dongguan. It plans to complete the first-phase construction of the permanent facility of the HKIA Logistics Park by the end of next year, with its handling capacity gradually reaching 1 million tonnes per annum, so as to better fulfil the GBA's international cargo demand. The AAHK will also actively expand air cargo services, including handling cold-chain cargo at its logistics park in Dongguan and collaborating with Zhuhai to develop international cargo business. It will also attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong.

We, together with the AAHK, will continue to identify opportunities for co-operation 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.

On the maritime front, the Transport and Logistics Bureau (TLB) promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023, which sets out 10 strategies and 32 specific action measures in 4 directions to support the sustainable



development needs of the maritime and port industry in Hong Kong, including a series of action measures to strengthen maritime collaboration in the GBA.

In this connection, we will continue to explore further areas for collaboration between Hong Kong and ports and cities in the GBA along with the industry to enhance the competitiveness of Hong Kong port as well as the GBA port cluster as a whole. We will also continue to organise major annual events with the maritime industry in the GBA, such as co-organising the Greater Bay International Maritime Conference in collaboration with the Hong Kong Shipowners Association in 2024 to jointly build the brand name of the event and promote the comprehensive strength of the GBA port cluster. Hong Kong will continue to leverage on our unique advantages and enhance maritime collaboration in the GBA, so as to consolidate Hong Kong's status as an international maritime centre and at the same time enhance the comprehensive strength of the world-class port cluster in the GBA to contribute to the high-quality development of the GBA and our country.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB095**

**(Question Serial No. 0170)**

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 Transport and Logistics Bureau has indicated that it will continue to work with the industry to enhance and promote Hong Kong's aircraft leasing regime. In this connection, please advise on the following:

1. What measures have been taken by the Administration in the past 2 years to attract aircraft lessors to base or set up subsidiaries in Hong Kong and what major progress has been achieved? and
2. Whether the Administration will introduce complementary policy measures in future to enhance co-operation between the relevant industries in Hong Kong and the Mainland so as to increase Hong Kong's share in the global aircraft leasing market? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 35)

Reply:

Since the introduction of the Aircraft Leasing Preferential Tax Regime (the Regime) in 2017, the aircraft leasing business has started to develop in Hong Kong. A number of major aircraft lessors from the Mainland and overseas have set up their subsidiaries/operating arms in Hong Kong, including 4 of the top 5 global aircraft lessors ranked by number of aircraft. We understand that aircraft lessors based or with subsidiaries set up in Hong Kong have conducted leasing deals of around 100 aircraft with aircraft operators in the Mainland and other countries.

The Chief Executive announced in the 2022 Policy Address that the Government will develop Hong Kong into the preferred location for aircraft leasing in the region by further enhancing the Regime. The bill which amended the Inland Revenue Ordinance (Cap. 112) to enhance the Regime was passed by the Legislative Council in February 2024 and took retrospective effect from the year of assessment beginning on 1 April 2023. The industry is generally

supportive of the enhancement measures. With the sponsorship of the Government, an international forum was organised by the industry association in Hong Kong in December 2023. Major participating global aircraft lessors have expressed interest in returning to Hong Kong or setting up new operating arms in Hong Kong. In future, we will continue to actively promote the enhanced Regime to encourage more aircraft lessors to conduct business in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB096**

**(Question Serial No. 0171)**

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 stressed that it will continue to oversee the facilitation of trial and use of autonomous vehicles in Hong Kong, and the provision and implementation of a new regulatory regime. In this connection, please advise on the following:

1. What major measures have been taken by the Administration in the past 2 years to facilitate the trial and use of autonomous vehicles in Hong Kong and what major problems have been encountered during the process? and
2. Whether the Administration will make reference to the relevant experience of neighbouring cities in future to enhance the regulatory regime as soon as possible, and assist the local industry in strengthening exchanges and co-operation with the Mainland so as to facilitate the development, trial and use of autonomous vehicles 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.: 36)

Reply:

1. The Hong Kong Smart City Blueprint and the Smart Mobility Roadmap for Hong Kong published by the Government in December 2017 and July 2019 respectively promulgated, among others, the facilitation of autonomous vehicle (AV) trials in Hong Kong. In the Hong Kong Smart City Blueprint 2.0 published in December 2020, one of the smart mobility initiatives is to cope with the technology advancement and industry development in Vehicle-to-Everything (V2X) and AVs with a vision of realising AV trial and use on public roads in Hong Kong. In the past, road traffic legislation was designed to regulate conventional motor vehicles driven by natural persons, the technical standards and driving rules relating to conventional motor vehicles (such as the provision of driver's cab) may have their limitations and may not be fully applicable to AVs. Nevertheless, the Transport Department (TD) has, since 2017, facilitated the development of AVs by issuing Movement Permits (MPs) to individual AVs in accordance with the Road Traffic (Registration and Licensing of Vehicles)

Regulations (Cap. 374E) for conducting trials with specific conditions imposed on a case-by-case basis. As at February 2024, the TD has issued MPs to 19 AVs for conducting trials at 10 locations, covering university campus, cultural district, the Hong Kong Science Park, individual private housing estates, etc. However, there are limitations in using MPs for trials of AVs, as it only allows vehicles to run “from-point-to-point” in a confined travelling area and the vehicles are not allowed to carry passengers for reward.

To facilitate wider trial and application of AVs by the industry in Hong Kong, the Transport and Logistics Bureau (TLB) and the TD completed the legislative amendment exercises of the Road Traffic (Amendment) (Autonomous Vehicles) Ordinance 2023 and the Road Traffic (Autonomous Vehicles) Regulation (Cap. 374AA) in May 2023 and January 2024 respectively to provide a flexible regulatory framework for further trial and application of AVs in Hong Kong. The new regulatory framework for AVs came into operation on 1 March 2024. The TD has also promulgated the Code of Practice for Trial and Pilot Use of AVs (Code of Practice) on the same day to provide clearer guidance to the industry on the detailed technical and operational requirements for AVs.

In addition, the Government has provided funding support to local organisations and enterprises through the Smart Traffic Fund for conducting research and application of innovation and technology related to vehicles. The approved projects include AVs and V2X technology projects to encourage the industry to introduce more trials for AVs. In the past 2 years (from 2022 to the present), there have been 7 related projects under the Fund.

2. When setting up the regulatory framework for AVs, the Government has taken into account the technological development on the Mainland and in other regions across the world, and has adopted relevant AV standards, such as the national standard on Taxonomy of Driving Automation for Vehicles (GB/T 40429-2021) as well as the SAE International J3016 standard. Moreover, the Code of Practice has also made reference to the regulations, guidelines and experiences of the Mainland and other regions to ensure that the autonomous driving technology developed in Hong Kong can be aligned with the relevant national and international standards.

In addition, the TD has been promoting active co-operation and AV trials between local organisations or enterprises and relevant Mainland organisations. When approving the applications for AV trials, the TD will take into account the experience and performance of such AVs in the trials conducted outside Hong Kong, including the Mainland, so as to expedite the approval of applications for AV trials from the industry.

- End -

**CONTROLLING OFFICER'S REPLY****TLB097****(Question Serial No. 0443)**

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 Matters Requiring Special Attention in 2024-25, the Government states that it will “continue to prepare for the establishment of the Railways Department to strengthen the Government’s supervision of railway planning and delivery, 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:

- (a) the manpower and resources allocated for 2023-24 and 2024-25 in preparing the establishment of the Railways Department; and
- (b) the progress and timetable for establishing the Railways Department?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 23)

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), the Northern Metropolis Railways Office of the HyD (HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million) are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB098**

**(Question Serial No. 1441)**

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 Matters Requiring Special Attention in 2024-25 under Programme (2) that the Bureau will continue to oversee the formulation and implementation of various 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. What are the respective numbers of (i) reports received; (ii) cases in which enforcement actions were taken; (iii) prosecutions and (iv) convictions by court involving illegal carriage of passengers for reward in 2023?
2. In addition to increasing penalties to enhance the deterrent effect through the enacted Road Traffic Legislation (Enhancing Personalized Point-to-point Transport Services) (Amendment) Bill 2023, what other measures will be taken by the Bureau to step up its efforts in combating illegal carriage of passengers for reward in 2024? and
3. Whether the Bureau will examine how to combat illegal “pak pai” service more effectively and/or regularise the operation of online hire car hailing service in Hong Kong in 2024? If yes, what are (a) the manpower; (b) salary expenses and (c) consultancy fees involved? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 6)

Reply:

1. According to the records of the Transport Department (TD), the number of convictions by court involving the illegal carriage of passengers for hire or reward in 2023 is 34. In addition, the number of enforcement actions taken by the Hong Kong Police Force (HKPF) against the illegal carriage of passengers for hire or reward in the same period is 33. The TD and the HKPF do not maintain other breakdown information as requested in the question.



2. The TD will continue to take a number of educational and promotional measures to prevent 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 different channels, e.g. online promotional videos, broadcasting radio announcements, displaying samples of HCPs on the TD's website, and putting up posters in public places. These efforts serve to further enhance the public's awareness of legal hire car service and promote the identification of a valid hire car by checking if it has a valid HCP. Members of the public are encouraged to enquire with the service operator or make use of the TD's online checking system to ascertain whether an HCP has been issued in respect of the private car concerned before the journey starts. The TD will continue with the publicity efforts and work with the HKPF on information exchange in order to combat the illegal carriage of passengers for hire or reward. Moreover, the HKPF will also continue to take enforcement actions against the illegal carriage of passengers for hire or reward through targeted operations, including collecting intelligence, conducting decoy operations, investigating and following up on referral and complaint cases, etc. The HKPF will also continue to allocate appropriate resources to step up enforcement actions against the illegal carriage of passengers for reward; and welcomes the public to co-operate with the HKPF, including provision of information to report the illegal carriage of passengers for reward. The HKPF will follow up and investigate in a serious manner, and will take enforcement actions against relevant activities if there is sufficient evidence.

3. The Government is reviewing the existing legislation so as to deal with illegal carriage of passengers for hire or reward more effectively. The Government is also exploring the regulation of online hire car hailing platforms, so that only taxis and vehicles with HCPs can provide services through such platforms, with a view to stepping up efforts in combating illegal activities. The Government plans to communicate with and listen to the views of Legislative Council Members, the trade and other relevant stakeholders in mid-2024 on policy and legal perspectives involved in the relevant regulation, as well as the key considerations derived from study on overseas experience. The above work is undertaken by the existing staff of the Transport and Logistics Bureau, the TD and the HKPF as part of their regular duties. No breakdown of the resources involved is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB099**

**(Question Serial No. 1442)**

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 Strategic Studies on Railways and Major Roads beyond 2030, the Traffic and Transport Strategy Study and the Hong Kong Major Transport Infrastructure Development Blueprint, will the Government inform this Committee of the following:

1. What are the respective (a) commencement and completion dates; (b) manpower involved of the Bureau and salary expenses; (c) consultants responsible (if any) and (d) consultancy fees (if any) of the above studies?
2. What criteria are used by the Bureau and/or consultants for determining (a) whether a certain project is proposed for implementation; (b) the proposed alignment and (c) the completion timetable? and
3. Given that the Government announced in 2023 the “two railways and one major road” project on the basis of the “Three Railways and Three Major Roads” proposal in 2022, whether the Bureau has assessed the additional (a) manpower; (b) salaries and (c) consultancy expenses (if any) involved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 7)

Reply:

1. In response to Hong Kong's long-term development demand, the Government commenced the “Strategic Studies on Railways and Major Roads beyond 2030” in December 2020 to review the capacity of existing road and railway networks to promote planning development, consider all the railway and major road projects under planning and implementation, as well as carry out technical analysis objectively to ascertain traffic bottlenecks, to holistically map out the required major transport infrastructure projects in Hong Kong and their completion targets in a forward-looking manner, and listen to various opinions via public consultation. The respective consultancy fees of the railway and major road parts of the studies are \$64.9 million and \$27.5 million, and both studies were conducted

by the AECOM Asia Company Limited commissioned by the Highways Department (HyD) and the Transport Department (TD) respectively. The Government has consolidated the findings of the studies and promulgated the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) in December 2023.

The TD commissioned the Ove Arup & Partners Hong Kong Limited in end-2021 to commence the Traffic and Transport Strategy Study at a cost of \$60.38 million. The study is expected to be completed by end-2025.

The supervisory work required for the above 2 studies is undertaken by the existing staff of the Transport and Logistics Bureau (TLB), the HyD and the TD. No detailed breakdown of the manpower and salary expenses involved is available.

2. Regarding the transport infrastructure projects, the Government has consolidated all major transport infrastructure projects currently under planning, design and construction and promulgated the Blueprint in December 2023, which plans the implementation of all major transport infrastructure projects at a macro level and formulates a planning framework for Hong Kong's future transport infrastructure development.

Taking into account the available planning data on land development, the Blueprint has duly considered the transport and logistics demand brought about by population growth, employment and economic activities in the Northern Metropolis, the Kau Yi Chau Artificial Islands and other major planned development areas. The prioritisation of project implementation is determined based on traffic analysis.

The implementation of transport infrastructure projects involves a huge amount of public resources and has far-reaching implications on society, livelihood and economic development. In determining the priority of projects, a number of factors have to be balanced, including the land use and the residential, employment and economic activities of the development projects; the local and cross-boundary demand for transport and logistics and its future growth; the condition of the existing transport networks and transport systems; the financial requirements, economic returns, and the transport and cost effectiveness of the projects; the Government's financial position and utilisation of public resources; the engineering technical considerations such as the complexity and technical constraints of the works, the expected time required, site handover and project interface; the capacity of the industry; the potential impact of the project on the local community and the environment, as well as the views of the public and the community.

The implementation details of individual projects will be subject to factors such as the findings of the respective detailed engineering, environmental, economic benefit and financial studies, as well as the latest demand assessment, level of technical and technological application, the availability of resources at the time, etc. In addition, individual projects may also need to be re-considered due to changes in the planning parameters, or with their implementation timetable and alignment adjusted accordingly.

The Traffic and Transport Strategy Study is a territory-wide study which aims to map out a long-term strategy blueprint for Hong Kong, so that the overall transport system in Hong Kong will continue to be reliable, safe, smart, environmentally friendly and highly efficient. The TLB and the TD consulted the Panel on Transport of the Legislative Council on the 9

initial transport strategy recommendations of the Study in December last year. The recommendations can be subsumed under 3 main strategies, namely “Enjoyable Journeys”, “Well-connected City” and “Healthy Mobility”. Our next target is to roll out pilot schemes progressively starting from 2024, with a view to promulgating a long-term strategy blueprint in 2025.

3. We are preparing for the next stage of implementation of the “Three Railways and Three Major Roads” and “Two Railways and One Major Road”, which includes formulating the mode of implementation and financial arrangements, inviting railway operators to submit project proposals, etc. The relevant work is undertaken by the existing manpower resources of the TLB, HyD and the Civil Engineering and Development Department. No detailed breakdown of the manpower and salary expenses involved is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB100**

**(Question Serial No. 1453)**

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 Government introduced the Professional Training on Smart and Green Logistics Scheme (PTSGLS) and the Logistics Promotion Funding Scheme (LPFS) under the Maritime and Aviation Training Fund (MATF) in January this year. These schemes aim to enhance promotion and talent development in the logistics sector in line with new developments in smart and green logistics. In this connection, will the Government inform this Committee of the following:

1. What are the respective (i) amounts of commitment and (ii) estimated numbers of beneficiaries regarding (a) the PTSGLS and (b) the LPFS?
2. On page 539 of Volume I of the Estimates of Expenditures, the Bureau indicates that the revised estimate for the MATF is \$35.96 million in 2023-24. Please advise on (a) the specific projects funded by those expenditures; (b) (i) the number of beneficiaries of each project and (ii) the number of beneficiaries who are still working in the maritime/aviation industry at present; and
3. What are (i) the dedicated manpower of the Bureau for providing support for the MATF and (ii) the salary expenses in (a) 2023-24 and (b) the estimated figures for 2024-25?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 18)

Reply:

1. As outlined in the Action Plan on Modern Logistics Development promulgated last year, our target is to accelerate the high-quality development of logistics industry and develop Hong Kong into a sustainable international smart logistics hub. The injection of \$200 million to the Maritime and Aviation Training Fund (MATF) as mentioned in the Budget Speech last year provides more dedicated funding support to strengthen manpower development and promotional efforts in the logistics industry, thereby promoting its sustainable development. The Professional Training on Smart and Green Logistics Scheme

and the Logistics Promotion Funding Scheme were launched in January 2024. It will take time for logistics associations and training institutions to plan the relevant training courses and promotional projects and to be familiarise themselves with the application requirements and procedures of the 2 schemes. We will closely monitor the application situation of the schemes in order to gauge the response of the industry and make estimation on the commitment for and number of beneficiaries of the schemes.

2. The estimated expenditure of the MATF is mainly for the implementation of various training subsidy schemes and subsidising industry organisations and professional bodies to organise promotional activities. A total of 17 training subsidy schemes were launched under the MATF in 2023-24 (as at end-January 2024), benefiting 1 960 students and in-service practitioners, 1 392 of which are maritime or aviation practitioners:

Title of Schemes	No. of Beneficiaries
Professional Training and Examination Refund Scheme	1 272
Maritime and Aviation Internship Scheme	389
Sea-going Training Incentive Scheme	24
Ship Repair Training Incentive Scheme	11
Local Vessel Trade Training Incentive Scheme	8
Local Vessel Competency Enhancement Scheme	63
Hong Kong Nautical and Maritime Scholarship Scheme	3
Hong Kong Maritime and Logistics Scholarship Scheme	8
The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme	85
The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	1
Overseas Exchange Scholarship Scheme	11
Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	10
Hong Kong Aviation Scholarship Scheme	22
Aviation Operations Training Incentive Scheme	53

3 of the 17 training subsidy schemes, namely the Maritime Training Support Scheme, the Maritime Services Traineeship Scheme – Legal and the Professional Training on Smart and Green Logistics Scheme, are new measures which are at the implementation or approval stage. No relevant figure is available for the time being.

3. The administrative costs for providing support for the MATF are absorbed under the overall provision for the Transport and Logistics Bureau, hence there is no separate breakdown of the expenditures involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB101**

**(Question Serial No. 1454)**

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 165 of the Budget Speech that to encourage the logistics industry to enhance productivity through technology application, the Government launched a \$300 million Pilot Subsidy Scheme for Third-party Logistics Service Providers in 2020 to provide subsidies to eligible logistics service providers. In this connection, will the Government inform this Committee of the following:

1. What is the Government's approval process regarding the amount of subsidy? Has it followed up on the utilisation of subsidies by subsidised enterprises?
2. What is the progress of technology application by the local logistics industry at present and what results have been achieved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 19)

Reply:

To encourage the logistics industry to enhance productivity and operational efficiency through technology application, the Government allocated \$300 million to launch the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) in October 2020. Following the increase in the subsidy ratio under the Pilot Scheme to 2 (Government):1 (applicant) last January, the Government enhanced the Pilot Scheme this February, with the funding ceiling for each applicant enterprise raised from \$1 million to \$2 million, and the scope of funding extended to cover project-based training as well as services related to the implementation of Environmental, Social, and Governance (ESG) technology.

The Transport and Logistics Bureau has set up a Management Committee with representatives from the logistics trade, industrial sector and professional sector to vet and approve applications under the Pilot Scheme. In considering the applications, the Management Committee has taken into account various factors, including the eligibility of the applicant

enterprises under the Pilot Scheme, the relevance of the proposed projects to the business of the applicant enterprises, as well as the budget and implementation details of the projects. The Hong Kong Productivity Council, as the implementation partner of the Pilot Scheme, will continue to review the progress of the projects and evaluate their results after applications have been approved.

As at March 2024, the Management Committee has approved funding for 244 projects in total, involving about \$146 million. The Pilot Scheme has facilitated the upgrade and transformation of more than 210 logistics enterprises through the application of technology and smart solutions, thereby enhancing their productivity and reducing their operating costs. The projects approved for logistics technology application so far include freight management system, enterprise logistics resources management system, warehouse automation robotic system, warehouse/goods distribution centre management system, Internet of Things (IoT) and Radio Frequency Identification (RFID) technology application, cold-chain logistics technology storage system, cargo volume and weight measurement system, etc. According to the questionnaires completed by the subsidised enterprises after the completion of the projects, technology application has helped enhance their operational efficiency and service quality, effectively reduced manpower and operating costs and boosted the overall business volume.

- End -



**CONTROLLING OFFICER'S REPLY****TLB102****(Question Serial No. 1455)**

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 169 of the Budget Speech that the Airport Authority Hong Kong will actively expand air cargo services, including handling cold-chain cargo at its logistics park in Dongguan and collaborating with Zhuhai to develop its international cargo business. It will also attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong. In this connection, will the Government inform this Committee of the following:

1. The estimated expenditure to be incurred by the Government for the expansion of air cargo services in 2024-25;
2. The depth of collaboration with Dongguan and Zhuhai to develop international cargo business at the present stage and what progress and results have been achieved; and
3. Further measures to be taken by the Government to develop Hong Kong into Asia's aviation logistics base?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 20)

Reply:

The Airport Authority Hong Kong (AAHK) is taking forward the development of a sea-air intermodal cargo-transshipment mode in collaboration with Dongguan. It plans to complete the first-phase construction of the permanent facility of the Hong Kong International Airport Logistics Park in Dongguan by the end of next year, with its handling capacity gradually reaching 1 million tonnes per annum, and expand the cold-chain cargo services at the logistics park in Dongguan so as to better fulfil the Greater Bay Area's international cargo demand. In addition, the AAHK and the Zhuhai Municipal Government signed the Zhuhai Municipal Government and AAHK Co-operation Memorandum of Understanding in November 2022 to deepen the co-operation between the airports of both cities, including the joint development of international cargo business of the two cities.

The AAHK will actively follow up on the relevant work and attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong. The relevant work will not involve any additional government expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB103**

**(Question Serial No. 1458)**

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

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

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 Programme (3) that the Government will work with relevant departments to develop modern logistics clusters in the new development areas (NDAs) and commence a planning study on developing logistics clusters in Hung Shui Kiu/Ha Tsuen NDA as a pilot scheme. In this connection, will the Government inform this Committee of the following:

1. What is the estimated amount of provision to be provided by the Government for developing logistics clusters in the Hung Shui Kiu/Ha Tsuen NDA as a pilot scheme; and
2. What are the Government's short-, medium- and long-term plans for developing logistics clusters in the Hung Shui Kiu/Ha Tsuen NDA?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 23)

Reply:

1. & 2. The Government has earmarked land in the new development areas (NDAs) of the Northern Metropolis for modern logistics development, including about 37 hectares of logistics sites in the Hung Shui Kiu/Ha Tsuen NDA. As announced by the Chief Executive in the 2023 Policy Address, we plan to develop modern logistics clusters at the logistics sites in the Hung Shui Kiu/Ha Tsuen NDA in the first phase, which will serve as a logistics gateway to the Greater Bay Area. To further promote the development of modern logistics, we promulgated the Action Plan on Modern Logistics Development on 31 October 2023, which, among other things, proposed to develop modern logistics clusters with different functions at the logistics sites earmarked in the NDAs, so as to leverage on the clustering effect for enhancing the operational efficiency of the logistics industry, and thereby facilitating the sustainable development of smart logistics in Hong Kong. Unlike previous development models for logistics sites, the Government will conduct more comprehensive planning for the logistics sites in the NDAs, starting with the 37 hectares of land in Hung Shui Kiu/Ha Tsuen earmarked for modern logistics development as a pilot scheme to develop modern logistics clusters. The Transport and Logistics Bureau has enlisted the Civil Engineering and

Development Department's assistance to commission a consultancy study on developing logistics clusters in the Hung Shui Kiu/Ha Tsuen NDA (the Study). The approved project cost of the Study is about \$37.74 million. The Study already commenced in late March 2024 and the findings are expected to be available in 2025. Subject to the findings of the Study, it is expected that the sites for the logistics clusters will be put on the market by phases starting from 2026 at the earliest.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB104**

**(Question Serial No. 1461)**

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 188 of the Budget Speech that the Government will continue to work with the Shenzhen authorities through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure to take forward 2 cross-boundary projects, namely the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link (NOL) Spur Line, to jointly develop the “GBA on the Rail”. In this connection, will the Government inform this Committee of the following:

1. The current number of members and salary expenses of the Task Force;
2. The current progress and operating capital of the 2 cross-boundary projects taken forward by the Task Force;
3. The expected completion dates and effectiveness of the 2 cross-boundary projects; and
4. The information provided by the Government last year shows that the Task Force will continue to follow up with the work relating to the connection of the NOL Spur Line to the new Huanggang Port in Shenzhen via the Hong Kong-Shenzhen Innovation and Technology Park in Lok Ma Chau Loop, and will also explore options to enhance the Lo Wu Control Point and its transport connections. What are the current progress of the above plan and the operating expenses involved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 26)

Reply:

1. & 2. To further promote the connectivity of infrastructure within the Greater Bay Area (GBA), the governments of Hong Kong and Shenzhen are co-operating through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force) to take forward 2 cross-boundary projects, namely the Hong Kong-Shenzhen

Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link (NOL) Spur Line, so as to jointly develop the “GBA on the Rail”. The implementation of cross-boundary railway projects is part of the regular work of the Transport and Logistics Bureau and the Highways Department and is handled by existing manpower and resources. No breakdown of the relevant expenditure is available.

3. & 4. The Task Force completed the first stage study of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) in end-2022. The second stage study of the project, covering aspects including planning of railway scheme, preliminary engineering feasibility, benefits, environmental impact as well as the construction and operation arrangements, has also commenced and is expected to be completed in mid-2024. The Hong Kong and Shenzhen authorities are also actively taking forward the relevant planning work for the NOL Spur Line, and the detailed planning and design of the project is expected to commence within 2024.

Moreover, the governments of Hong Kong and Shenzhen will continue to maintain communication on the planning of the Lo Wu Control Point and its transport connections. The relevant work is undertaken by the existing manpower of individual departments and no breakdown of the relevant expenditure is available.

- End -

**CONTROLLING OFFICER'S REPLY****TLB105****(Question Serial No. 3044)**

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:

Under the support of the National 14th Five-Year Plan and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), Hong Kong needs to establish a world-class port cluster in the GBA and develop a collaborative relationship with the GBA ports, with a view to supporting the sustainable development of Hong Kong's maritime and port industry to facilitate the development of marine economy. In this connection, has the Government increased the expenditure on relevant external promotion in this year's Budget to promote the uniqueness of Hong Kong within the GBA port cluster and maritime strengths? What specific policies are in place to enhance co-operation and exchanges in the GBA to enlarge the maritime cluster? What are the relevant expenditures and staffing provision?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 59)

Reply:

The Financial Secretary announced in February 2023 that the Government would earmark \$20 million in the 2023-24 Budget to expedite studies on strategies for promoting the high-end maritime service industry, enhance exchanges among industries in the international arena and the Greater Bay Area (GBA), and expand the scale of the annual flagship event Hong Kong Maritime Week. Subsequently, the Transport and Logistics Bureau (TLB) promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023, which sets out 10 strategies and 32 specific action measures in 4 directions to support the sustainable development needs of the maritime and port industry in Hong Kong, including a series of action measures to enhance the promotion of Hong Kong's maritime brand and strengthen maritime collaboration in the GBA so as to enhance the long-term competitiveness of the industry.

We have been working with the industry to organise and participate in various major international maritime conferences and exhibitions to promote Hong Kong's maritime strengths. Among them, the Hong Kong Maritime and Port Board (HKMPB) organised the Hong Kong Maritime Week 2023 between 19 and 25 November 2023, which attracted a total

of about 2.9 million participants online and offline. In addition, the Secretary for Transport and Logistics led a delegation comprising the HKMPB and industry representatives to participate in the Marintec China 2023 in Shanghai in December 2023, which is the second largest maritime technology exhibition in the world. The China Hong Kong Pavilion was set up at the exhibition with the support of 5 Hong Kong shipping companies with international background and the Hong Kong Shipping Registry, where they promoted Hong Kong as a high value-added maritime services centre in the GBA. Looking forward, we will strengthen the co-ordination of external promotion by the Hong Kong team and continue to work with the industry to promote the uniqueness and maritime strengths of Hong Kong within the GBA port cluster. On strengthening maritime collaboration and exchanges in the GBA in particular, the TLB will continue to organise major annual events with the maritime industry in the GBA, such as co-organising the Greater Bay International Maritime Conference in collaboration with the Hong Kong Shipowners Association in 2024 to jointly build the brand name of the event.

We will continue to enhance the promotion of Hong Kong's maritime brand and maritime collaboration in the GBA through different measures, so as to consolidate Hong Kong's status as a regional transshipment hub and an international maritime centre and contribute to the high-quality development of the GBA and our country. The cash flow for providing support for the above work in 2024-25 has been included in the financial estimates of this year. The above work is part of the TLB's regular duties and it is difficult to separately quantify the relevant staffing provision.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB106**

**(Question Serial No. 2369)**

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 epidemic has once dealt a devastating blow to Hong Kong's aviation industry, leading to a severe loss of talents in the industry. However, with the resumption of economic activities in various countries, the demand for air transport by residents in different parts of the world has increased drastically, which has indirectly aggravated the manpower shortage problem in the aviation industry. This will not only influence the provision of international flights, but also affect Hong Kong's position in the Country's development and even lose our status as an international aviation hub. In this connection, will the Government inform this Committee of the following:

1. Whether the Government is aware of the manpower supply and demand situation of the various job types in the aviation industry, including the total number of persons employed in 2023 and the existing number of job vacancies, and whether assessment has been made on the relevant manpower in the aviation industry to evaluate whether it is sufficient to cope with the increase in demand for passenger and cargo flights?
2. What support measures have been introduced by the Government to help address the manpower shortage problem and how effective are the measures? and
3. Given that some job types in the aviation industry, such as pilots, aircraft maintenance engineers, runway maintenance personnel, air cargo loadmasters, etc., are facing acute manpower shortage, whether the Government will consider expanding the Talent List Hong Kong to cover the aviation industry and include the above job types in the Talent List, and importing labour of skilled or lower levels under the Supplementary Labour Scheme as a short-term measure to address the manpower shortage problem? If yes, what are the specific details? If not, what are the reasons?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 16)

Reply:

1. With the commissioning of the Three-Runway System at the end of this year, the flight handling capacity of the Hong Kong International Airport (HKIA) will increase and it is expected that the manpower required in the airport will also increase gradually. Following the airport manpower survey conducted last year, the Airport Authority Hong Kong (AAHK) will conduct a new round of survey later this year to assess more accurately the future manpower needs.

2.& 3. The Government has been maintaining close communication and dialogue with the AAHK and the aviation industry, and has adopted a range of measures to relieve the manpower pressure in the industry. Such measures include, inter alia, large-scale job fairs co-organised by the AAHK, Labour Department and trade unions, encouraging public transport operators to offer concessions to eligible airport staff, and extending waivers and concessions of certain airport fees by the AAHK. In terms of medium- to long-term measures, in addition to the introduction of innovation and technologies by the AAHK to enhance the operational efficiency of HKIA, we have also been strengthening manpower training for the aviation industry, including providing various aviation-related training courses through the Hong Kong International Aviation Academy, and encouraging more young people to study aviation-related courses through different aviation-related training and incentive schemes under the Maritime and Aviation Training Fund by the Government, with a view to attracting them to join the aviation industry.

The Government encourages and is supportive of the local airlines' proactive initiatives on the localisation of pilots and aviation personnel, and their enhanced collaboration with local institutes on the training of local pilots. Meanwhile, we have been maintaining close communication with relevant government departments to ensure that applications from the local airlines for the importation of non-local pilots under the General Employment Policy or the Admission Scheme for Mainland Talents and Professionals are appropriately handled. On the premise that the local airlines pursuit of localisation of pilots and aviation personnel will not be affected and that the imminent needs of the industry are being addressed through relevant talent importation schemes, we will review in a timely manner whether suitable job positions in the aviation industry should be included in the Talent List Hong Kong.

In addition, the Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry in July 2023, allowing licensees, franchisees, or holders of operating permits issued by the AAHK to apply for labour importation to fill vacancies for frontline non-supervisory jobs under 10 designated job types at the airport, with a quota ceiling of 6 300, so as to support the continued recovery of the Hong Kong aviation traffic

The Government will closely monitor the implementation of various measures, review and enhance the measures in a timely manner, taking into account factors such as changes in Hong Kong's labour force and industry demand.

- End -

**CONTROLLING OFFICER'S REPLY****TLB107****(Question Serial No. 2371)**

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 service quality of Hong Kong's taxi trade has always attracted criticism, such as not using the most direct practicable route, overcharging, etc., which is a matter of income after all. The Government has put forward a number of proposals to improve taxi service, including the introduction of a taxi fleet management regime and the taxi-driver-offence points system, as well as increasing the maximum passenger seating capacity of taxis to 6, etc. In this connection, will the Government inform this Committee of the following:

1. As the saying goes, "times change and technology advances rapidly", the taxi trade should make good use of technology to enhance the competitiveness of the trade. Will the Government consider setting up a single mobile application to enhance the service quality of the taxi fleet, so as to protect both drivers and passengers by saving the relevant recordings to prevent disputes, and also enable drivers or passengers to find each other more quickly to enhance operational efficiency?
2. It is, after all, very rare nowadays to pay transport fares in cash in a cosmopolitan city. The Government should implement electronic payment (e-payment) at an early date to enhance tourists' travelling experience. Will the Government consider introducing the relevant measures as soon as possible in future to facilitate and help the taxi trade promote the further popularisation of e-payment? and
3. As a follow-up to the above question, if the taxi trade has cited the installation costs and the service or handling fees of the e-payment platforms as the major obstacles to the implementation of e-payment, will the Administration consider subsidising the taxi trade to install e-payment systems, or discussing with the operators of e-payment platforms to lower or waive the relevant service or handling fees, or even covering all the relevant fees so as to achieve the objectives of building a smart city and enhancing the experience of tourists?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 18)

Reply:

1. The Government has earlier reviewed the overall taxi operation and management, and proposed a series of measures to enhance the overall quality and image of personalised point-to-point transport services and promote the healthy development of the taxi trade in the long run. Such measures include the introduction of a taxi fleet regime. The relevant legislative amendments were passed by the Legislative Council in December 2023, and were gazetted and came into effect on 22 December. The Transport Department (TD) is actively carrying out the preparatory work and plans to invite the trade to apply for Taxi Fleet Licences in April this year, so that fleet taxis may commence operation as soon as possible.

Under the taxi fleet regime, the TD may issue Taxi Fleet Licences and specify the services to be provided by the fleet through statutory requirements and licence conditions, which include requiring fleet taxis to be installed with devices such as dash cameras and closed circuit television system, and requiring fleet licensees to provide online booking channels for passengers to book a trip, lodge enquiries and complaints, as well as rate the driver's performance upon completion of a trip. The online booking channels must include mobile applications and websites such that passengers may book taxis without downloading any applications. Upon the commencement of operation of the taxi fleets, the TD will also set up a dedicated webpage on its website to list out the weblinks/QR code links of the various fleets, so that passengers may conduct a one-stop search on how to make bookings with different taxi fleets.

The Government welcomes the taxi trade to assemble on their own or set up online taxi booking platforms to provide online taxi booking services, so as to facilitate booking of trips by passengers. We understand that there are different online taxi booking platforms in the market, and these platforms may have their own market positioning and target customer groups. We believe that through competition among different online taxi booking platforms, passengers will have more choices and select the appropriate platform based on their needs to book taxi services. As compared with a single online booking platform set up or designated by the Government, we consider that a market-led approach will provide more flexibility in the application of the latest technology and can also better meet the current and ever-changing needs of passengers.

2. & 3. The Government has been encouraging the taxi trade to introduce different electronic payment (e-payment) methods to facilitate fare payment by passengers. As stated above, the Government will soon introduce a taxi fleet regime, under which the TD will, through licence conditions, require all fleet taxis to provide e-payment methods. This will set a leading and exemplary role in the trade, which will help further encourage more taxi drivers to introduce e-payment methods, so that passengers will have more options when settling fare payment.

Currently, there are 18 163 taxi licences in Hong Kong, the ownership of which is scattered. Among some 9 000 licence holders, nearly 75 per cent of them only hold 1 taxi licence, whereas most of the taxi drivers are self-employed who hire taxis from taxi owners or companies to provide services. While some taxi drivers currently provide e-payment methods for passengers to settle taxi fares, some drivers, particularly the older ones, still consider cash to be the most convenient and direct means of fare collection, which is also more convenient for them to pay taxi rental and fuel charges. Taking into account the above

situation, we consider it more appropriate to continue to actively encourage the taxi trade to introduce e-payment methods through different ways at the present stage.

As regards the costs and service or handling fees for installing e-payment systems, we understand that some e-payment platforms have now waived the relevant fees for taxi drivers. The Government will continue to communicate with the operators of different e-payment systems, with a view to promoting the adoption of e-payment methods among the taxi trade, so as to facilitate payment of fares by passengers.

- End -

**CONTROLLING OFFICER'S REPLY****TLB108****(Question Serial No. 2376)**

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 Hong Kong Special Administrative Region Government proposed in 2021 to establish the Railways Department (RD) under the Transport and Housing Bureau to strengthen its supervision of railway planning and project delivery as well as regulation on railway safety. However, after a lapse of more than 3 years, the Government only changed its proposal to first establish the Northern Metropolis Railways Office under the Highways Department (HyD) in May last year and there is still no news for the RD. In this connection, will the Government inform this Committee of the following:

1. What are the reasons why the Transport and Logistics Bureau has not yet established the RD?
2. What are the work progress and details of the preparatory work by the Government for the establishment of the RD in the last financial year? If the Government plans to establish the RD in the next financial year, what are the establishment and expenditures involved in the new department?
3. In the past few years, there were a number of problems occurred on the MTR lines, such as door detachment, train derailment, as well as electrical and signalling system failure. However, the HyD does not have any relevant professional teams to manage the situation, and every time when an accident occurs, it will be left to other departments to explain the situation. Will the Government list out the manpower, establishment and total expenditures involved in monitoring railway service and enforcing railway safety-related ordinances each year? and
4. Considering that there were double-digit passenger-on-track cases in each of the past 3 financial years, it clearly shows the pressing need for the installation of platform gates. The MTR Corporation Limited (MTRCL), however, has expected that the installation works of automatic platform gates for all platforms will only be completed in end-2025, the efficiency

of which is far from satisfactory. Does the Government understand why it takes the MTRCL as long as 2 years to complete the installation of automatic platform gates for all platforms?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 23)

Reply:

1. & 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 (HyD/RDO), the Northern Metropolis Railways Office of the HyD (HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million) are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

3. The EMSD/RB is responsible for regulating and monitoring the safe operation of railway systems in accordance with the relevant ordinances on railway safety, 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. The establishment of the EMSD/RB in the past 3 years is set out below:

Rank	2021	2022	2023
Assistant Director	1	1	1
Chief Engineer	4*	4*	4*
Senior Engineer	15	15	15
Engineer	28	28	28
Inspector	4	4	4

\* 2 Chief Engineer posts are time-limited supernumerary directorate posts for 4 years starting from July 2021.

The total expenditure of the EMSD/RB in the past 3 years is shown in the table below:

	2021-22	2022-23	2023-24 (as at February 2024)
Expenditure (\$ million)	80.6	81.1	77.7^

^ The overall expenditure for the 2023-24 financial year is not yet available.

The Bus and Railway Branch of the Transport Department (TD) is responsible for regulating and monitoring the services of the MTRCL, franchised buses, trams and non-franchised buses. Other sections of the TD will also assist in handling railway-related matters, including incident co-ordination and planning of transport facilities related to new railways. The establishment of the Bus and Railway Branch of the TD responsible for regulating and monitoring the services of the MTRCL in the past 3 years is set out below:

Rank	2021	2022	2023
Assistant Commissioner	1	1	1
Principal Transport Officer	1	1	1
Chief Transport Officer	1	1	1
Senior Transport Officer	3	3	3
Transport Officer	3	3	3

Note:

In addition to regulating and monitoring the services of the MTRCL, some of the above establishment is also responsible for other functions of the Bus and Railway Branch, such as monitoring the franchised and non-franchised bus services and tram service.

The work on regulating and monitoring of railway service is undertaken by the above officers of the TD as part of their regular duties. Other sections of the TD will also assist in handling railway-related matters. There is no detailed breakdown of the estimate of expenditures involved.

4. The Government has been maintaining close communication with the MTRCL on the installation of Automatic Platform Gates (APGs) on the East Rail Line (EAL) and has urged the MTRCL to explore ways to expedite the progress, including allocating additional resources and carrying out the works during the daytime whenever practicable so as to complete the installation as soon as possible.

The MTRCL has commenced the installation of APGs at 13 stations on the EAL (except for Hung Hom, Exhibition Centre and Admiralty Stations) since mid-2023. The progress of the project has been satisfactory so far, with the APGs at Racecourse and Lok Ma Chau Stations fully commissioned last year. The installation of APGs at Tai Po Market, Sheung Shui, Tai Wai and Sha Tin Stations will also be completed by the first half of this year. In addition, the works at Fanling Station commenced in February 2024, and the works for Fo Tan, Tai Wo and Kowloon Tong Stations will start progressively in the following 6 months. As for the 3 stations with sharper curves, namely Lo Wu, Mong Kok East and University Stations, the works will commence progressively from the fourth quarter of this year due to the higher level of difficulty and challenging nature of the works. The MTRCL expects to complete the installation of APGs at a total of 9 stations by the end of 2024, and will make every effort to complete the works at the remaining stations within 2025.

- End -



**CONTROLLING OFFICER'S REPLY****TLB109****(Question Serial No. 0161)**

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 167 of the Budget Speech that the Airport Authority Hong Kong is working full steam ahead with the Hong Kong International Airport three-runway system (3RS) project as scheduled, with the target of commissioning at the end of this year. Leveraging the opportunities brought by the 3RS and our country's support of the "Air Silk Road", we will focus on current major routes and routes along the Belt and Road (B&R) with potential, thus strengthening aviation services between Hong Kong and related countries and, in doing so, expand our aviation network. In this connection, will the Government inform this Committee of the following:

1. What is the total number of routes currently operating between Hong Kong and countries along the B&R? Please set out in tabular form the number of weekly flights operating between the above B&R countries and Hong Kong by country in descending order.
2. What other B&R routes does the Government plan to expand in the next 3 years?

Asked by: Hon SO Cheung-wing (LegCo internal reference no.: 18)

Reply:

At present, about 120 airlines operate flights between the Hong Kong International Airport (HKIA) and some 180 destinations worldwide, including over 60 destinations in 34 countries along the Belt and Road (B&R). The current number of weekly flights between Hong Kong and these countries is at the **Annex**.

Regarding the air services agreements signed between governments, Hong Kong has signed relevant agreements with about 50 countries out of more than 150 countries along the B&R. Leveraging the opportunities brought by the Three-Runway System and our country's support of the "Air Silk Road", the Hong Kong Special Administrative Region Government will focus on the HKIA's current major routes and routes along the B&R with potential, including destinations in Europe, Africa, South America and Asia, and strengthen aviation services

between Hong Kong and these regions, thereby consolidating and expanding our aviation network.

**Current Weekly Air Services  
between Hong Kong and Countries along the Belt and Road (B&R)  
(flight information from 3 to 9 March 2024)**

**Passenger services to and from Hong Kong**

<b>Countries along the B&amp;R</b>	<b>Number of Flights</b>
Thailand	238
The Philippines	147
Republic of Korea	140
Malaysia	102
Singapore	88
Vietnam	87
Indonesia	52
United Arab Emirates	28
Qatar	14
New Zealand	12
Ethiopia	7
Mongolia	7
Nepal	7
Cambodia	6
Turkey	6
Fiji	5
Bangladesh	4
Brunei	3
Italy	3
Papua New Guinea	3
Russia	3
South Africa	3
Sri Lanka	3
<b>Total</b>	<b>968</b>

## All-cargo services to and from Hong Kong

Countries along the B&R	Number of Flights	
	Arrival	Departure
United Arab Emirates	80	85
Malaysia	66	59
Korea	44	39
Singapore	42	31
Vietnam	39	22
Luxembourg	29	29
Thailand	27	24
Qatar	23	23
Ethiopia	23	23
Azerbaijan	20	20
Bahrain	21	16
The Philippines	20	20
Saudi Arabia	19	17
Turkey	10	10
Italy	10	8
Bangladesh	7	9
Kazakhstan	6	7
Indonesia	4	4
Egypt	3	3
Jordan	3	0
Cambodia	2	0
Kuwait	2	0
New Zealand	1	0
Oman	1	0
Austria	0	2
Hungary	0	4
<b>Total</b>	<b>502</b>	<b>455</b>

Remarks: The difference in the number of arrival and departure flights for all-cargo services is due to the fact that airlines do not always provide round-trip services between 2 destinations when operating all-cargo services based on commercial and service demand considerations. All cargo flights may serve several destinations in 1 direction, e.g. from Destination A to Destination B, then to Hong Kong and further to Destination C.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB110**

**(Question Serial No. 1887)**

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 169 of the Budget Speech that “the Airport Authority Hong Kong will actively expand air cargo services, including handling cold-chain cargo at its logistics park in Dongguan and collaborating with Zhuhai to develop its international cargo business. It will also attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong.” In this connection, will the Government inform this Committee of the following:

1. It is mentioned under Programme (3) that the estimated expenditure on air and sea communications and logistics development will increase by 21% to \$280 million over the previous year. What are the reasons for the increase in the estimated expenditure?
2. Regarding the promotion of cold-chain cargo services, what are the Government's specific work plans and measures to develop Hong Kong into the cold-chain logistics hub in the Greater Bay Area (GBA)?
3. Whether the Government will allocate additional resources to enhance Hong Kong's capability and facilities for developing cold-chain air services for the intermodal transport of high-end food products and temperature-controlled pharmaceutical products, such as by making good use of the land around the Logistics Park to build more logistics and cargo clearance facilities for cold-chain and high value-added goods, etc., so as to consolidate and strengthen Hong Kong's position as an international aviation centre and create more opportunities for Hong Kong to develop cross-border e-commerce?
4. Whether the Government will enhance the development of cold-chain cargo services in Hong Kong by strengthening co-operation with the Dongguan Municipal Government or other Mainland cities in the GBA in future? and

5. What are the Government's policy objectives in promoting cold-chain cargo services? What is the estimated increase in the volume of cold-chain cargos to be handled by the Hong Kong International Airport in the next 5 years?

Asked by: Hon TAN Sunny (LegCo internal reference no.: 5)

Reply:

1. The provision for Programme (3) Air and Sea Communications and Logistics Development in 2024-25 is \$48.7 million (21.0%) higher than the revised estimate for 2023-24. It is mainly due to the expected increase in cash flow requirement for non-recurrent items, namely the Pilot Subsidy Scheme for third-party logistics service providers and the Maritime and Aviation Training Fund, as well as increase in the expenditure for supporting maritime- and logistics-related work (including various work and activities for promoting Hong Kong externally).

2. to 5. In view of the strong demand for air cargo services of temperature-controlled cargos in recent years, the Hong Kong Special Administrative Region Government supports the Airport Authority Hong Kong (AAHK) to actively upgrade the capability of the Hong Kong International Airport (HKIA) to handle high-value temperature-controlled cargos (including pharmaceuticals, fresh produce, live animals and lithium batteries). The HKIA is equipped with advanced temperature-controlled air transport facilities, including the largest fleet of cool dollies among Asian airports and dedicated cold stores at the cargo terminals with a minimum temperature of -20°C. In addition, the 3 air cargo terminals at the HKIA have been striving to enhance the capability and service quality in handling temperature-sensitive cargo. With the latest expansion, the 3 terminals now have a total of about 8 660 m<sup>2</sup> of cold room storages for handling temperature-sensitive products, and have also dedicated cold stores with temperatures ranging from -28 to 25°C to cater for the specific needs of different temperature-controlled products. The HKIA is the first airport to attain all 4 International Air Transport Association accreditations, demonstrating the HKIA's capability in handling high-value, temperature-controlled air cargo.

The HKIA will also actively expand air cargo services, including handling cold-chain cargo at its logistics park in Dongguan and collaborating with Zhuhai to develop international cargo business. It will also attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB111**

**(Question Serial No. 2050)**

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 smart and green mass transit system in East Kowloon, will the Government inform this Committee of the following:

1. From the proposed construction of the East Kowloon Line (EKL) under the Railway Development Strategy 2014 to the formal abandonment of the use of heavy rail for this line, what are the respective amount of (a) manpower; (b) salary expenses; and (c) consultancy fees (if any) incurred by the Bureau for the study on the EKL?
2. Whether the Bureau has at the present stage compared the merits and demerits of various possible technical options (e.g. monorails, rubber wheel light rails, "SkyShuttle", "Autonomous Rail Rapid Transit", etc.)? If yes, whether there are any preferred technical options? and
3. Regarding the options set out in the panel paper (CB(4)1067/2023(01)) submitted by the Bureau to the Panel on Transport of the Legislative Council on 15 December 2023, has the Bureau estimated, in money-of-the-day prices, (a) the total construction cost of the smart and green mass transit system in East Kowloon; (b) the construction cost of the section from Po Tat to Yau Tong East; and (c) the additional construction cost involved if additional stations are to be provided in the vicinity of Lam Tin East and Pik Wan Road and hence changes in the alignment and construction of pedestrian linkage systems are needed? If no, what are the reasons?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 8)

Reply:

1. After a comprehensive review of the technical challenges and transport benefits of the East Kowloon Line project originally recommended under the Railway Development Strategy 2014, the Government proposes to introduce a smart and green mass transit system in East Kowloon as an alternative to the underground heavy rail system. Meanwhile, the

Highways Department (HyD) has commissioned consultants to conduct a preliminary technical feasibility study on the smart and green mass transit systems at a total cost of \$8.3 million. The review of the project is undertaken by the existing manpower resources of the HyD. No breakdown of the manpower and salary expenses for this particular work is available.

2. & 3. The Government is planning to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in the first half of 2024 to engage consultants to conduct investigation and design for the Smart and Green Mass Transit System in East Kowloon. Subject to funding approval, the relevant work will commence in mid-2024. The Government also plans to invite relevant suppliers and operators to submit expressions of interest in the second half of this year, so as to finalise the specific requirements and design of the system and its infrastructure and examine the alignment proposals for the system and their feasibility. There is no pre-determined position on any of the systems at present.

The preliminary cost estimate of the project will be finalised at the investigation and design stage.

- End -



**CONTROLLING OFFICER'S REPLY****TLB112****(Question Serial No. 1209)**

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 2024-25, the Transport and Logistics Bureau continues to oversee the planning or implementation of a number of road projects. In this connection, will the Administration inform this Committee of the following:

- (a) What are the number, expenditure and scale of works projects, including but not limited to roads and railway projects, directly under the purview of the Director of Highways in the past few years?
- (b) What are the latest development, total road length 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			
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			

	Expected Completion Date	Total Road Length	Estimated Expenditure
Widening of Tai Po Road			
Widening of Castle Peak Road			
Improvement works at Tsuen Tsing Interchange			

(c) Please provide in the table below the current traffic volume, 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 (b):

Major Road	Current Traffic Volume During Morning Peak Hours	Traffic Capacity		Estimated V/C Ratio	
		Before	After	Before	After
Castle Peak Road				AM peak hour :	AM peak hour:
				PM peak hour:	PM peak hour:
Tuen Mun Road				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:

Major Road	Current Traffic Volume During Morning Peak Hours	Traffic Capacity		Estimated V/C Ratio	
				PM peak hour:	PM peak hour:

(d) What are the ratios of the various types of vehicles to the total traffic volume of the above major roads in the past 3 years?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 20)

Reply:

(a) The works projects directly under the purview of the Director of Highways in the past 5 years (2019 to 2023) mainly include road projects, railway project, hillside escalator links and elevator systems as well as footbridge projects. Their number and total approved project estimate (APE) are tabulated below:

	Quantity	Total APE (\$ million)
Road Project	11	131,610.0
Railway Project	1	90,031.0
Hillside Escalator Links and Elevator System	8	2,428.8
Footbridge Project	3	416.8

Note: Only Category A construction works projects are included.

(b) The requested information of the projects under construction is tabulated below:

	Target Completion Date	Total Road Length (kilometres)	APE (\$ million)
Widening of Tai Po Road (Sha Tin Section)	2024	about 1.1	2,739.7
Widening of Castle Peak Road – Castle Peak Bay	2024	about 1.9	755.2
Central Kowloon Route	2025	about 4.7	42,363.9
Trunk Road T2 and Cha Kwo Ling Tunnel	2026	about 3.4	16,017.0

For projects in the planning stage, their estimated project costs would be ascertained upon completion of the relevant investigation and design work. We will continuously review how to more effectively use public resources and the cost-effectiveness of works projects. Moreover, we will also take into account the latest developments, including policy developments, the public finance position, etc., and continuously review the urgency and priority of the projects under planning and adjust the implementation schedule as appropriate. The estimated total road length of the relevant projects is tabulated below:

	<b>Estimated Total Road Length (kilometres)</b>
Route 11 (section between Yuen Long and North Lantau)	about 15.0
Tuen Mun Bypass	about 10.0
Tsing Yi – Lantau Link	about 6.9
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	about 3.0
Trunk Road T4 in Sha Tin	about 2.3
Extension works to Lung Fu Road and Hoi Wing Road in Tuen Mun	about 2.1
Improvement works at Tsuen Tsing Interchange	about 0.8

In consultation with the Development Bureau, information on Road P1, Lantau is set out below:

	<b>Target Completion Date</b>	<b>Total Road Length (kilometres)</b>	<b>APE (\$ million)</b>
Road P1, Lantau (Tung Chung – Tai Ho Section)	2026	about 2.5	1,182.06
Road P1, Lantau (Tai Ho – Sunny Bay Section)	under review	about 9.5	under review

c) The road projects mentioned in b) are designed to cope with the highest traffic flows, which normally happen in the morning peak hours. Therefore, traffic forecasts for the evening peak hours are not available. The current traffic flows, design capacity and estimated volume/capacity (v/c) ratios of the following major roads connecting North West New Territories and the urban areas are tabulated below:

Major Road	Current Traffic Flow (pcu/hr) (see Note 1 and Note 2)	Design Capacity (pcu/hr) (see Note 1)		Estimated v/c Ratio (see Note 4)	
		Before Completion of the Proposed Project	After Completion of the Proposed Project (see Note 3)	Before Completion of the Proposed Project	After Completion of the Proposed Project
Castle Peak Road (Castle Peak Bay Section)	see Note 2	1 300	3 000	1.2	0.6
Tuen Mun Road (Siu Lam Section)	see Note 2	6 100	6 100	1.2 (see Note 5)	1.0 (see Note 5)
Tuen Mun Road (Sham Tseng Section)	6 600	8 200 (see Note 6)	8 200 (see Note 6)	under review	under review
Tai Lam Tunnel	4 200	5 400	5 400	1.2	0.7
Ting Kau Bridge	6 800	6 100	6 100	1.1	0.7
Lantau Link	2 800	6 100	6 100	1.1	0.8
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	5 100	6 100	8 200	1.1	0.9
North Lantau Highway	see Note 2	6 100	6 100	under review	under review
Tuen Mun – Chek Lap Kok Tunnel	1 500	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: Since the traffic data for preparing the Annual Traffic Census (ATC) 2023 are still being consolidated, we could only provide the traffic flow during the morning peak hours in 2022. As the traffic count surveys on traffic flow/vehicle classification conducted in the ATC do not cover Castle Peak Road (Castle Peak Bay Section), Tuen Mun Road (Siu Lam Section) and North Lantau Highway, the traffic flow in pcu/hr of the 3 road sections is not available.

Note 3: 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 capacities of these existing major roads will remain unchanged. Upon completion of the widening of Castle Peak Road (Castle Peak

Bay Section), the current single two-lane carriageway will be widened to a dual two-lane carriageway, increasing its design capacity from 1 300 pcu/hr to 3 000 pcu/hr. 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 4: Regarding Castle Peak Road (Castle Peak Bay Section), the values reflect the projected traffic conditions in 2031 before and after the completion of the widening of Castle Peak Road (Castle Peak Bay Section). As for other roads, the values reflect the forecast traffic conditions in 2036 before and after the target completion dates of the proposed major traffic infrastructure projects in accordance with the Hong Kong Major Transport Infrastructure Development Blueprint. A v/c ratio equals to or less than 1.0 indicates that a road has sufficient capacity to cope with the anticipated volume of vehicular traffic with smooth traffic flow. 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: 5: This section of Tuen Mun Road (between Siu Lam Section and Sham Tseng Section) is a dual 3-lane carriageway with a bus-only lane in the urban bound direction. The relevant v/c ratio does not include the bus-only lane. The v/c ratio of the bus-only lane on Tuen Mun Road (Siu Lam Section and Sham Tseng Section) will be reduced to below 1.0 after implementation of the proposed project, which indicates smooth traffic flow.

Note 6: This section of Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng) is a dual 4-lane carriageway with no bus-only lane. The design capacity is 8 200 pcu/hr.

- d) Since the traffic data for preparing the ATC 2023 are still being consolidated, we could only provide the breakdown of the vehicular traffic by vehicle class of the following major roads for 2020, 2021 and 2022 (Monday to Friday) as follows –

Major Roads (see Note 1)	Year	Class of Vehicle (%) (see Note 2)				
		Private Car	Taxi	Goods Vehicles	Bus	Motorcycle
Tuen Mun Road (Sham Tseng Section)	2020	48.3	5.4	35.7	7.8	3.0
	2021	48.0	6.7	34.6	7.5	3.2
	2022	46.8	7.7	34.5	7.9	3.0
Tai Lam Tunnel	2020	47.9	5.2	37.1	8.3	1.5
	2021	45.6	6.0	38.8	7.6	2.0
	2022	47.5	6.6	35.7	8.0	2.2
Ting Kau Bridge	2020	47.8	5.3	38.2	6.5	2.3
	2021	47.9	7.5	36.0	6.2	2.4
	2022	47.6	8.6	34.2	7.0	2.6
Lantau Link	2020	42.2	7.9	39.2	8.2	2.5
	2021	43.8	9.6	36.1	7.1	3.3
	2022	44.2	17.5	28.4	8.0	2.0
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	2020	46.2	7.7	40.2	3.8	2.2
	2021	44.1	7.7	42.4	3.6	2.3
	2022	45.1	9.5	39.6	4.5	1.5
Tuen Mun – Chek Lap Kok Tunnel (see Note 3)	2020	N/A	N/A	N/A	N/A	N/A
	2021	19.2	2.5	25.6	51.5	1.1
	2022	35.9	9.6	44.4	7.8	2.3

Note 1: The traffic count surveys on vehicle classification conducted in the ATC do not cover Castle Peak Road (Castle Peak Bay Section), Tuen Mun Road (Siu Lam Section) and North Lantau Highway. Hence, information on these 3 road sections is not available.

Note 2: Proportion of vehicles is shown in % (sum may not add up to 100% due to figure rounding).

Note 3: The Tuen Mun – Chek Lap Kok Tunnel was commissioned in December 2020.

- End -

**CONTROLLING OFFICER'S REPLY****TLB113****(Question Serial No. 1210)**

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, and oversee the Strategic Studies on Railways and Major Roads beyond 2030 and the promulgation of the Hong Kong Major Transport Infrastructure Development Blueprint. In this connection, please advise this Committee of the specific progress, implementation approach and estimated expenditure of the Hung Shui Kiu Station, Northern Link and Kwu Tung Station, Tung Chung West Extension, Tuen Mun South Extension, Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), South Island Line (West), North Island Line and the 3 green mass transit systems.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 21)

Reply:

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

<b>Railway Project</b>	<b>Latest Development</b>	<b>Estimated Expenditure</b>	<b>Implementation Approach</b>
1. Tung Chung Line Extension	Construction works commenced in 2023.	The capital cost estimate is \$19.5 billion (in December 2020 prices).	Ownership (see Note 1)
2. Tuen Mun South Extension	Construction works commenced in 2023.	The capital cost estimate is \$15.8	Ownership (see Note 1)



<b>Railway Project</b>	<b>Latest Development</b>	<b>Estimated Expenditure</b>	<b>Implementation Approach</b>
		billion (in July 2023 prices).	
3. Northern Link (NOL)	<p><u>Kwu Tung (KTU) Station</u> Construction works commenced in 2023.</p> <p><u>NOL Main Line</u> Detailed planning and design are underway.</p>	<p><u>KTU Station</u> The capital cost estimate is \$5.9 billion (in July 2023 prices).</p> <p><u>NOL Main Line</u> (see Note 2)</p>	Ownership (see Note 1)
4. Hung Shui Kiu Station	Detailed planning and design are underway.	(see Note 2)	Ownership (see Note 1)
5. South Island Line (SIL) (West)	<p>Given the hilly terrains and constrained by the climbing capability of heavy rail, some sections of the SIL (West) have to be built deep underground. The transport benefit and cost effectiveness are both unsatisfactory. In view of this, the Government is exploring suitable alternative transit systems which could meet the transport demand along the alignment as well as improve the technical feasibility and overall cost effectiveness of the project. We target to firm up a suitable technical solution within this year, with a view to tying in with the timetable of the redevelopment project of Wah Fu Estate. When exploring different technical solutions, we will also assess their implementation timetables, construction costs and implementation approach. Therefore, we can only provide the relevant information after we have firmed up a technical solution.</p>		
6. North Island Line (NIL)	<p>The Hong Kong Major Transport Infrastructure Development Blueprint indicates that the capacity of the Island Line will be increased through the upgrading of the signalling system and, up to 2046, there is no imminent need to take forward the NIL.</p>		
7. Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)	<p>The first stage study commenced by the governments of Hong Kong and Shenzhen through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure was completed in end-2022, in which the strategic value and necessity of the project have been established. The second stage study is expected to be completed in mid-2024. The implementation approach and estimated expenditure of the project are subject to further studies and negotiations with Shenzhen. No relevant information can be provided at the present stage.</p>		
8. Smart and green mass transit systems	<p>The Government plans to invite local, Mainland and overseas suppliers and operators to submit expressions of interest in the second half of this year regarding the smart and green mass transit systems in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen.</p>		

Railway Project	Latest Development	Estimated Expenditure	Implementation Approach
	<p>The Government is planning to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in the first half of 2024 to engage consultants to conduct investigation and design for the “Smart and Green Mass Transit System in East Kowloon”. Subject to funding approval, the relevant work will commence in mid-2024. Meanwhile, we are working hard to expedite the original work programme and strive to invite tenders for the construction of the project in 2026 with an aim to award the works contract in 2027.</p> <p>As regards the smart and green mass transit system in Kai Tak, the Government will conduct an investigation study for the project as a Category D item. The Government has invited tender for consultants to conduct the investigation study on the Kai Tak system with a view to commencing the study in the middle of this year. The Government strives to invite tenders for the construction of the project in 2026 with an aim to award the works contract in the first half of 2027.</p> <p>Regarding the smart and green mass transit system in Hung Shui Kiu/Ha Tsuen, the Government will conduct investigation study and design works for phase 1 road works project as a Category D item. The Government is now in the process of engaging engineering and associated consultants with a view to commencing the relevant investigation study and design works in the middle of this year.</p> <p>The preliminary cost estimate, implementation timetable and implementation approach of the 3 projects above will be finalised at the investigation and design stage.</p>		

Note 1: Under the ownership approach, the MTR Corporation Limited (MTRCL) will be responsible for the funding, design, construction, operation and maintenance of the new railway, and ultimately owns 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, the MTRCL would bear all the commercial risks associated with the design, construction, operation and maintenance of the new railway.

Note 2: The Government and its independent consultant are assessing MTRCL’s detailed planning and design for updating the cost estimates.

- End -

**CONTROLLING OFFICER'S REPLY****TLB114****(Question Serial No. 1211)**

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 (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, please inform this Committee of the following:

- (a) the current progress of the establishment of the RD, the latest timetable and the expected date of establishment; and
- (b) the additional manpower to be employed and the annual recurrent expenditure should the RD be established.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 22)

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), the Northern Metropolis Railways Office of the HyD (HyD/NMRO), as well as the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB) 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. Having regard to the recent establishment of the HyD/NMRO in June 2023, we are reviewing the arrangement for the establishment of the proposed RD to tie in with the implementation of various railway projects. The preparatory work for the establishment of the RD is undertaken by the existing manpower, including a preparation team comprising 13 non-directorate posts established in the HyD/RDO. The 13 staff are also handling tasks related to new railway projects. The salary provision (in terms of notional annual mid-point salary) for these posts in the 2024-25 financial year is \$13.81 million.

The proposed RD will comprise 321 posts, with an overall annual salary provision (in terms of notional annual mid-point salary) at \$320.5 million upon establishment. Amongst the 321 posts, 210 posts (annual salary provision at \$208.7 million) are to be transferred from the HyD/RDO and the HyD/NMRO, while 59 posts (annual salary provision at \$64.18 million) are to be transferred from the EMSD/RB, and 52 new posts are to be created under the proposed RD (annual salary provision at \$47.61 million). The estimated annual operating expenditure (excluding salary provision) of the proposed RD is about \$95.1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB115**

**(Question Serial No. 0497)**

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 227 of the Budget Speech that the Financial Secretary has requested the relevant bureaux to review the Public Transport Fare Subsidy Scheme (PTFSS). In this connection, please inform this Committee of the following:

1. When is the review of the PTFSS expected to be completed? Whether there are plans to engage consultancies for assistance? If yes, what are the estimated fees?
2. What are the estimated manpower and expenditure to be involved?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 24)

Reply:

1. The Government expects that the review of the Public Transport Fare Subsidy Scheme (PTFSS) will be completed within this year. We have no plan to engage consultants.
2. The review of the PTFSS is carried out by the existing staff of the Transport and Logistics Bureau and the Transport Department. No detailed breakdown of the expenditure and manpower involved is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB116**

**(Question Serial No. 1253)**

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 reported that the Government has commissioned consultancy studies on the proposed green mass transit systems in East Kowloon and Kai Tak respectively. The consultancy fee for the East Kowloon project involves \$277 million while no budget has been announced for the Kai Tak project. Please advise this Committee of the following:

- (1) Whether funding approval will be sought from the Finance Committee for the above study on the East Kowloon project in this financial year? When will the study commence and how long will it take?
- (2) What are the specific differences as compared with the consultancy study on the East Kowloon monorail system commissioned by the Administration at a cost of \$92 million 10 years ago?
- (3) Whether the Administration has re-examined the previous consultancy study report to see if there is any worthwhile reference so as to minimise the consultancy fee this time? and
- (4) What is the expenditure required for the study on the Kai Tak project? When will the study commence and how long will it take? Whether the Administration will consider engaging in-house staff to carry out the study instead in view of the fiscal deficit to minimise unnecessary expenditures? If yes, what are the details? If not, what are the reasons?

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

Reply:

- (1) The Government is planning to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in the first half of 2024 to engage consultants to conduct investigation and design for the "Smart and Green Mass Transit System in East Kowloon". Subject to funding approval, the relevant work will

commence in mid-2024 for anticipated completion in 2027. The Government also plans to invite local, Mainland and overseas suppliers and operators of smart and green mass transit systems to submit expressions of interest in the second half of this year, so as to finalise the specific requirements and design of the system and its infrastructure. Meanwhile, we are working hard to expedite the original work programme and strive to invite tenders for the construction works of the project in 2026 with an aim to award the works contract in 2027.

(2) The Government conducted a detailed feasibility study on constructing a single elevated mode of Environmentally Friendly Linkage System (EFLS) in East Kowloon, which covered the Kai Tak Development Area (KTDA), Kowloon Bay and Kwun Tong Business Area. The findings of the study revealed that the proposed EFLS would be technically constrained by the congested development in the vicinity. Its construction costs and recurrent costs would be very high, and the proposal would thus not be a sustainable and pursuable option.

Having examined the latest technology of the smart and green mass transit systems and taking into account the latest population and development situation of the KTDA, the Chief Executive announced in the 2023 Policy Address the introduction of a smart and green mass transit system in the former runway area of Kai Tak which will connect the former Kai Tak runway area to the MTR Kai Tak Station to strengthen connections among the residential and commercial developments, including facilities focused on tourism, culture and recreation, sports and the community in general, and enhance the connection with the railway network so as to serve visitors as well as the residential and employment populations in the area.

(3)&(4) As regards the smart and green mass transit system in Kai Tak, the Government will conduct an investigation study for the project as a Category D item. The Government has invited tenders for consultants to conduct the investigation study on the Kai Tak system with a view to commencing the study in the middle of this year. The study will make reference to the findings of previous related projects. The Government plans to invite relevant suppliers and operators to submit expressions of interest in the second half of this year and strive to invite tenders for the construction works of the project in 2026 with an aim to award the works contract in the first half of 2027.

Given the requirements for staff with different expertise and qualifications for the above investigation study as well as its nature and time required, the Government, having reviewed the overall manpower resources of the government departments, considers it necessary to engage consultants to assist in conducting the investigation study.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB117**

**(Question Serial No. 1525)**

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 stated in paragraphs 162 to 169 of the Budget Speech that the Government is committed to developing Hong Kong into an international maritime centre and an international aviation hub. Please advise on the following:

1. What policies are in place to encourage people to join the maritime and port industry as well as the aviation industry?
2. Please provide a breakdown of the local programmes/local university programmes for the maritime and port industry as well as the aviation industry, and the number of places each year; and
3. Whether the Administration will consider providing subsidies or loans for applicants of the cadet pilot training programmes so as to attract more people with aspiration to join the aviation industry?

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 17)

Reply:

1.&3. The Government established the Maritime and Aviation Training Fund (MATF) in 2014 with a total commitment of \$500 million from financial year 2023-24 onwards to sustain and enhance the Government's support for the manpower development and promotion of the maritime, aviation and logistics industries. We will continue to make good use of the MATF, including encouraging 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 understanding on these industries and help attract more people to join the respective sectors. For instance, we will continue to implement training incentive or scholarship schemes for sea-going, local vessels, ship repairing and aviation operation and encourage those who aspire to receive the relevant



training to join the industry and facilitate their development in the maritime or aviation industry; continue to implement traineeship schemes for the high value-added maritime services and incentivise participating companies to provide more trainee positions; and 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.

Regarding the aviation industry, the Government has been maintaining close communication with the Airport Authority Hong Kong and the aviation industry, and has introduced various measures to raise public awareness of and interest in the aviation industry and to attract talents to join the aviation industry. On manpower training, the Government examines from time to time the training and incentive schemes under the MATF for enhancement to benefit more talents who aspire to join the aviation industry. The Government launched the Aviation Promotion Project Funding Scheme in January this year to incentivise more people to enrol in aviation-related technical training or professional programmes, and to attract more new blood to join the industry. Moreover, the Government supports the Hong Kong International Aviation Academy (HKIAA) to train local and regional air transport management talents. As at January 2024, more than 270 000 participants have attended HKIAA's training programmes in areas such as airport management, security and aviation services. The HKIAA also launched its first cadet pilot programme in September 2023 to nurture more quality local pilots for Hong Kong. A number of Hong Kong-based airlines have signed co-operation agreements with the HKIAA, which improves the attractiveness of the programme by increasing graduates' opportunities to be employed. The Government will continue to listen to the views of participants, course providers and industry practitioners and review the above training initiatives as necessary to meet the further development needs of the relevant industry.

2. According to the information provided by the Education Bureau, the Government allocates recurrent grants to the 8 University Grants Committee (UGC)-funded universities in the form of a block grant, normally on a triennial basis, to tie in with the triennial planning cycle of the UGC-funded universities. Under the existing mechanism, the Government will normally only determine the approved student number targets by university and study level within the triennium. Universities may, under the principle of institutional autonomy, flexibly deploy their recurrent grants which are allocated in the form of a block grant, to determine the programmes to be offered and the allocation of student places among different disciplines. The admission figures of UGC-funded undergraduate programmes relating to the aviation, maritime and logistics industries in the 2023/24 academic year are at **Annex 1**.

The estimated intakes of non-UGC-funded full-time locally-accredited local post-secondary programmes that may be related to the “maritime and port industry” and the “aviation industry” by institution and level of study in the 2023/24 academic year are at **Annex 2**.

**Admissions of UGC-funded undergraduate programmes  
related to the aviation, maritime and logistics industries  
in the 2023/24 academic year by university**

(Headcount)

University	Programme Name	Admission Type	2023/24 Academic Year (provisional figure)
City University of Hong Kong	BEng Aerospace Engineering	first-year-first-degree (FYFD)	1
	Department of Mechanical Engineering [Option: BEng Aerospace Engineering, BEng Mechanical Engineering, BEng Nuclear and Risk Engineering]	FYFD	135
Hong Kong Polytechnic University	BEng (Hons) Scheme in Aviation Engineering	FYFD	87
		senior-year (SY)	50
	BBA (Hons) Scheme in Aviation, Maritime and Supply Chain Management [Note 1]	FYFD	84
	BSc (Hons) in Aviation Operations and Systems	SY	38
	BBA (Hons) Aviation Management and Logistics	SY	20
	BBA in International Aviation and Logistics Management	SY	72
	BEng (Hons) in Mechanical Engineering [Note 2]	FYFD	90
		SY	31
Hong Kong University of Science and Technology	BEng (Aerospace Engineering)	SY	1
	BEng (School of Engineering) [Note 3]	FYFD	835
Chinese University of Hong Kong	BEng (Hon) in Mechanical and Automation Engineering	FYFD	59
		SY	1
University of Hong Kong	B(Eng) [Note 4]	FYFD	465
		SY	26

Notes:

1. It is a broad-based programme. Students may choose to major in “**aviation management and finance**”, “**international maritime and logistics management**” and “**supply chain management and analysis**”.
2. It is a broad-based programme. Students may choose to major in “aerospace engineering”, “Robotics and Autonomous Systems”, “environmental and energy engineering” and “mechanics and materials technology”.
3. It is a broad-based programme. Students may choose to major in “**aerospace engineering**”, “biological engineering”, “chemical engineering”, “chemical and environmental engineering”, “civil engineering”, “civil and environmental engineering”, “computer engineering”, “computer science”, “decision analytics”, “electronic engineering”, “industrial engineering and engineering management”, “mechanical engineering” and “sustainable energy engineering”.
4. It is a broad-based programme. Students may choose to major in “**industrial engineering and logistics management**”, “civil engineering”, “computer engineering”, “computer science”, “electrical engineering”, “electronic engineering” and “mechanical engineering”.

**Estimated intakes of non-UGC-funded full-time locally-accredited  
local post-secondary programmes that may be related to the  
“maritime and port industry” and the “aviation industry”  
by institution and level of study in the 2023/24 academic year**

<b>Institution</b>	<b>Level of Study</b>	<b>Name of Programme</b>	<b>Estimated Intake</b>
Hong Kong Baptist University – School of Continuing Education	Sub-degree	Higher Diploma in Management (Aviation Administration)	@
Hong Kong College of Technology	Sub-degree	Higher Diploma in Tourism Management (Aviation Services)	11
Hong Kong Metropolitan University and its Li Ka Shing School of Professional and Continuing Education	Sub-degree	Higher Diploma in Tourism and Aviation Industry	30
	First-year-first-degree	Bachelor of Business Administration with Honours in Aviation Services Management	20
	Top-up degree	Bachelor of Business Administration with Honours in Aviation Services Management – Year 2 Entry	@
		Bachelor of Business Administration with Honours in Aviation Services Management – Year 3 Entry	25
The Hang Seng University of Hong Kong	First-year-first-degree	Bachelor of Business Administration (Honours) in Supply Chain Management	105
	Top-up Degree	Bachelor of Business Administration (Honours) in Supply Chain Management – Year 3 Entry	60
The Hong Kong Polytechnic University	Taught postgraduate programme	Master of Business Administration (Aviation)	@
		Master of Science in Aviation Engineering	60
		Master of Science / Postgraduate Diploma in International Shipping and Transport Logistics	66
The Hong Kong University of Science and Technology	Taught postgraduate programme	Master of Science in Aeronautical Engineering	17
The University of Hong Kong	Taught postgraduate programme	Master of Arts in Transport Policy and Planning	@
		Master of Science in Engineering (Transportation and Engineering)	@
		Master of Science in Urban Design and Transportation	@
The University of Hong Kong – HKU SPACE Community College	Sub-degree	Higher Diploma in Airline and Airport Services	40
		Higher Diploma in Aviation and Piloting	35
		Higher Diploma in Aviation Studies	35

The University of Hong Kong – HKU School of Professional and Continuing Education	Top-up Degree	Bachelor of Aviation Management	30
UOW College Hong Kong	Sub-degree	Associate of Science in Airport Operations and Aviation Logistics	15
	First-year-first-degree	Bachelor of Aviation (Honours) in Operations and Management	20
		Bachelor of Maritime Services and Operations Management (Honours)	10
	Top-up Degree	Bachelor of Aviation (Hons) in Operations and Management – Year 3 entry	10
		Bachelor of Maritime Services and Operations Management (Hons) – Year 3 entry	10
Vocational Training Council – Hong Kong Institute of Vocational Education / Hong Kong Design Institute	Sub-degree	Higher Diploma in Airport Operations Management*	35
		Higher Diploma in Aviation*	30
		Higher Diploma in Aviation and Logistics*	25
		Higher Diploma in Aviation Inflight and Passenger Services*	25
		Higher Diploma in Aviation Services and Transport Studies*	25
		Higher Diploma in Maritime Studies*	35
		Higher Diploma in Mechanical Engineering*	105
Vocational Training Council – Technological and Higher Education Institute of Hong Kong	Top-up Degree	Bachelor of Engineering (Honours) in Aircraft Engineering – Year 3 Entry	11

Notes:

- 1 Self-financing taught postgraduate programmes cover both full-time and part-time Postgraduate Certificate with a minimum duration of 1 year, Postgraduate Diploma, Master's, and Doctoral degree programmes.
- 2 Non-UGC-funded programmes that may be related to the “maritime and port industry” and the “aviation industry” cover programmes with the following keywords in their English names: “Aeronautical”, “Airline”, “Airport”, “Aviation”, “Marine”, “Maritime”, “Navigation”, “Shipping” and “Transport”.
- 3 “\*” denotes publicly-funded programmes. The other programmes are self-financing programmes.
- 4 “@” denotes that the relevant information is not available from the institution.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB118**

**(Question Serial No. 2212)**

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 187 of the Budget Speech that the Government plans to put in place smart and green mass transit systems in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen and will invite within the year the relevant suppliers and operators to submit expressions of interest (EOI). In this connection, will the Government inform this Committee of the following:

1. Which suppliers and operators the Government plans to invite to submit EOI and what are the estimated expenditures involved in the 3 projects respectively? and
2. Given that the feasibility study on the East Kowloon monorail system has been completed and land has been reserved in the area for the construction of smart and green mass transit system, will the Bureau examine with the contractor to extend the alignment in phases to the Yau Tong Station of the Mass Transit Railway, and explore technical solutions to shorten the construction time so as to complete the project within 5 years? 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. The Government plans to invite local, Mainland and overseas suppliers and operators to submit expressions of interest in the second half of this year regarding the smart and green mass transit systems in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen.

The Government is planning to seek funding approval from the Public Works Subcommittee and the Finance Committee of the Legislative Council in the first half of 2024 to engage consultants to conduct investigation and design for the “Smart and Green Mass Transit System in East Kowloon”. Subject to funding approval, the relevant work will commence in mid-2024 for anticipated completion in 2027.

As regards the smart and green mass transit system in Kai Tak, the Government will conduct an investigation study for the project as a Category D item. The Government has invited tender for consultants to conduct the investigation study on the Kai Tak system with a view to commencing the study in the middle of this year. The study will make reference to the findings of previous related projects.

Regarding the smart and green mass transit system in Hung Shui Kiu/Ha Tsuen, the Government will conduct investigation study and design works for phase 1 road works project as a Category D item. The Government is now in the process of engaging engineering and associated consultants with a view to commencing the relevant investigation study and design works in the middle of this year.

The preliminary cost estimate of the 3 projects above will be finalised at the investigation and design stage.

2. Regarding the view to extend the project in Kai Tak to the MTR Yau Tong Station, the Government has to further study its technical feasibility and the implications on the implementation programme and overall cost effectiveness of the project. The Government will exchange views with the suppliers and operators on the feasibility to extend or adjust the alignment.

In addition, since the smart and green mass transit systems will be commissioned in Hong Kong for the first time, we will also need to work out the related financial arrangement, operating requirements and regulatory framework. Meanwhile, we will carry out the relevant statutory procedures, such as environmental impact assessment, gazettal and authorisation of scheme, planning application for the proposed sites for the depots, etc. concurrently.

We are working hard to expedite the original work programme and strive to invite tenders for construction of the project in 2026 with an aim to award the works contract in the first half of 2027. We will continue to actively explore technical proposals to shorten the construction period. For example, we may explore starting the advance works as early as possible, bringing forward the commencement of part of the system testing as well as adoption of Design for Manufacturing and Assembly, Multi-trade Integrated Mechanical, Electrical and Plumbing, etc, to strive for earlier completion of the works.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB119**

**(Question Serial No. 2214)**

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 patronage of the Hong Kong Section of the XRL, as well as the respective numbers of long-haul and short-haul destinations and train frequencies since last year?
2. Whether the Administration will consider further extending the Flexi-trip Arrangement to cover train services for Dongguan and Guangzhou? If yes, what are the details? If not, what are the reasons?
3. Whether it will consider further increasing the train frequency to and from Futian and Shenzhenbei so that train services will be provided every 10 to 15 minutes on average? If yes, what are the details? If not, what are the reasons? and
4. Whether it will consider introducing “standee trains” for short-haul routes to substantially increase the carrying capacity? 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. The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) has resumed service progressively from 15 January 2023 onwards. The monthly number of arrival and departure passenger traffic via the West Kowloon Control Point since 2023 is tabulated below:

Year/Month		Number of Passenger Traffic
<b>2023</b>	January	257 782
	February	787 291
	March	1 154 834
	April	1 930 005
	May	1 710 545
	June	1 589 396
	July	2 130 849
	August	2 446 831
	September	1 521 596
	October	2 000 535
	November	1 788 899
	December	2 335 429
<b>2024</b>	January	2 094 739

The XRL runs between the Hong Kong West Kowloon Station (WEK) and 73 destinations in the Mainland, including 10 short-haul destinations (Futian, Shenzhenbei, Guangmingcheng, Humen, Qingsheng, Guangzhounan, Dongguannan, Changping, Dongguan and Guangzhoudong Stations) and 63 long-haul destinations. Since 11 October 2023, the XRL has operated 94 pairs of trains daily, including 75 pairs of short-haul trains and 19 pairs of long-haul trains.

- 2.-4. Since the resumption of the XRL service, the Hong Kong Special Administrative Region Government and the MTR Corporation Limited (MTRCL) have been actively enhancing the XRL service to further facilitate the travelling of people between the 2 places. In particular, starting from 1 July 2023, the number of trips between WEK and Futian Station has increased from 30 to 38 per day, while the number of trips between WEK and Shenzhenbei Station has increased from 39 to 51 per day. Subsequently, the number of trips between Hong Kong and the two stations in Shenzhen has further increased since 11 October 2023. Together with the long-haul trains which call at Futian Station or Shenzhenbei Station, currently the number of trips between WEK and Futian/Shenzhenbei has increased to 184 in total per day.

To enhance the flexibility of the travel arrangements for short-haul passengers, the MTRCL introduced the “Same-day Flexi-trip Arrangement” (“Flexi-trip”) on 14 August 2023. Under the “Flexi-trip” arrangement, passengers travelling between WEK and Futian Station may change their train trips among designated trains between the 2 stations up to 3 times on the same day free of charge, through mobile application, self-service ticket machines, ticketing counters at stations, etc., so as to enhance the flexibility of their journeys. Starting from 18 March 2024, the “Flexi-trip” arrangement has been extended to Shenzhenbei Station and is applicable to a total of 92 train trips to and from WEK, Futian Station and Shenzhenbei Station (of which 38 trips are only applicable to Futian Station and 27 trips are only applicable to Shenzhenbei Station).

To provide more passengers with the flexibility to change their travel arrangements, the MTRCL has also introduced “Non-reserved Seats” (i.e. “standee space”) on designated



train trips between WEK and Futian Station or Shenzhenbei Station for passengers using Flexi-trip to change their train trips.

The MTRCL will closely monitor the operation of “Flexi-trip” and maintain close communication with the Mainland railway authorities to continuously enhance the service and bring a more convenient experience to passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB120**

**(Question Serial No. 1268)**

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 area on working with the Airport Authority Hong Kong in implementing the Labour Importation Scheme for the Transport Sector – Aviation Industry to address the manpower shortage in the aviation industry, please inform this Committee of the numbers of applications received and approved since the introduction of the Scheme, the job types and numbers of people involved, and among them, the numbers of people who have joined the industry, as well as the expenditure incurred by the Administration for the above work.

With the full commissioning of the Three-Runway System (3RS) at the airport within this year, will the Administration consider increasing the quota of the Scheme? If yes, what are the details? If not, whether measures will be put in place to ensure that there are sufficient manpower resources after the commissioning of the 3RS.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 10)

Reply:

To address the acute manpower shortage in the aviation industry, the Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) in July 2023 to allow aviation-related companies with direct contractual relationship with the Airport Authority Hong Kong (AAHK) to suitably import workers on the prerequisite of safeguarding the employment of local workers, with a quota ceiling of 6 300, to support the continued recovery of Hong Kong's aviation traffic.

In the first round of application under the Scheme, we approved the applications from 28 eligible companies with a total of 2 841 quotas covering all 10 job types under the Scheme:

1. Passenger Services Officer
2. Ramp Services Agent
3. Cabin Worker
4. Aircraft Maintenance Mechanic/Technician

5. Tractor Driver
6. Warehouse Operator/Cargo Handler
7. Equipment/Loader Operator
8. Customer Services Agent
9. Aircraft Tug Driver
10. Maintenance Technician

As at 7 March 2024, about 1 020 imported workers have arrived to work in Hong Kong. The Scheme does not involve any additional expenditure and manpower of the Transport and Logistics Bureau.

With the commissioning of the Three-Runway System at the end of this year, the flight handling capacity of the Hong Kong International Airport (HKIA) will increase and it is expected that the manpower required in the airport will also increase gradually. The AAHK will conduct a new round of airport manpower survey later this year to assess more accurately the future manpower needs. The Government will also closely monitor the implementation of the Scheme, review and enhance the Scheme in a timely manner, taking into account factors such as changes in Hong Kong's labour force and the industry demand, as well as the views of the stakeholder consultative group under the Scheme on matters related to the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB121**

**(Question Serial No. 1270)**

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:

What is the latest progress of the work to liberalise Hong Kong's air services with aviation partners? What is the plan for the relevant work in 2024-25 and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 12)

Reply:

Regarding the air services agreements signed between governments, Hong Kong has signed relevant agreements with about 50 countries out of more than 150 countries along the Belt and Road (B&R). We also have related air services arrangements with the Mainland, Taiwan and Macao. In 2023, we updated, reviewed or expanded bilateral air services arrangements with 4 aviation partners (namely the Mainland, Germany, the United Arab Emirates and Myanmar), while we reviewed and expanded the bilateral air services arrangements with Luxembourg between January and February 2024. 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.

Leveraging the opportunities brought by the Three-Runway System and our country's support of the "Air Silk Road", the Hong Kong Special Administrative Region Government will focus on the Hong Kong International Airport's current major routes and routes along the B&R with potential, including destinations in Europe, Africa, South America and Asia, and strengthen aviation services between Hong Kong and these regions, thereby consolidating and expanding our aviation network. The relevant work will not involve any additional government expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB122**

**(Question Serial No. 1271)**

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 2024-25, the Transport and Logistics Bureau will continue to oversee the work of the Civil Aviation Department on rationalisation and optimisation of the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao in preparation for the commissioning of the Three-Runway System (3RS) of the Hong Kong International Airport. In this connection, please advise this Committee what measures will be put in place to meet the keen demand for airspace due to the increase in flights after the commissioning of the 3RS, and what is the expenditure involved in the relevant work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 13)

Reply:

The Civil Aviation Department (CAD) has been in dialogue and consultation with the Mainland authorities on the overall airspace management in the Pearl River Delta region. The CAD of Hong Kong, the Civil Aviation Administration of China and the Civil Aviation Authority of Macao established a Tripartite Working Group in 2004 to consider holistically the airspace development of the entire Pearl River Delta region, formulate measures to enhance air traffic management and planning, promote the application of new navigation technologies in airspace management so as to optimise the development opportunities and synergies of the various airports in the Greater Bay Area, and to cope with the continuous increase in aircraft movement in the region. The CAD is confident that after the commissioning of the Three-Runway System (3RS) of the Hong Kong International Airport, the long-term design target capacity of the 3RS (i.e. 102 air traffic movements per hour) can be achieved progressively to reinforce Hong Kong's status as an international and regional aviation hub.

The above work is undertaken by the existing staff of the CAD as part of their regular duties under Programme (3) of Head (28) of the CAD. No additional expenditure is involved.

- End -

**CONTROLLING OFFICER'S REPLY****TLB123****(Question Serial No. 1272)**

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 Transport and Logistics Bureau will continue to work with the Airport Authority Hong Kong on initiatives to enhance airport services, and the airport's connectivity and competitiveness in 2024-25. In this connection, will the Administration inform this Committee of the measures to attract more airlines to provide flight services to and from Hong Kong? If yes, what are the details? If not, what the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 14)

Reply:

Leveraging the opportunities brought by the Three-Runway System and our country's support of the "Air Silk Road", the Hong Kong Special Administrative Region Government will focus on the Hong Kong International Airport (HKIA)'s current major routes and routes along the Belt and Road with potential, including destinations in Europe, Africa, South America and Asia, and strengthen aviation services between Hong Kong and these regions, thereby consolidating and expanding our aviation network.

Meanwhile, the Government has been working with the Airport Authority Hong Kong (AAHK) to explore and take forward various initiatives that will enhance the functionality and capacity of the HKIA, thereby increasing its competitiveness. For example, the AAHK is working to transform the HKIA into an Airport City that integrates commerce, conventions and exhibitions, tourism, lifestyle, logistics and more, shaping it into a world-class landmark.

In terms of air cargo business in particular, the AAHK will make comprehensive use of the HKIA's advantages in handling high-value, temperature-controlled air cargo. Among the measures, the AAHK is taking forward the development of a sea-air intermodal cargo-transshipment mode in collaboration with Dongguan. The first-phase construction of the permanent facility of the HKIA Logistics Park is expected to be completed by the end of next year, by which its handling capacity will gradually reach 1 million tonnes per annum so as to better fulfil the Greater Bay Area's international cargo demand. The AAHK will actively

expand air cargo services, including handling cold-chain cargo at its logistics park in Dongguan and collaborating with Zhuhai to develop its international cargo business. It will also attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong.

As for passenger transport, the AAHK has been introducing technology to enhance airport efficiency in recent years so as to improve travellers' experience. To increase the actual demand for passenger transport in a targeted manner, the AAHK will work with the relevant parties to step up external publicity efforts so as to boost demand for travel to Hong Kong for leisure and business purposes.

- End -

**CONTROLLING OFFICER'S REPLY****TLB124****(Question Serial No. 1273)**

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 Transport and Logistics Bureau will continue to work closely with the Task Force on Smart Port Development as well as the maritime and port industry in 2024-25 to conduct trials on a data sharing platform by phases. Regarding smart port development, please inform this Committee of the latest development, as well as the timetable for the relevant development work and the estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 15)

**Reply:**

The Transport and Logistics Bureau promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023, which sets out 10 strategies and 32 specific action measures in 4 directions to support the sustainable development needs of the maritime and port industry in Hong Kong, including facilitating the development of smart port and promoting digitalisation in the maritime industry to enhance the long-term competitiveness of the industry.

The Government is actively promoting the development of smart port to strengthen port competitiveness 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 has set up a data sharing platform for trial by phases starting from January 2023. At present, the platform for tracking the delivery processes of cold-chain cargos (including local imports and cross-boundary delivery, as well as full and consolidated containers of export cargos) has been rolled out for trial in the industry. Our target is to expand the PCS to a wider range of products and delivery processes beyond cold-chain products by 2025. With streamlined port operations and optimised multi-party co-ordination, port efficiency will be enhanced, thereby enhancing the overall competitiveness of the Hong Kong Port. Meanwhile, the Government encourages the industry to leverage the existing digital solutions and technologies to enhance cargo handling efficiency and promote the interconnectivity of port, airport and logistics data.



The Government will continue to work with the Task Force on Smart Port Development under the Hong Kong Maritime and Port Board and the industry to continuously optimise the operation of the platform and formulate specific requirements, and to further work out the financial estimates involved in the wider application of the PCS in future.

- End -

**CONTROLLING OFFICER'S REPLY****TLB125****(Question Serial No. 1274)**

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 Transport and Logistics Bureau will continue to improve intermodal cargo transport operations and facilitate the flow of goods and logistics information in the Greater Bay Area (GBA) in 2024-25. Please inform this Committee of the relevant work plan. In addition to setting up the Hong Kong International Airport Logistics Park in Dongguan, what other plans are in place to further expand the intermodal cargo transport operations between Hong Kong and the GBA? What is the estimated expenditure involved in the relevant plan?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 16)

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 smooth transshipment of cargoes from the Greater Bay Area (GBA) and other parts of the Mainland to the rest of the world through the Hong Kong International Airport (HKIA) and the Hong Kong Port.

As mentioned in the Action Plan on Modern Logistics Development promulgated by the Government in last October, the Government will continue to enhance intermodal cargo transport operations to facilitate trading activities, including through further expansion of the "Single E-Lock Scheme" to cover Macao and other provinces and cities in the Mainland beyond the Guangdong Province, and implementation of the "Air-Land Fresh Lane" so as to better leverage on the advantages of the HKIA and the Hong Kong-Zhuhai-Macao Bridge to create a "green lane" for the transportation of fresh food products between overseas and the GBA. At the same time, we will support the Airport Authority Hong Kong (AAHK) in continuing to enhance various multimodal cargo transport operations involving air cargo services. The AAHK is taking forward the development of a sea-air intermodal cargo-transshipment mode in collaboration with Dongguan, and plans to complete the first phase development of the permanent facility of the HKIA Logistics Park in Dongguan, with its handling capacity gradually reaching 1 million tonnes per annum, thereby better fulfilling the

GBA's international cargo transport demand. The AAHK will also actively expand air cargo services, including handling cold-chain cargo at its logistics park in Dongguan.

The above work is undertaken by the existing staff of the Government as part of their regular duties. No breakdown of the expenditures involved is available. Expenditures for the implementation of sea-air intermodal cargo-transshipment are borne by the AAHK.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB126**

**(Question Serial No. 1275)**

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 work on the identification of logistics sites, please inform this Committee of the following:

- 1) A site in Kwai Tsing originally planned for the construction of container yards and multi-storey warehouse buildings under the principle of “single site, multiple use” was used for the construction of a “mobile field hospital” instead due to the COVID-19 epidemic. When will the site be released for open tender?
- 2) What is the latest status of the 37-hectare site earmarked for logistics development in the Hung Shui Kiu New Development Area? and
- 3) What is the expenditure on the work related to the identification of logistics sites?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 17)

Reply:

1) The Government has been actively identifying suitable sites for developing multi-storey modern logistics facilities for modern logistics and port backup purposes, so as to optimise the use of land. As announced in the Action Plan on Modern Logistics Development (Action Plan) promulgated on 31 October 2023, the Government has identified logistics sites with development potential around the Kwai Tsing Container Terminals and plans to release a total of 4 logistics sites, including the said Tsing Yi site, on a regular basis between 2024 and 2027 to meet the short and medium term demand for logistics land from the industry. The Government will closely monitor the market situation so as to release the above logistics sites in a timely manner. The Government has announced earlier the short-term utilisation arrangements for the community isolation facilities at the Tsing Yi site mentioned in the question. The facilities will provide a venue and ancillary facilities for youth uniformed groups to conduct training on flag raising, foot drill and other youth development-related

activities. The Government will continue to review the subsequent arrangements for the facilities and announce and implement the relevant work in a timely and orderly manner.

2) The Government has earmarked land in the new development areas (NDAs) of the Northern Metropolis for modern logistics development, including about 37 hectares of logistics sites in the Hung Shui Kiu/Ha Tsuen NDA. As announced by the Chief Executive in the 2023 Policy Address, we plan to develop modern logistics clusters at the logistics sites in the Hung Shui Kiu/Ha Tsuen NDA in the first phase, which will serve as a logistics gateway to the Greater Bay Area. To further promote the development of modern logistics, we promulgated the Action Plan on 31 October 2023, which, among other things, proposed to develop modern logistics clusters with different functions at the logistics sites earmarked in the NDAs, so as to leverage on the clustering effect for enhancing the operational efficiency of the logistics industry, and thereby facilitating the sustainable development of smart logistics in Hong Kong. Unlike previous development models for logistics sites, the Government will conduct more comprehensive planning for the logistics sites in the NDAs, starting with the 37 hectares of land in Hung Shui Kiu/Ha Tsuen earmarked for modern logistics development as a pilot scheme to develop modern logistics clusters. The relevant planning study has already commenced in late March 2024 and the findings are expected to be available in 2025. Subject to the findings of the Study, it is expected that the sites for the logistics clusters will be put on the market by phases starting from 2026 at the earliest.

3) In 2024-25, we will continue to work with the relevant departments to identify suitable sites for modern logistics development and examine the feasibility. The above work will be undertaken by the existing staff of the Transport and Logistics Bureau as part of their regular duties. No breakdown of the expenditures involved is available.

- End -

**CONTROLLING OFFICER'S REPLY****TLB127****(Question Serial No. 0247)**

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 Speech that inflation remained moderate in overall terms with the underlying inflation rate at 1.7 per cent last year, and the Government expects the underlying inflation rate for this year to remain at 1.7 per cent. While the inflation figures appear to be moderate, the experience of the general public is that the basic living expenses (clothing and footwear, daily necessities, food, meals out and transport) have increased significantly. Take public transport as an example, in 2023, the fares of 6 outlying island ferry routes increased by 2.6% to 19.3%, the fares of the Mass Transit Railway lines increased by 2.3% and the bus fares increased by 3.9% to 7%. In this connection, will the Government impose restrictions on the public transport fare increase which is too high, and link the amount of subsidy to the rate of fare adjustment when reviewing the Public Transport Fare Subsidy Scheme, so that the higher the fare increase, the higher the amount of subsidy?

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

Reply:

It is the Government's established policy that public transport services should basically be run by the private sector in accordance with commercial principles, so as to ensure that the services are the most efficient and can respond to market conditions promptly and flexibly.

Having regard to their respective operating environment and rising costs, public transport operators will apply for fare adjustments from time to time to improve their financial sustainability. The Government will, as always, handle such applications in a prudent manner in accordance with the established mechanism, taking into account the operators' financial situation and prospects, public acceptability and affordability, etc., and perform its gatekeeping role properly.

The MTR Fare Adjustment Mechanism (FAM) is an open, objective, and transparent mechanism which adopts a direct-drive formula that adjusts fares in accordance with figures released by the Government. The FAM also includes an "Affordability Cap" to ensure that

fare adjustments would not exceed the change in the median monthly household income in the corresponding period to take into account public affordability.

As for the Public Transport Fare Subsidy Scheme (the Scheme), in considering the arrangements of the Scheme, the Government has to strike a careful balance among various considerations on the premise of prudent fiscal management, in order to ensure the proper use of public funds. We will review the Scheme from various perspectives with a view to enabling the continued provision of subsidies of the Scheme in a financially sustainable manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB128**

**(Question Serial No. 0250)**

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:

Under the section on “International Maritime Centre”, it is mentioned that “supported by the National 14th Five-Year Plan and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), the Government promulgated the Action Plan on Maritime and Port Development Strategy in December last year. The Action Plan formulates 10 strategies and 32 action measures to support the sustainable development of Hong Kong's maritime and port industry, with a view to enhancing the long-term competitiveness of the industry. It also consolidates and strengthens Hong Kong's position as an international maritime centre.” However, the current Budget has not indicated that further policy support in terms of finance and taxation will be provided for Hong Kong's port industry. It is noted that the governments of Guangzhou and Shenzhen have put in place great incentives and subsidy policies for the development of port business and attraction of shipping routes. On the contrary, Hong Kong's efficiency advantage in attracting Mainland cargos to transship through Hong Kong's port is no longer obvious while the cost disadvantage is further highlighted.

In this connection, please advise this Committee whether the Hong Kong Government will consider implementing some interim supporting policies to attract more international transshipment business and shipping routes to Hong Kong and make up for the disadvantage of the high operating cost of Hong Kong's port. Will the Government consider enhancing communication with the Guangdong Provincial Government to establish a dialogue mechanism with the management departments of the port industry in the GBA and facilitate the abolition of subsidy policies for shipping routes by the governments of Guangzhou and Shenzhen, so as to create a market environment of fair competition, division of labour, co-operation and complementarity of strengths for the port industry in the GBA?

Asked by: Hon YIM Kong (LegCo internal reference no.: 5)



Reply:

The Transport and Logistics Bureau (TLB) promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023, which sets out 10 strategies and 32 specific action measures in 4 directions to support the sustainable development needs of the maritime and port industry in Hong Kong, including a series of action measures to enhance port competitiveness and strengthen maritime collaboration in the Greater Bay Area (GBA) so as to enhance the long-term competitiveness of the industry. To enhance the competitiveness of the Hong Kong Port (HKP), the TLB will take every effort to develop Hong Kong into a green and smart port to holistically attract cargos from around the world to make use of the HKP and collectively tackle the challenges in relation to the zero-carbon emission target of the global maritime industry. As announced in the 2024-25 Budget, the Marine Department is planning to provide green incentives for Hong Kong-registered ships that have attained high ratings under the international standards on decarbonisation formulated by the International Maritime Organisation. This will involve about \$65 million in funding. In addition, the TLB, in collaboration with the Environment and Ecology Bureau and other relevant departments, is conducting a feasibility study to provide green methanol bunkering for local and ocean-going vessels. We expect to publish an action plan for Hong Kong's development into a green maritime fuel bunkering centre this year.

Hong Kong's vibrant maritime ecosystem is also one of the important factors attracting international maritime enterprises to use the HKP. In view of this, the Government has introduced a series of tax concession measures for the maritime industry in the past few years in the areas of ship leasing, marine insurance, ship agency, ship management, shipbroking and so forth to expand the local maritime network. These measures are already beginning to bear fruit. To continue to develop high value-added maritime service, the Government announces in the 2024-25 Budget that studies will be commenced in 2024 on further enhancing tax concession measures for the maritime industry.

On attracting more international transshipment business to Hong Kong, we will continue to work with the industry to attract more cargo ships to operate in Hong Kong and increase cargo volume, and enhance the status of the GBA world-class port cluster. We will utilise the advantages of Hong Kong's world-class multimodal transport network and take advantage of the Hong Kong-Zhuhai-Macao Bridge to strengthen logistics connections with western Guangdong, expand cargo sources, and open up new opportunities for the maritime and port industry. We will also actively work with the industry to enhance the international connectivity of HKP in handling cargos to and from more places.

The TLB has signed a Memorandum of Understanding (MoU) with the Guangzhou Port Authority in May 2023. Under this framework, we will actively promote the co-operation on port and maritime-related industries of both places. Regular meetings and exchanges will be held to explore co-operation on port and maritime matters. In future, more MoUs will be explored to establish liaison and co-operation mechanisms with ports and cities in the GBA to jointly explore areas that have complementary advantages and step up bilateral co-operation. We will continue to explore further areas for collaboration between Hong Kong and other ports and cities in the GBA along with the industry to enhance the competitiveness of HKP as well as the GBA port cluster as a whole. Meanwhile, we will also continue to organise major annual events with the maritime industry in the GBA, such as co-organising the Greater Bay International Maritime Conference in collaboration with the Hong Kong

Shipowners Association in 2024 to jointly build the brand name of the event and promote the comprehensive strength of the GBA port cluster.

We will continue to leverage on our unique advantages, and strengthen our port's competitiveness and enhance maritime collaboration in the GBA through different measures, so as to consolidate Hong Kong's status as a regional transshipment hub and international maritime centre and at the same time enhance the comprehensive strength of the world-class port cluster in the GBA to contribute to the high-quality development of the GBA and our country.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB129**

**(Question Serial No. 0675)**

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 Transport and Logistics Bureau, in collaboration with the Environment and Ecology Bureau and other relevant departments, is conducting a feasibility study to provide green methanol bunkering for local and ocean-going vessels. It is expected to publish an action plan for Hong Kong's development into a green maritime fuel bunkering centre this year. In this connection, please advise this Committee whether the Government will conduct early planning for the terminal dedicated for green fuel bunkering, so as to facilitate commodity trade of green fuels, such as methanol, hydrogen energy, etc., into and out of Hong Kong in future?

Asked by: Hon YIM Kong (LegCo internal reference no.: 30)

Reply:

The Transport and Logistics Bureau, together with the Environment and Ecology Bureau and other relevant departments, has commenced a feasibility study on providing green methanol bunkering for local and ocean-going vessels. The feasibility study will cover the facilities and supply chain setup required for implementing green fuel (e.g. green methanol) bunkering in Hong Kong, including fuel sourcing, transport, storage and bunkering.

The Government will promulgate an action plan within 2024 with a view to developing Hong Kong into a green maritime fuel bunkering centre.

- End -

**CONTROLLING OFFICER'S REPLY****TLB130****(Question Serial No. 1946)**

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 Chief Executive indicated in the 2023 Policy Address that the Government will continue to enhance the competitiveness of the Hong Kong International Airport. Please inform this Committee of the following:

- Whether measures are in place to encourage airlines to resume suspended flight services or launch new routes? If yes, what are the details and the estimated expenditures? If not, what are the reasons?
- To speed up the recovery of the aviation and tourism industries, the Airport Authority Hong Kong has introduced the "World of Winners" campaign. Please provide information on the number of air tickets received by airlines and travel agents, the number of air tickets given out, the customer markets granted the tickets and the number of air tickets used;
- Whether the Administration has conducted survey on the charges of major international airports worldwide in 2023 and what are the details?
- Please set out in tabular form the details of the current number of global destinations to and from Hong Kong and the destination places, as well as the number of airlines providing flights to and from Hong Kong and the frequency of flights. Please also compare them with the figures in 2019; and

2023

Continent	Destination Airport	Name of Airlines	Number of Flights to and from Hong Kong

2019

Continent	Destination Airport	Name of Airlines	Number of Flights to and from Hong Kong

5. What incentives will be provided by the Administration in 2024-2025 to encourage airlines to develop routes to countries along the Belt and Road and resume flights to and from Hong Kong, and what are the details and the estimated expenditures?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 11)

Reply:

1.&5. Leveraging the opportunities brought by the Three-Runway System and our country's support of the "Air Silk Road", the Government will focus on the Hong Kong International Airport (HKIA)'s current major routes and routes along the Belt and Road with potential, including destinations in Europe, Africa, South America and Asia, and strengthen aviation services between Hong Kong and these regions, thereby consolidating and expanding our aviation network. While local airlines are actively resuming their services, the Airport Authority Hong Kong (AAHK) has been discussing with non-local airlines to launch and increase flights to and from Hong Kong. In addition, the AAHK will also work with the relevant parties to step up publicity efforts so as to boost demand for travel to Hong Kong for leisure and business purposes. The relevant work will not involve any additional government expenditure.

2. In support of the Hong Kong Special Administrative Region Government's "Hello Hong Kong" promotional campaign, the AAHK introduced the "World of Winners" campaign on 1 March 2023, which aims to welcome visitors back to the city and to support the post-pandemic recovery of Hong Kong's aviation industry. The AAHK bought a total of about 500 000 tickets from 3 Hong Kong-based carriers, namely the Cathay Pacific Airways, the Hong Kong Express Airways and the Hong Kong Airlines, for global promotional purposes and gave away the free air tickets to tourists in phases through various channels. The majority of these tickets were for Hong Kong's major air passenger markets, such as the Mainland, Southeast Asia, Northeast Asia, etc.

The above campaign is sponsored by the AAHK and does not involve government expenditure. Details such as the number of tickets and the amount of money involved for each local airline cannot be disclosed as they involve commercially sensitive information.

3. The AAHK has all along been setting the levels of airport charges according to commercial principles. At present, an independent international consultancy renowned in the aviation industry conducts a review on the charges of major international airports annually. In the 2023 report on such review in which about 50 major international airports in the world were covered, the HKIA's overall airport charges ranked in the mid-tier and were generally lower than many hub airports in Asia and beyond, including the London Heathrow Airport, Singapore Changi Airport, Japan Kansai Airport etc. The AAHK will continue to closely monitor market development and regularly review airport charge levels.

4. Before the pandemic, about 120 airlines operated flights between the HKIA and some 220 destinations worldwide, while currently about 120 airlines operate flights between the HKIA and some 180 destinations. The numbers of weekly flights to and from Hong Kong before the pandemic and at present are at **Annex 1** and **Annex 2** respectively.

**Weekly Air Services to and from Hong Kong before the Pandemic  
(flight information from 3 to 9 March 2019)**

*Passenger services to and from Hong Kong*

<b>Name of Places</b>	<b>Number of Flights</b>
Mainland China	854
Japan	445
Taiwan	399
Thailand	262
Republic of Korea	187
The Philippines	173
The United States of America	144
Singapore	138
Australia	113
Malaysia	106
Vietnam	105
India	90
Indonesia	80
The United Kingdom	65
United Arab Emirates	49
Canada	45
Cambodia	35
Germany	19
New Zealand	19
France	17
Russia	15
The Netherlands	14
Qatar	14
Myanmar	13
Switzerland	13
Finland	12
Israel	12
South Africa	12
Italy	11
Nepal	8
Spain	8
Bahrain	7
Brunei	7
Ethiopia	7

<b>Name of Places</b>	<b>Number of Flights</b>
Sri Lanka	7
Guam	6
Maldives	6
Northern Mariana Islands	6
Turkey	6
Bangladesh	5
Denmark	5
Fiji	5
Mongolia	5
Belgium	4
Republic of Ireland	4
Jordan	4
Egypt	3
Kazakhstan	3
Papua New Guinea	3
Mauritius	2
<b>Total</b>	<b>3 572</b>



*All-cargo services to and from Hong Kong*

Name of Places	Number of Flights	
	Arrival	Departure
The United States of America	213	269
Mainland China	78	80
Japan	52	54
Germany	47	40
India	46	45
Taiwan	45	40
Singapore	44	26
United Arab Emirates	44	46
Republic of Korea	40	29
Vietnam	37	20
Qatar	23	21
Luxembourg	22	22
Malaysia	22	16
Russia	22	25
Thailand	21	19
Bangladesh	16	18
Bahrain	14	2
Italy	10	6
Mexico	10	6
Azerbaijan	9	13
Australia	8	3
Belgium	8	6
Turkey	8	8
Kazakhstan	7	15
Saudi Arabia	7	5
Ethiopia	6	6
The Philippines	6	5
Poland	4	0
The United Kingdom	4	4
France	3	5
Kuwait	3	0
The Netherlands	3	1
Sri Lanka	3	0
Cambodia	2	0
Canada	2	0
Indonesia	2	2
Oman	2	0
Jordan	1	0

Name of Places	Number of Flights	
	Arrival	Departure
Uzbekistan	1	0
Austria	0	2
Hungary	0	3
Spain	0	1
<b>Total</b>	<b>895</b>	<b>863</b>

**Remarks:** The difference in the number of arrival and departure flights for all-cargo services is due to the fact that airlines do not always provide round-trip services between 2 destinations when operating all-cargo services based on commercial and service demand considerations. All-cargo flights may serve several destinations in 1 direction, e.g. from Destination A to Destination B, then to Hong Kong and further to Destination C.

**Current Weekly Air Services to and from Hong Kong  
(flight information from 3 to 9 March 2024)**

*Passenger services to and from Hong Kong*

<b>Name of Places</b>	<b>Number of Flights</b>
Mainland China	670
Japan	398
Taiwan	331
Thailand	238
The Philippines	147
Republic of Korea	140
Malaysia	102
Singapore	88
Vietnam	87
Australia	76
The United States of America	72
Indonesia	52
India	45
The United Kingdom	45
Canada	30
United Arab Emirates	28
France	14
Qatar	14
Germany	12
New Zealand	12
The Netherlands	10
Switzerland	10
Ethiopia	7
Finland	7
Mongolia	7
Nepal	7
Cambodia	6
Turkey	6
Fiji	5
Bangladesh	4
Brunei	3
Italy	3
Papua New Guinea	3
Russia	3
South Africa	3
Spain	3

<b>Name of Places</b>	<b>Number of Flights</b>
Sri Lanka	3
<b>Total</b>	<b>2 691</b>

*All-cargo services to and from Hong Kong*

Name of Places	Number of Flights	
	Arrival	Departure
The United States of America	216	348
United Arab Emirates	80	85
Japan	72	59
Malaysia	66	59
Germany	63	43
Mainland China	55	59
Taiwan	53	46
Republic of Korea	44	39
Singapore	42	31
Vietnam	39	22
India	33	41
Luxembourg	29	29
Thailand	27	24
Ethiopia	23	23
Qatar	23	23
Bahrain	21	16
Azerbaijan	20	20
The Philippines	20	20
Saudi Arabia	19	17
Australia	13	12
The United Kingdom	13	21
Italy	10	8
Turkey	10	10
Belgium	8	14
Bangladesh	7	9
France	7	11
Israel	7	7
Mexico	7	23
Kazakhstan	6	7
Indonesia	4	4
Canada	3	6
Egypt	3	3
Jordan	3	0
Cambodia	2	0
Kuwait	2	0
The Netherlands	2	2
Guam	1	0
New Zealand	1	0

Name of Places	Number of Flights	
	Arrival	Departure
Oman	1	0
Hungary	0	4
Austria	0	2
<b>Total</b>	<b>1 055</b>	<b>1 147</b>

**Remarks:** The difference in the number of arrival and departure flights for all-cargo services is due to the fact that airlines do not always provide round-trip services between 2 destinations when operating all-cargo services based on commercial and service demand considerations. All-cargo flights may serve several destinations in 1 direction, e.g. from Destination A to Destination B, then to Hong Kong and further to Destination C.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB131**

**(Question Serial No. 1947)**

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) and the Zhuhai Municipal Government launched the “Fly-Via-Zhuhai-HK” in December last year to provide Mainland passengers with more convenient international travel services. Will the Administration inform this Committee of the following:

1. Please list the monthly number of Mainland passengers who travelled to Hong Kong for transfer via the Zhuhai Airport and the number of overseas passengers who travelled from the Hong Kong Airport to the Zhuhai Airport via the Hong Kong-Zhuhai-Macao Bridge since the introduction of the “Fly-Via-Zhuhai-HK”; and
2. Please list the respective numbers of passengers who used the various AAHK city terminals in the past 2 years.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 12)

Reply:

1. Following the commissioning of the SkyPier Terminal at the Hong Kong International Airport in August last year, the passenger service “Fly-Via-Zhuhai-HK” was launched on 12 December last year. At the initial stage, the service mainly targets inbound and outbound travellers from the Guangdong Province. The Airport Authority Hong Kong (AAHK) is actively working with various major travel platforms and the Zhuhai Airport to develop “Fly-Via-Zhuhai-HK” products so as to promote the service to more Mainland cities. The relevant products are expected to be rolled out in batches starting from the second quarter of this year. As at mid-March 2024, about 11 000 travellers have used the “Fly-Via-Zhuhai-HK” passenger service.

2. During the pandemic, the AAHK temporarily suspended the operation of a number of city terminals in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). Since the full resumption of normal travel in Hong Kong in March last year, the city terminals have

gradually resumed service. The AAHK is committed to further expanding its network of city terminals in the GBA and plans to increase the number of city terminals to 30 by the end of next year, so as to enhance the transport connectivity in the GBA and give travellers a more convenient experience. The AAHK does not keep information on the numbers of passengers using the various city terminals.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB132**

**(Question Serial No. 3020)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To address the long standing problem of manpower shortage faced by the transport industry, the Transport Department (TD) has launched the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme). Please list the details of manpower and estimated expenditure involved.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 32)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the trades and providing a stable workforce, thus maintaining the reliability of public transport services.

The manpower and expenditure of the Transport Department (TD) involved in the implementation of the above Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

- End -

**CONTROLLING OFFICER'S REPLY****TLB133****(Question Serial No. 3028)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Transport Department (TD) is committed to promoting “Smart Mobility” by implementing and maintaining intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems on strategic routes and major roads. In this connection, will the Government inform this Committee of the following:

1. the expenditures for development and maintenance of each of the intelligent transport systems in the past year; and
2. the estimated manpower and expenditure involved in 2024-25.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 33)Reply:

The smart mobility initiatives of the Transport Department (TD) are grouped under three key dimensions, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. The expenditures of the various smart mobility initiatives, including (1) expenditures for development and maintenance in 2023-24; and (2) estimated expenditures for development and maintenance in 2024-25, are tabulated as follows:

Smart Mobility Initiatives	Expenditures in 2023-24	Estimated Expenditures in 2024-25
<b>Smart Transport Infrastructure</b>		
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$420.2 million	\$465 million

Smart Mobility Initiatives	Expenditures in 2023-24	Estimated Expenditures in 2024-25
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	\$16.9 million	\$19 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	\$4.53 million	N/A
4. Implement real-time adaptive traffic signal system at suitable independent signalised junctions across the territory for the adaptation of traffic signal timing in response to vehicular and pedestrian flows, thereby making the most of the capacity of the signalised junctions	N/A	(Note 1)
5. Commission a consultancy study on the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries to finalise the technical details of the Code of Practice and make timely updates in future	\$75,000	\$75,000
6. Take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that section, testing the technologies and understanding the driving habits of motorists when using the smart motorway	\$3.58 million	\$19.6 million

Smart Mobility Initiatives	Expenditures in 2023-24	Estimated Expenditures in 2024-25
<b>Data Sharing and Analytics</b>		
7. 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	\$3.42 million	\$4.3 million
8. 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	\$7.16 million	\$6 million
9. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency	\$1.45 million	\$2.6 million
10. Continue to encourage operators of public car parks to provide real-time parking vacancy information to facilitate motorists’ search for parking spaces; and include relevant conditions in land leases and STT agreements requiring relevant public car parks to provide real-time parking vacancy information	The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.	The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.
<b>Applications and Services</b>		
11. Encourage PT operators to introduce new electronic payment systems, having regard to the systems’ reliability, user friendliness and efficiency	The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.	The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.
12. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$132.1 million	\$190.4 million (including estimated approved funding and administrative costs of the Fund)

<b>Smart Mobility Initiatives</b>	<b>Expenditures in 2023-24</b>	<b>Estimated Expenditures in 2024-25</b>
13. Manage, operate and maintain the parking meter system, which supports multiple payment means (including Faster Payment System and remote payment with mobile app “HKeMeter”) and provide real-time parking vacancy information. The Government will continue to install parking meters at suitable locations and enhance the parking meter system.	\$51.21 million	\$59.35 million
14. Commission APS 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	\$0.7 million (Note 2)	\$1.2 million (Note 2)
15. Continue to operate sensors installed at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.35 million	\$0.3 million

Note 1: The Government plans to seek funding from the Legislative Council within 2024 for implementing real-time adaptive traffic signal system at suitable independent signalised junctions across the territory.

Note 2: The expenditure in 2023-24 and estimated expenditure in 2024-25 are 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 has been/will be sought from the Legislative Council. The relevant works expenditure is not included in the amount stated in the above table.

Except for item 12 above 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 total amount of the Fund.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB134**

**(Question Serial No. 3029)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department oversees the launch of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-taxis)” to encourage the taxi trade to switch to e-taxis. Please provide the estimated increase in the number of battery e-taxis and the estimated total expenditure involved.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 31)

Reply:

On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. The Government provides a total commitment of \$6.4 billion for the Loan Scheme with an expected maximum expenditure of \$2.176 billion.

The Government’s target is to introduce 3 000 e-taxis by the end of 2027. The Government has been adopting a multi-pronged approach to promote the use of e-taxis, which includes launching the Loan Scheme. The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary. We have not set a specific target for the number of applications to be received under the Loan Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB135**

**(Question Serial No. 2469)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the numbers, durations and causes of service disruption of ERL in table form;
2. further to the above, the numbers and details of incidents of falling onto ERL tracks and the details;
3. since the resumption of normal travel between the Mainland and Hong Kong, the ratio between design capacity and actual patronage of ERL; whether the service frequency be further increased;
4. further to the above, with the ratio of train frequency to Lok Ma Chau Station and to Lo Wu Station at 1:2 currently, whether the train frequency to Lok Ma Chau Station will be further increased; if yes, the details; if not, the reasons; and
5. given that ERL has switched to nine-car trains for operation, thereby increasing crowdedness on some of its platforms during the busiest period, what are the measures to improve the passenger flow?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 11)

Reply:

- (1) The numbers of incidents which caused ERL service disruption of eight minutes or above due to factors within the MTR Corporation Limited (MTRCL)'s control in the past three years are set out below:

Year	Cause	Number of incidents	Duration of disruption and number of cases	
2021	equipment failure <sup>(Note)</sup>	55	8 to 30 minutes	48
			31 minutes or above	7
	human factors	0	--	--
2022	equipment failure <sup>(Note)</sup>	28	8 to 30 minutes	27
			31 minutes or above	1
	human factors	1	8 to 30 minutes	1
			31 minutes or above	0
2023	equipment failure <sup>(Note)</sup>	13	8 to 30 minutes	13
			31 minutes or above	0
	human factors	0	--	--

Note: Including station equipment failure, infrastructure, rolling stock failure, etc.

- (2) The numbers of passenger-on-track cases (including suicide, attempted suicide, falling onto track and other trespassing cases) at ERL over the past three years are set out as follows:

Year	Number of passenger-on-track cases
2021	12
2022	16
2023	44

Following the resumption of normal travel in early January 2023, the passenger flow of ERL has gradually increased, with the number of passenger-on-track cases comparable to the pre-pandemic level (the number of cases in 2018 is 47). For the safety of passengers, there are various safety facilities at ERL platforms, including the trial of new technology starting from 2023 to detect unusual passenger behaviour and monitor passengers who stand beyond the yellow line, and immediately alert station staff for quicker surveillance. MTRCL has also commenced the installation of automatic platform gates, which is expected to be completed in 2025.



(3) to (5)

The design capacity of ERL 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, service arrangement, passenger demand, etc. Currently, the carrying capacity of the critical links of ERL (i.e. from Tai Wai to Kowloon Tong) during the busiest one hour in the morning is 62 500 (six ppsm), with a train frequency of 2.7 minutes. In 2023, the patronage of that section was 42 400, and the loading was 68% and 94% respectively for six and four ppsm. MTRCL will continue to closely monitor the operational situation, travelling patterns of passengers and patronage of ERL, and make timely adjustments to train services in light of actual needs and operational situation. MTRCL will also adopt a series of measures to facilitate passenger flow where appropriate, including implementing passenger diversion measures to guide passengers to board the trains at the less crowded areas of platform so as to achieve a more even distribution of patronage, and arranging short-haul trips for stations with more passengers to improve passenger flow.

The Government and MTRCL have been closely monitoring the patronage of railway service to/from Lok Ma Chau Station and Lo Wu Station with a view to making timely adjustments to the ERL service as and when necessary. In light of the increase in passenger demand for ERL service to/from Lok Ma Chau Spur Line Control Point during the day and evening of weekends and public holidays, MTRCL has enhanced the train service to/from Lok Ma Chau Station during that period since 16 March 2024. And in light of the rise in total patronage of ERL, MTRCL has also increased the train frequency between Admiralty and Tai Po Market Stations so as to better align with the overall travelling patterns of passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB136**

**(Question Serial No. 2483)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the local traffic conditions in the past three years, will the Government advise this Committee of the following:

1. the design capacities and peak-hour utilisation of the ten strategic routes in Hong Kong;
2. the design capacities and peak-hour utilisation of various tunnels in Hong Kong currently;
3. the average daily patronages of various major public transport modes and their respective percentages; and
4. the decreases in peak-hour traffic flow in tunnels upon implementation of the time-varying toll plan?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 25)

Reply:

As the traffic data for Annual Traffic Census 2023 is still under consolidation, the traffic volume statistics updated to 2022 are provided hereby. The design capacities and morning peak-hour utilisation rates (measured by ratios of vehicular flow/design capacity) of the ten strategic routes from 2020 to 2022 are tabulated at **Annex 1**.

The design capacities and peak-hour utilisation rates of various tolled tunnels in the past three years are tabulated at **Annex 2**.

The average daily public transport passenger journeys in the past three years are tabulated at **Annex 3**.

To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely

the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department has been closely monitoring the traffic condition following the implementation of the new tolls. With adjustments to commuting patterns made by motorists, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated. After the implementation of time-varying tolls, the average peak-hour traffic flows (two-way) of CHT and EHC on weekdays decreased, while that of WHC increased. For details, please refer to **Annex 4**.

**Design Capacities and Morning Peak-hour<sup>1</sup> Utilisation Rates of Strategic Routes**

Road section	Strategic route <sup>2</sup>	Direction	Design capacity (vehicle/hour)	Peak-hour utilisation rate		
				2020	2021	2022
Hong Kong Island						
Harcourt Road (between Tamar Street and Arsenal Street)	Route 4	Westbound	9 450	0.6	0.6	0.6
Central-Wan Chai Bypass	Route 4	Eastbound	4 700	0.5	0.5	0.4
Kowloon						
Princess Margaret Road (between Wylie Road and Pui Ching Road)	Route 1	Southbound	4 700	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	Route 2	Eastbound	4 700	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	Route 3	Southbound	4 700	0.9	0.8	0.7
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	Route 5	Northbound	3 000	0.9	0.9	1.0
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	Route 7	Eastbound	4 700	0.9	1.0	0.8

Road section	Strategic route <sup>2</sup>	Direction	Design capacity (vehicle/hour)	Peak-hour utilisation rate		
				2020	2021	2022
New Territories East						
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	Route 9	Southbound	6 300	1.1	1.1	1.1
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	Route 9	Northbound	4 700	0.5	0.5	0.5
New Territories West						
Ting Kau Bridge	Route 3	Southbound	4 700	1.2	1.2	1.1
Nam Wan Tunnel	Route 8	Eastbound	4 700	0.4	0.5	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	Route 9	Eastbound	6 300	0.9	0.9	0.9
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	Route 10	Northbound	4 700	0.1	0.1	0.1

Note 1: “Morning peak hour” refers to the busiest one hour from 7 a.m. to 10 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).

Note 2: Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel. Since Route 6 is under construction, its utilisation rate is not available.

**Design Capacities and Peak-hour Utilisation Rates of Various Tolled Tunnels**

Tunnels <sup>1</sup>	Direction	Design capacity (vehicle/hour)	Utilisation rate <sup>2</sup>		
			2021	2022	2023 <sup>4</sup>
Aberdeen Tunnel	Northbound	2 600	0.7	0.7	0.8
	Southbound	2 600	0.8	0.8	0.9
Cross-Harbour Tunnel	Northbound	2 600	1.1	1.1	1.0
	Southbound	2 600	1.1	1.1	1.0
Eastern Harbour Crossing	Northbound	2 600	1.1	1.0	1.0
	Southbound	2 600	1.1	1.1	1.1
Western Harbour Crossing	Northbound	4 200	0.9	0.8	0.8
	Southbound	4 200	0.9	0.8	0.8
Lion Rock Tunnel	Northbound	2 600	1.1	1.1	1.1
	Southbound	2 600	1.1	1.1	1.1
Tate's Cairn Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Tseung Kwan O Tunnel <sup>3</sup>	Westbound	2 600	1.2	1.1	-
	Eastbound	2 600	1.2	1.2	-
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Northbound	4 700	0.7	0.7	0.7
	Southbound	4 700	0.8	0.7	0.8
Shing Mun Tunnels	Westbound	2 600	0.8	0.8	0.8
	Eastbound	2 600	0.8	0.7	0.7
Tai Lam Tunnel	Northbound	4 700	0.5	0.4	0.4
	Southbound	4 700	0.7	0.6	0.6

**Note 1:** The Transport Department 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:** "Utilisation rate" refers to the ratios of average hourly traffic volume during the busiest hours on weekdays (i.e. Mondays to Fridays, except public holidays) provided by tunnel operators through toll collection systems, to tunnel design capacity. The utilisation rates have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. The actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. Therefore, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

**Note 3 :** With the exemption of tolls for the Tseung Kwan O Tunnel since 0:00 on 11 December 2022, there is no longer any toll collection system at the tunnel. As such, data of the tunnel traffic flow from that day onwards is not kept.

**Note 4 :** Provisional figures

**Average Daily Public Transport Passenger Journeys from 2021 to 2023**

	<b>Franchised buses (‘000)</b>	<b>MTR (‘000)</b>	<b>Hong Kong Tramways (‘000)</b>	<b>Public light buses (‘000)</b>	<b>Ferries (‘000)</b>	<b>Taxis (‘000)</b>	<b>Residents’ services (‘000)</b>	<b>MTR Buses (Northwest New Territories) (‘000)</b>	<b>Total (‘000)</b>
<b>2021</b>	3 471.3 (32.9%)	4 290.3 (40.7%)	131.2 (1.2%)	1 481.5 (14.0%)	97.3 (0.9%)	762.3 (7.2%)	180.1 (1.7%)	138.0 (1.3%)	10 552.2 (100.0%)
<b>2022</b>	3 105.5 (32.1%)	4 026.9 (41.6%)	116.6 (1.2%)	1 329.5 (13.8%)	82.1 (0.8%)	711.1 (7.4%)	165.4 (1.7%)	132.1 (1.4%)	9 669.3 (100%)
<b>2023</b>	3 666.5 (31.9%)	5 038.7 (43.9%)	134.0 (1.2%)	1 463.1 <sup>#</sup> (12.7%)	106.9 (0.9%)	729.3 <sup>#</sup> (6.4%)	183.2 <sup>#</sup> (1.6%)	158.1 (1.4%)	11 479.7 <sup>#</sup> (100%)

**Notes:**

1. ( ) Figures in brackets denote the percentage share of the respective public transport modes.
  2. Breakdowns may not add up to total due to rounding.
- # Provisional figures

**Average Peak-hour Traffic Flows (two-way) of the Three Road Harbour Crossings  
on Weekdays (in Vehicles) <sup>1</sup>**

<b>Peak hours<sup>2</sup></b>	<b>WHC</b>	<b>CHT</b>	<b>EHC</b>
<b>Before the implementation of time-varying tolls<sup>3</sup></b>	37 500	32 900	31 700
<b>After the implementation of time-varying tolls <sup>4</sup></b>	38 800 [+1 300]	31 200 [-1 700]	29 400 [-2 300]

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
  2. “Peak hours” refer to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
  3. The period from 4 to 8 December 2023
  4. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
- [ ] Figures in brackets denote the change of traffic flow after the implementation of time-varying tolls.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB137**

**(Question Serial No. 2484)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On matters relating to the local transport matters in the past three years, will the Government advise this Committee of the following:

1. the numbers of first registered private cars and other vehicle classes with a breakdown by fuel type;
2. the measures to be taken by the Transport Department (TD) to complement the work of the Environment Bureau (ENB) in formulating the roadmap on the popularisation of electric vehicles (EVs);
3. given the congested roads in Hong Kong, a breakdown of the number of fixed penalty notices against illegal parking by district each year;
4. the number of parking spaces in each of the 18 districts and the utilisation rates of government car parks;
5. the number of additional parking spaces planned to be provided in each of the 18 districts in the coming three years;
6. the expenditure on the implementation of electronic driving licences and online licence renewal; and the estimated reduction in the average waiting time at various offices of TD; and
7. the number of applicants for the "Northbound Travel for Hong Kong Vehicles" scheme; the percentage of successful applicants; and whether TD will further request the Mainland to increase the quota for the scheme?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 26)

Reply:

1. The numbers of first registered vehicles from 2021 to 2023 with breakdown by vehicle class and fuel type are at **Annex 1**.
2. 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.

On vehicle approval, TD regularly reviews the prevalent legislation and guidelines and makes corresponding amendments having regard to various relevant national and regional vehicle standards so as to keep pace with the latest developments in the automotive market. For instance, in order to support the introduction of various new energy vehicles, TD issued guidelines on “Vehicle Construction Approval Requirements for EVs” in November 2010 to set out technical requirements for EVs in Hong Kong. Guobiao (GB) on the safety requirements for EVs and motorcycles have been incorporated into the guidelines. The latest version was issued in May 2023 to provide further guidance and specifications on the technical requirements for EVs, thereby facilitating the submission of relevant technical information of EV by various trades in the automotive industry, with a view to streamlining the application and approval process. In December 2022, TD issued a new guideline to the trades about batch processing mechanism for them to introduce EVs in bulk. Procedures for applications for the same EV models were also streamlined. As at the end of February 2024, over 400 EV models had been approved by TD. TD will maintain close communication with the trades and seek their views, update the technical guidelines timely, refine the approval process to facilitate the introduction of more EV models, and ensure that such EVs are in compliance with relevant technical requirements.

TD has also been actively assisting EEB/EPD to closely liaise with the relevant public transport trades on promoting trial and use of new energy public transport. The relevant work includes:

- (a) For EPD’s implementation of the pilot scheme of electric public light buses, TD has provided support in selection of suitable vehicles, public transport interchanges (PTIs) and route packages, and liaising and coordinating with operators for making complementary operational arrangements, etc.;
- (b) TD has assisted franchised bus operators in selecting suitable routes for trials of electric buses. TD has also requested the inclusion of power supply infrastructure at new PTIs during the design stage so that franchised bus operators may install charging facilities as necessary in future; and
- (c) TD has selected a number of taxi stands in various districts for the relevant departments to consider the feasibility of setting up dedicated electric taxi (e-taxi) charging facilities there to expand the quick charging network for taxis.

Moreover, to further encourage the taxi trade to switch to battery e-taxis, the Government has launched the “Dedicated 100% Loan Guarantee Scheme for Battery E-taxis” (the Loan Scheme) in early September 2023 to offer fully guaranteed loans for eligible taxi

owners. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited and overseen by TD.

As regards the installation of EV charging facilities at car parks, TD has assisted EPD for their installation of EV charging facilities at ten public multi-storey car parks under its management, including designating additional parking spaces for installation of charging facilities in accordance with EPD's requirements where possible.

3. The Hong Kong Police Force (HKPF) handles statistics on fixed penalty notices (FPNs) issued against illegal parking and other traffic offences by Police Region. Therefore, the prosecution figures by 18 districts is not available. The numbers of FPNs issued against illegal parking by the HKPF under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) in the past three years by Police Region are set out below:

<b>Number of FPNs issued against illegal parking</b>			
<b>Police Region</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Hong Kong Island	688 592	624 000	523 167
Kowloon East	570 466	555 417	443 038
Kowloon West	862 992	1 011 084	960 276
New Territories South	584 706	570 895	471 527
New Territories North	595 404	602 075	615 011
Total	3 302 160	3 363 471	3 013 019

4. The numbers of parking spaces in the 18 districts as at February 2024 are at **Annex 2**. The utilisation rates of public car parks managed by TD and the Leisure and Cultural Services Department (LCSD) are at **Annex 3** and **Annex 4** respectively. The numbers of parking spaces and their utilisation rates in fee-paying public car parks leased out by the Government Property Agency (GPA) are at **Annex 5**.
5. The Government is actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances permit. However, as the number of parking spaces provided under respective measures and the implementation progress are affected by various factors including the development pace and scale of individual projects as well as the views of local stakeholders, it is technically difficult to give a projection of the number of additional parking spaces to be provided in the next three years.
6. TD has all along been striving for developing online licensing services to allow the public to use the digital signing and/or "e-ME" form filling functions of "iAM Smart" to submit licence applications via a mobile phone or computer anytime anywhere. Members of the public can complete the entire application process without having to queue up for counter services at the Licensing Offices, saving time and enjoying convenience. The licence or permit issued will be sent to the applicant by registered mail. Regarding the initiatives

on electronic driving licences (eDLs) and online vehicle licence renewal mentioned in the question, the details are as follows:

- (a) eDLs - TD plans to introduce the eDL as an additional form of DL. While the physical DL will continue to be issued, the eDL will be presented via a mobile application with the authentication by “iAM Smart”. The licence holder may choose to bring along either the physical DL or the eDL. TD is now working on the preparatory work for the legislative amendments. We expect to launch eDLs between late 2024 and early 2025 upon passage of the relevant legislative amendments and completion of the system enhancement.
- (b) Online vehicle licence (VL) renewal - At present, members of the public can submit online applications for VL renewal. TD in general completes processing within 10 working days and sends the VLs to the applicants by registered mail. Moreover, to provide greater convenience to the public, TD plans to launch electronic vehicle licences (eVLs), upon which the paper-form VL printed with an expiry date will no longer be issued during renewals. After obtaining the first paper-form VL not showing the expiry date, vehicle owners will no longer need to replace their paper-form VLs upon each renewal. Meanwhile, a free-of-charge online enquiry platform will be set up by TD for vehicle owners to check their VL expiry dates. TD also plans to simplify the requirements on the supporting documents to be submitted for VL renewal application, including conducting automated and computerised checking by backend system to save applicants the need to submit certificates of roadworthiness, vehicle registration documents and third party risks insurance policies, and pave way for full automation of processing. TD is currently working on the preparatory work for the legislative amendments. We expect to launch eVLs within 2024 upon passage of the relevant legislative amendments and completion of the system enhancement.

The public can now make appointments online for DL- and VL-related counter services at the four Licensing Offices via the GovHK portal. In general, those who have made the appointments can use counter services within 30 minutes. Moreover, TD has extended the trial queue ticketing system for DL-related services implemented at the Kowloon Licensing Office to the other three Licensing Offices from March 2024. Same-day queue ticket holders can check the latest queue ticket numbers being distributed and called at the Licensing Offices by scanning the QR code on the ticket or via the TD’s website. They can return to the Licensing Office at the specified time without staying and waiting there. Members of the public with a ticket can use counter services within 30 minutes after the ticket number is called.

The above measures and tasks are mainly carried out by existing staff of TD as part of their established duties and therefore no separate breakdown of expenditure could be provided.

- 7. To ensure the implementation of the “Northbound Travel for Hong Kong Vehicles” scheme in an orderly manner, the governments of Guangdong and Hong Kong agreed to introduce a cap on the number of applications to be accepted. Upon application commencement, 200 applications were accepted per working day in the first week, followed by an increase to the current number of 300 applications to be accepted per

working day. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota. As at 29 February this year, TD has conducted a total of 21 rounds of balloting, providing about 70 000 ballot quotas for participation by interested applicants. Since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications. The ratio of successful applicants is set out at **Annex 6**. The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and further enhance the application procedures and the relevant arrangement of the Scheme in a timely manner.

**Numbers of first registered vehicles from 2021 to 2023 with breakdown by vehicle class and fuel type**

**2021**

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	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 first registered vehicles				
	Petrol	Diesel	Electric	LPG	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

**2023**

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	LPG	Hydrogen	Total
Motorcycle	4 632	0	211	0	0	4 843
Private car	15 628	0	28 541	0	0	44 169
Taxi	2	0	17	933	0	952
Franchised bus	0	108	24	0	1	133
Non-franchised public bus	0	401	15	0	0	416
Private bus	0	90	0	0	0	90
Public light bus	0	93	1	21	0	115
Private light bus	0	81	1	0	0	82
Goods vehicle	0	4 701	308	0	0	5 009
Special purpose vehicle	0	81	7	5	0	93

## Notes:

1. Hybrid vehicles are included under their respective fuel types. Only pure electric vehicles are counted in the category of electric vehicles.
2. Government vehicles are not included as they are not required for registration.

**Numbers of parking spaces in 18 districts in Hong Kong  
(as at February 2024)**

<b>District</b>	<b>Total <sup>(Note)</sup></b>
Central and Western	41 033
Wan Chai	40 559
Eastern	51 638
Southern	43 467
Yau Tsim Mong	39 810
Sham Shui Po	36 995
Kowloon City	55 952
Wong Tai Sin	24 750
Kwun Tong	57 546
Tsuen Wan	42 866
Tuen Mun	48 590
Yuen Long	48 395
North	25 773
Tai Po	34 998
Sai Kung	49 572
Sha Tin	83 532
Kwai Tsing	49 005
Islands	22 288
<b>Total</b>	<b>796 769</b>

**Note:**

The total numbers of parking spaces include the parking spaces for private cars, motorcycles, vans, medium goods vehicles, heavy goods vehicles, coaches and non-franchised public buses. The parking spaces for taxis, franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles are excluded from the calculation because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly for short duration stay.



## Utilisation rates of public car parks managed by TD from 2021 to 2023

Car park	District	Number of parking spaces	Average utilisation rate (%) of parking spaces for private cars/van-type light goods vehicles					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2021	2022	2023	2021	2022	2023
Star Ferry	Central and Western	377	80	81	82	25	27	31
City Hall		170	62	57	65	19	19	25
Rumsey Street		829	64	63	57	31	34	27
Kennedy Town		195	88	85	86	80	80	80
Tin Hau	Wan Chai	428	81	81	79	67	66	64
Shau Kei Wan	Eastern	385	83	83	80	80	80	78
Aberdeen	Southern	293	68	69	64	82	83	79
Sheung Fung Street	Wong Tai Sin	267	73	74	77	83	84	83
Wong Tai Sin (Note)		25	69	63	45	34	38	32
Kwai Fong	Kwai Tsing	521	79	80	83	75	76	76
Tsuen Wan	Tsuen Wan	545	84	84	86	80	80	82

Note: The figures cover coaches and goods vehicles (over 5.5 tonnes). The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

Car park	District	Number of parking spaces	Average utilisation rate (%) of motorcycle parking spaces					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2021	2022	2023	2021	2022	2023
Star Ferry	Central and Western	37	95	76	72	70	58	54
City Hall		27	86	74	77	66	60	68
Rumsey Street		164	90	82	93	79	75	87
Kennedy Town		37	71	69	74	80	78	82
Tin Hau	Wan Chai	75	85	79	77	86	82	78
Shau Kei Wan	Eastern	72	82	80	76	87	85	81
Aberdeen	Southern	51	66	71	67	77	78	72
Sheung Fung Street	Wong Tai Sin	74	72	70	67	82	79	75
Kwai Fong	Kwai Tsing	93	81	79	82	83	80	80
Tsuen Wan	Tsuen Wan	34	73	73	64	75	72	63

**Utilisation rates of public car parks managed by LCSD from 2021 to 2023**

<b>District</b>	<b>Average utilisation rate (%)</b>		
	<b>2021</b>	<b>2022</b>	<b>2023</b>
Central and Western	54%	37%	54%
Wan Chai	53%	52%	58%
Eastern	73%	73%	69%
Southern	17%	16%	17%
Yau Tsim Mong	36%	40%	38%
Sham Shui Po	18%	15%	22%
Kowloon City	65%	60%	57%
Wong Tai Sin	20%	17%	19%
Kwun Tong	49%	53%	53%
Tsuen Wan	27%	28%	33%
Tuen Mun	59%	55%	59%
Yuen Long	56%	55%	63%
North	56%	57%	64%
Tai Po	28%	27%	26%
Sai Kung	49%	44%	50%
Sha Tin	62%	60%	70%
Kwai Tsing	34%	30%	36%
Islands	30%	27%	23%

**Numbers of parking spaces and their utilisation rates in fee-paying public car parks  
leased out by GPA from 2021 to 2023**

Car Park	District	Number of parking spaces		Average utilisation rate of parking spaces (%)		
		Private car (PC)	Motor-cycle	2021	2022 <sup>(Note 1)</sup>	2023 <sup>(Note 2)</sup>
Queensway Government Offices	Central & Western	155	21	N/A (See Note 1)	13%	14%
Wanchai Tower, Immigration Tower and Revenue Tower	Wan Chai	157	10		25%	13%
North Point Government Offices	Eastern	95	0		41%	40%
Chai Wan Municipal Services Building <sup>(Note 3)</sup>		39	6		91%	78%
Cheung Sha Wan Government Offices <sup>(Note 4)</sup>	Sham Shui Po	250	13		52%	49%
Tokwawan Market and Government Offices	Kowloon City	29	4		37%	36%
Trade and Industry Tower		24	0		47%	38% (Note 5)
West Kowloon Government Offices	Yau Tsim Mong	50	0		38%	39%
Shun Lee Disciplined Services Quarters <sup>(Note 3)</sup>	Kwun Tong	89	16		55%	94%
Sai Kung Government Offices	Sai Kung	70	0		18%	12%
Sha Tin Government Offices	Sha Tin	122	22		42%	49%
New Territories (Shatin) Forensic Medicine Centre <sup>(Note 3)</sup>		50	0		-	13% (Note 6)
Tai Po Government Offices	Tai Po	69	4		59%	63%
Tuen Mun Government Offices	Tuen Mun	42	0		23%	23%
Yuen Long District Office Building	Yuen Long	43	0		47%	46%
North District Government Offices	North	96	0		26%	36%
Heung Yuen Wai Boundary Control Point <sup>(Note 3)</sup>		415	36		-	45% (Note 7)
Hong Kong – Zhuhai – Macao Bridge Hong Kong Port <sup>(Note 3)</sup>	Islands	673	25		1%	26%

Notes:

1. These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from April to December 2022 provided by the contractors. GPA does not have the statistics on the utilisation rates of the car parks before April 2022.
2. These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from January to December 2023 provided by the contractors.
3. The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, New Territories (Shatin) Forensic Medicine Centre, Heung Yuen Wai Boundary Control Point and Hong Kong – Zhuhai – Macao Bridge Hong Kong Port are full-time fee-paying public car parks. The remaining properties in the table above are government joint-user general office buildings (JUBs) and their car parks are open for public use during non-office hours only.
4. A portion of the fee-paying public car park in the building provides 24-hour parking spaces. The remaining parking spaces are for user departments of the JUBs and are open for public use during non-office hours only.
5. As the fee-paying public car park at Trade and Industry Tower has ceased operation from 10 October 2023 till now, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from April 2022 to September 2023 are provided.
6. As the car park at New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.
7. As the car park at Heung Yuen Wai Boundary Control Point commenced operation on 17 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.

**Numbers of successful balloting applicants in respective rounds of balloting under the  
“Northbound Travel for Hong Kong Vehicles”**

<b>Balloting</b>	<b>Date of registration for balloting</b>	<b>Number of applicants registered for balloting</b>	<b>Number of successful balloting applicants</b>	<b>Ratio of successful applicants</b>
Round 1	29 to 30 May 2023	17 261	1 600	9.3%
Round 2	5 to 8 June 2023	13 476	2 700	20.0%
Round 3	19 to 22 June 2023	11 319	3 442	30.4%
Round 4	3 to 6 July 2023	10 523	3 557	33.8%
Round 5	17 to 20 July 2023	8 576	3 533	41.2%
Round 6	31 July to 3 August 2023	7 401	3 680	49.7%
Round 7	14 to 17 August 2023	7 387	3 571	48.3%
Round 8	28 to 31 August 2023	6 087	3 618	59.4%
Round 9	11 to 14 September 2023	4 834	3 728	77.1%
Round 10	25 to 28 September 2023	4 215	3 495	82.9%
Round 11	9 to 12 October 2023	3 527	3 452	97.9%
Round 12	23 to 26 October 2023	3 784	3 784	100%
Round 13	6 to 9 November 2023	3 871	3 871	100%
Round 14	20 to 23 November 2023	3 924	3 924	100%
Round 15	4 to 7 December 2023	4 068	4 068	100%
Round 16	18 to 21 December 2023	3 641	3 641	100%
Round 17	1 to 4 January 2024	4 000	4 000	100%
Round 18	15 to 18 January 2024	4 012	4 012	100%
Round 19	29 January to 1 February 2024	3 095	3 095	100%
Round 20	12 to 15 February 2024	2 449	2 449	100%
Round 21	26 to 29 February 2024	4 592	4 592	100%

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB138**

**(Question Serial No. 2489)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

With the exception of the Tai Lam Tunnel, all road tunnels in Hong Kong have now implemented HKeToll for collection of tolls from vehicles. Regarding the HKeToll system, will the Government inform this Committee of the following:

1. the manpower and expenditure involved at various toll booths; and the costs reduced since implementing the measure;
2. the number of complaints received;
3. the reduction in the duration of traffic congestion;
4. Traffic lanes originally planned alongside the toll booths will need to be adjusted upon implementation of HKeToll. When will the relevant works be completed?
5. Further to the above, will the Government consider adjusting the locations of bus stops at tunnels in the light of the replanning of traffic lanes? If yes, what is the works programme? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 31)

Reply:

Prior to the implementation of the free-flow tolling service of HKeToll, the tunnel operators engaged by the Transport Department (TD) were responsible for the day-to-day management, operation and maintenance of the government tunnels and control areas, as well as the collection of tolls from tunnel users. To tie in with the implementation of HKeToll, the Government has respectively engaged, through open tender, a toll service provider and a contractor to provide services for the collection of tolls, operation and maintenance of the HKeToll backend system and on-site equipment, etc. As at 29 February 2024, the recurrent expenditure of the aforesaid duties under the contract was \$128 million in 2023-24.

Upon implementation of HKeToll at government tolled tunnels and the Tsing Sha Control Area (TSCA), there is no need to employ toll collectors and provide equipment for Autotoll lanes. Hence the fee for the management, operation and maintenance by tunnel operators is about \$30 million less than that before the implementation of HKeToll. Based on the estimated cost reduction in February 2024, the projected full-year cost reduction is approximately \$57 million.

From the implementation of HKeToll to 7 March 2024, there were about 68 toll related enquiries/complaints in average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. After investigation, it was found that the cases did not involve a system problem. The main causes are as follows:

- (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In this case, manual image review would be carried out by TSP, and human errors occasionally occur during the process; and
- (b) some cases involved private cars using class tags or taxis using driver cards with failure to install the class tags/driver cards correctly as instructed in the guidelines, thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, TSP has taken the following corresponding measures, including:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
- (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.

HKeToll enables motorists to pay tolls remotely using toll tags, without having to stop or queue up at toll booths for payment. This saves time and efforts for motorists, hence delivering a smoother driving experience for them, whilst reducing weaving near the toll booths and thus improving the general traffic around the toll plazas. The overall tunnel traffic flow after the implementation of HKeToll remained generally the same as before. For tunnels with traffic demand exceeding their capacity during peak periods, generally speaking, there has not been any significant change in the overall car journey speed as a result of the implementation of HKeToll.

Following the implementation of HKeToll, the Government has started to demolish toll booths and islands, and adjust the traffic lanes. We have completed such works at TSCA. Relevant works at the other tunnels are expected to be progressively completed between the second quarter of 2024 and mid-2025.



The freed-up spaces after the implementation of HKeToll can be used for improving public transport facilities (e.g. adding or upgrading the waiting environment at bus stops) and traffic at tunnel portals. In the long run, the freed-up spaces can complement the development of the neighbouring areas and will be considered in tandem with relevant planning work.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB139**

**(Question Serial No. 0996)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the continuous support for the implementation of the “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles”, please advise this Committee of the following:

1. the government expenditure involved in the past three years; whether funding has been allocated to make the implementation of the “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles” more digitalised and smarter; and
2. with more Mainland vehicles entering Hong Kong, whether the Government will consider more funding for enhancing regulatory arrangements or opening up the registration of on-road driving for left-hand-drive vehicles?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

To facilitate the application for “Northbound Travel for Hong Kong Vehicles” (the Scheme) by members of the public, the Transport Department (TD) has launched a one-stop online application system ([www.hzmbqfs.gov.hk](http://www.hzmbqfs.gov.hk)) to process balloting, application and travel booking through e-processes. In the past three years, TD's expenditure on the implementation of the Scheme is about \$10.63 million, which includes the expenses on the development and ongoing updating of the one-stop online application system to process balloting, application and travel booking, as well as the hiring of outsourced staff for processing applications, conducting publicity activities, etc.

On the “Southbound Travel for Guangdong Vehicles”, the Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and embraces the commitment to promoting convenient and smooth flow of personnel under the concept of joint development in the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve this goal and better leverage the Hong Kong-Zhuhai-Macao Bridge, we are actively working with the relevant Mainland authorities on the master specific plan of the “Southbound Travel for Guangdong Vehicles” and the details will be announced in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB140**

**(Question Serial No. 1000)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In regard to continuous provision of efficient and customer-oriented licensing services for the issuance and renewal of licences and permits, please advise on the following:

1. Will the Government accept the standards of vehicles manufactured in Mainland and provide funding for improving the vehicle examination process?
2. With technology advancement, is there any plan to re-engineer the staffing and funding arrangements for vehicle examination to adapt to the new requirements? If yes, what are the specific timetable and plan? If not, what are the reasons?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 17)

Reply:

1. The Transport Department (TD) processes applications for vehicle construction approval in accordance with the requirements of the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation. The trades have all along been allowed to cite Guobiao (GB) to support their applications that the vehicles concerned or their components are in compliance with relevant technical requirements. Apart from GB, other international standards such as the UNECE Standards of the United Nations Economic Commission for Europe are also accepted.
2. TD regularly reviews the prevalent legislation and guidelines and make corresponding amendments having regard to relevant vehicle standards of various countries and regions so as to keep pace with the latest developments in the automotive market. For instance, in order to support the policy of introducing various new energy vehicles, TD issued guidelines on "Vehicle Construction Approval Requirements for Electric Vehicles (EVs)" in November 2010 to set out technical requirements for EVs in Hong Kong. GB on the safety requirements for EVs and electric motorcycles have been incorporated into the guidelines. The latest version was issued in May 2023 to provide further guidance and specifications on the technical requirements for EVs, thereby facilitating

the submission of relevant technical information of EV by various trades in the automotive industry, with a view to streamlining the application and approval process.

In December 2022, TD issued a new guideline to the trades about batch processing mechanism for them to introduce EVs in bulk. Procedures for applications for the same EV models were also streamlined. As at the end of February 2024, over 400 EV models had been approved by TD.

TD will maintain close communication with the trades and seek their views, update the technical guidelines timely, refine the approval process to facilitate the introduction of more EV models, and ensure that such EVs are in compliance with relevant technical requirements.

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**

**TLB141**

**(Question Serial No. 1007)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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 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 (Please indicate the changes in the number of beneficiaries and the amount of subsidy after a number of adjustments under the Scheme);
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;
4. the percentage of commuters using Personalised Octopus to claim the subsidy at present; and
5. Under Matters Requiring Special Attention this year, the Transport Department has indicated that it will assist the Transport and Logistics Bureau in taking forward the incorporation of suitable e-payment platform into the Scheme. Please advise on the current progress and timetable.

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

Reply:

1. The Government introduced the Scheme in 2019, which was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary during different periods from January 2019 to January 2024 are set out in **Table 1**.

**Table 1:**

<b>Period</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average monthly subsidy amount (\$ million)</b>	<b>Average monthly number of beneficiaries ('000)</b>	<b>Average amount of monthly subsidy per beneficiary (\$)</b>
January to December 2019 (before Scheme enhancement)	1,874	156.1	2 143	73
January to June 2020 (without special measures)	765	127.5	1 434	89
July 2020 to December 2021 (with special measures)	5,091	282.8	2 843	99
January to April 2022 (without special measures)	380	95.1	1 099	87
May 2022 to October 2023 (with special measures)	5,939	329.9	3 068	108
November 2023 to January 2024 (without special measures)	650	216.7	2 050	106

The distribution of beneficiaries by monthly subsidy amount from January 2019 to January 2024 is set out in **Table 2**.

**Table 2:**

<b>Monthly amount of subsidy</b>	<b>Average monthly number of beneficiaries ('000)<sup>Note</sup></b>					
	January to December 2019 (before Scheme enhancement)	January to June 2020 (without special measures)	July 2020 to December 2021 (with special measures)	January to April 2022 (without special measures)	May 2022 to October 2023 (with special measures)	November 2023 to January 2024 (without special measures)
\$0.1 to \$100.0	1 583	949	1 715	737	1 743	1 184
\$100.1 to \$200.0	438	343	771	254	855	567

Monthly amount of subsidy	Average monthly number of beneficiaries ('000) <sup>Note</sup>					
	January to December 2019 (before Scheme enhancement)	January to June 2020 (without special measures)	July 2020 to December 2021 (with special measures)	January to April 2022 (without special measures)	May 2022 to October 2023 (with special measures)	November 2023 to January 2024 (without special measures)
\$200.1 to \$300.0	117	100	260	74	327	202
\$300.1 or above	N/A	37	92	27	139	89

Note: Due to rounding, the average monthly numbers of beneficiaries for each year do not add up to the totals shown in Table 1.

- 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 average monthly number of beneficiaries with expired subsidy from 2019 to 2023 (up to October) are set out in the table below:

Year	Average monthly number of beneficiaries with expired subsidy (rounded off to the nearest thousand)
2019	357 000
2020	371 000
2021	359 000
2022	245 000
2023 (up to October) <sup>Note</sup>	509 000

Note: The subsidy for November 2023 onwards remains valid for collection as at early March 2024 and hence is not included in the table.

- The average monthly subsidy amount by year from 2019 to 2023 are listed below:

Year	Average monthly subsidy amount (\$ million)
2019	156.1
2020	178.9
2021	309.1
2022	236.4
2023	325.7



The recurrent expenditures for the Scheme (excluding the subsidy amount) in the past three financial years are set out in the table below:

<b>Financial Year</b>	<b>Recurrent Expenditure (\$ million)</b>
2021-22	41.8
2022-23	37.4
2023-24 (Revised Estimate)	40.9

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditure for the Scheme (excluding the subsidy amount) in the past three financial years was around 1% of the annual total subsidy amount.

4. In 2023, around 32% of commuters entitled to the subsidy used Personalised Octopus.
5. We note the emergence of various e-payment platforms and are actively discussing with individual e-payment system operator and carrying out preparatory work for the inclusion of new e-payment system into the Scheme. When incorporating suitable e-payment systems into the 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 disbursement, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB142**

**(Question Serial No. 1009)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please advise this Committee of the following information since the launch of the “water taxi” ferry service (WTFS) in Hong Kong:

1. the patronage of respective routes of WTFS with a breakdown by year and route;
2. the annual profit and loss situation of the current operator of WTFS (please list out the information by year);
3. whether the Government has introduced any measures to increase the number of locals and tourists taking water taxis; please list out the measures;
4. whether the Government has reviewed the future development of WTFS; if yes, what is the situation?

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

Reply:

1. and 2.

WTFS is mainly of a sightseeing and tourism nature, providing recreational services for the public and tourists travelling across the Victoria Harbour. Since WTFS commenced operation on 1 July 2021, the operator has provided different routes plying across the Victoria Harbour having regard to various factors such as passenger demand, etc. Owing to the COVID-19 pandemic, the services of some routes have been adjusted.

From July 2021, WTFS has operated a route plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route), with one sailing on Saturdays. In the light of the fifth wave of the COVID-19 pandemic in early 2022, the route was temporarily suspended from 9 February to 20 May 2022.

To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the WTFS operator had 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. Subsequently, due to the fifth wave of the COVID-19 pandemic, the route was temporarily suspended from 16 January 2022. In light of the easing of the epidemic situation and the gradual lifting of social distancing measures, the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central (TSTE - West Kowloon route) on Saturdays from 14 January 2023.

To attract more tourists to use WTFS, the operator has enhanced its services starting from 6 October 2023 by merging the Hung Hom - Central route and the TSTE - West Kowloon route into a route with seven daily sailings plying between TSTE and Central via Wan Chai. On Saturdays, Sundays and public holidays, the first two sailings will depart from TSTE then return to TSTE via West Kowloon, and resume the original routeing.

The annual patronage of each of the above routes is as follows:

Route	Operation Date	Patronage			
		2021	2022	2023	2024 (As at 29 February)
Hung Hom - Central (via TSTE)	From 1 July 2021 to 30 September 2023	3 379	4 407	2 904	N/A
Central - TSTE (via West Kowloon)	From 12 November 2021 to 15 January 2022	190	18	N/A	N/A
TSTE - West Kowloon (via Wan Chai and Central)	From 14 January 2023 to 30 September 2023	N/A	N/A	1 101	N/A
TSTE - Central (via Wan Chai / West Kowloon)	Commenced operation on 6 October 2023	N/A	N/A	17 958	23 366

The financial position of the ferry operator is commercially sensitive information and thus is not provided.

3. and 4.

The Transport Department (TD) has all along been proactively facilitating the operator of WTFS in promoting WTFS among the public and tourists. Regarding the promotion of WTFS, TD collaborated with the Hong Kong Tourism Board (HKTb) to distribute flyers about WTFS to tourists at visitor centres and disseminate service information of WTFS on the websites of the operator, TD, the West Kowloon Cultural District Authority (WKCDA) and HKTb. Moreover, TD collaborated with relevant government departments and WKCDA to improve the signages at West Kowloon Cultural District, Tsim Sha Tsui and Wan

Chai, etc. For example, eye-catching signs have been set up and WTFS service information has been provided at suitable locations to facilitate the public and tourists to access the berthing points for taking WTFS. TD also coordinated with relevant government departments to allow the WTFS operator to set up a ticketing counter in TSTE (near WTFS berthing point). The ticketing counter has commenced service in October 2023 for the convenience of WTFS passengers.

TD and the operator of WTFS has all along been monitoring the demand for WTFS and make timely adjustments to the service. With the return to normalcy and the increase in tourists, the services have been adjusted and enhanced in October last year, and the patronage of WTFS has increased significantly from the second half of 2023 after the government, the operator of WTFS and related organisations have stepped up their publicity and promotion efforts. TD and the operator of WTFS will continue to closely monitor the services provided and the passenger demand, and further improve the services in a timely manner to attract the public and tourists.

- End -

**CONTROLLING OFFICER'S REPLY****TLB143****(Question Serial No. 1011)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Franchised bus companies (FBCs) have established the Franchised Bus Toll Exemption Funds (the Funds) for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and roads. Will the Government inform this Committee of the following:

1. What are the amount deposited, withdrawn and balance of the Funds of each FBC since the establishment of the Funds. Please list the details by year with reference to the table below.

FBC	Amount Deposited	Amount Withdrawn	Balance of the Funds

2. Franchised bus operators should make use of the Funds to mitigate the fare increase magnitude imposed on passengers. Please advise if the Funds in effect help relieving the fare increase pressure since its establishment. Please provide explanation.
3. Please set out the passenger reward measures offered by each FBC upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved in the past three years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 28)

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 franchised bus operators. 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 the Fund of each franchise set up by the respective bus company since the implementation of the Fund in 2019 are tabulated below.

2019

<b>Franchise<sup>Note 1</sup></b>	<b>Amount Deposited in 2019<sup>Note 2</sup> (\$'000) [A]</b>	<b>Amount Withdrawn in 2019 (\$'000) [B]</b>	<b>Balance of the Fund in 2019 (\$'000) [C] = [A] - [B]</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 <sup>Note 4</sup>	8.3	0	8.3

2020

<b>Franchise<sup>Note 1</sup></b>	<b>Balance of the Fund Brought Forward from 2019 (\$'000) [A]</b>	<b>Amount Deposited in 2020<sup>Note 2</sup> (\$'000) [B]</b>	<b>Amount Withdrawn in 2020 (\$'000) [C]</b>	<b>Balance of the Fund in 2020 (\$'000) [D] = [A] + [B] - [C]</b>
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 <sup>Note 4</sup>	8.3	9	0	17.3

2021

<b>Franchise<sup>Note 1</sup></b>	<b>Balance of the Fund Brought Forward from 2020 (\$'000) [A]</b>	<b>Amount Deposited in 2021<sup>Note 2</sup> (\$'000) [B]</b>	<b>Amount Withdrawn in 2021 (\$'000) [C]</b>	<b>Balance of the Fund in 2021 (\$'000) [D] = [A] + [B] - [C]</b>
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 <sup>Note 4</sup>	17.3	0.4	0	17.7

2022

<b>Franchise<sup>Note1</sup></b>	<b>Balance of the Fund Brought Forward from 2021 (\$'000) [A]</b>	<b>Amount Deposited in 2022<sup>Note 2</sup> (\$'000) [B]</b>	<b>Amount Withdrawn in 2022 (\$'000) [C]</b>	<b>Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C]</b>
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 <sup>Note 4</sup>	17.7	0.2	0	17.9

2023

<b>Franchise<sup>Note1</sup></b>	<b>Balance of the Fund Brought Forward from 2022 (\$'000) [A]</b>	<b>Amount Deposited in 2023<sup>Note2</sup> (\$'000) [B]</b>	<b>Amount Withdrawn in 2023 (\$'000) [C]</b>	<b>Balance of the Fund in 2023 (\$'000) [D] = [A] + [B] – [C]</b>
KMB	448,833	169,990	199,760	419,063
CTB (Urban and New Territories) <sup>Note3</sup>	324	104,316	97,260	7,380
CTB (F2)	1,146	8,329	5,550	3,925
LW	1,541	1,150	990	1,701
NLB <sup>Note 4</sup>	17.9	0.1	0	18

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)
- CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories bus network)
- NWFB: New World First Bus Services Limited
- LW: Long Win Bus Company Limited
- NLB: New Lantao Bus Company (1973) Limited

Note 2:

The amount deposited includes the interest (if any) received by the dedicated account in the year concerned.

Note 3:

As decided by the Chief Executive in Council, the franchises of CTB (F1) and NWFB were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing at 4 a.m. on 1 July 2023. The balances, amounts deposited and amounts withdrawn in the Funds of CTB (F1) and NWFB before the merger in the year are reflected in the account of CTB (Urban and New Territories) for the year of 2023 as shown in the table above.

Note 4:

NLB operates no route via government tolled tunnels. It has only one recreational route using the Lantau Link and the tolls of the Lantau Link have been waived since 27 December 2020. Thus, basically there would be no money saved in the Fund of NLB. With the extremely low balance of the Fund, it was not possible to reduce the magnitude of fare increase by withdrawing money from the Fund.

2. The reduction of the fare increase magnitude depends on the balance of the Fund as well as the frequency and level of fare increase of the respective franchises of the bus companies. Since its implementation, the Fund has been applied to mitigate the rate of fare increase or reduce the pressure for fare increase in the following occasions:

KMB

- (a) the overall actual weighted average rate (OAWAR) 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%; and
- (b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 5.5% to 3.9%.

LW

- (a) 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
- (b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 4.5% to 4.2%.

CTB (F1) and NWFB

- (a) OAWARs 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; and
- (b) OAWAR of fare increase shouldered by the passengers of the routes of the CTB (F1) and NWFB, implemented on 18 June 2023, was reduced from 6.2% to 4.9%;

CTB (F2)

- (a) 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; and



(b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 6.4% to 4.2%.

3. A “passenger reward arrangement” is put in place under the current fare adjustment arrangement. When the rate of return on average net fixed assets (ANFA) of a franchise exceeds the Weighted Average Cost of Capital of the bus industry (currently 8.7% p.a.), the profit above the triggering point shall be shared with passengers on a 50:50 basis. The passengers’ share is maintained as “passenger reward balance” to be used for providing fare concessions or relieving the pressure for future bus fare increase. Some franchised bus companies had used the cumulative passenger reward balance to provide fare concessions for passengers in the past three years. The amount involved is set out below:

Franchise	Amount involved in passenger reward (\$ million)		
	2021	2022	2023
KMB	5.0	0	0
NWFB	4.0	0	0.4^
CTB (F1)	0	0	
CTB (F2)	0	0	0
LW	2.2	0	0
NLB	0.1	0.1	0.3

^ As mentioned above, CTB (F1) and NWFB franchises were merged as CTB (Urban and New Territories) on 1 July 2023.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB144**

**(Question Serial No. 1012)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the use of tunnels by public transport operators, please provide the following information for the past three years:

1. the numbers of routes and daily departures of franchised buses, public light buses and non-franchised (i.e. residents' service) buses plying the three road harbour crossings (RHCs) and the three tunnels between Kowloon and Sha Tin;
2. the corresponding toll revenue collected each year from franchised buses, public light buses and non-franchised buses (set out in table form);
3. Since implementing time-varying tolls at the three RHCs, have franchised buses, public light buses and non-franchised (i.e. residents' service) buses been affected in terms of journey time and number of departures, etc.? If yes, what is the situation?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 29)

Reply:

1. The numbers of routes and daily departures of franchised buses, green minibuses and residents' service vehicles plying the three road harbour crossings (RHCs) and the three tunnels between Kowloon and Sha Tin in the past three years are set out below:

Tunnels	Year (Note (1))	Franchised buses		Green minibuses		Residents' service vehicles	
		Number of routes plying	Number of daily departures (Note (2))	Number of routes plying (Note (3))	Number of daily departures (Note (2))	Number of routes plying	Number of daily departures
Cross-Harbour Tunnel	2021	32	3 940	1	26	7	95
	2022	31	3 228	1	26	6	89
	2023	31	3 129	1	26	6	85
Eastern Harbour Crossing	2021	24	1 968	2	35	8	101
	2022	24	1 746	2	35	4	90
	2023	26	1 687	1	12	4	83
Western Harbour Crossing	2021	40	3 107	0	0	32	319
	2022	45	2 862	0	0	30	283
	2023	46	2 901	0	0	27	236
Lion Rock Tunnel	2021	30	3 096	7	264	9	127
	2022	30	2 840	7	279	8	122
	2023	30	2 700	7	251	7	116
Tate's Cairn Tunnel	2021	37	3 498	0	0	17	240
	2022	40	3 150	0	0	12	218
	2023	40	3 060	0	0	12	203
Eagle's Nest Tunnel	2021	20	651	0	0	6	34
	2022	22	682	0	0	4	25
	2023	24	833	0	0	3	20

Notes:

- (1) The figures provided are based on year end situation of the respective year.
  - (2) For franchised buses, actual numbers of daily departures are provided. For green minibuses and residents' services, 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.
  - (3) Red minibuses are not included because their routes and headways are not subject to regulation.
2. The toll collection systems of the tunnels keep records of the toll collected based on the vehicle classes of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) and "light bus" (i.e. including private and public light buses) only. The toll revenues collected from buses and light buses by respective tunnels in the past three years are tabulated as follows:

Tunnel	Toll revenue collected from “bus” (\$ million) (Note (4))			Toll revenue collected from “light bus” (\$ million)		
	2021	2022	2023	2021	2022	2023
Cross-Harbour Tunnel	5.5	6.2	8.6	3.4	2.6	2.9
Eastern Harbour Crossing	11.3	11.3	12.9	6.8	6.1	6.5
Western Harbour Crossing (Note (5))	251.3	228.7	168.7	15.5	11.4	9.0
Lion Rock Tunnel	Not applicable (Note (6))		2.8 (Note (7))	Not applicable (Note (6))		1.2 (Note (7))
Tate’s Cairn Tunnel	7.1	6.5	8.9	1.2	1.1	1.3
Eagle’s Nest Tunnel	1.9	2.1	2.6	0.4	0.5	0.4

Notes:

- (4) Excluding the tolls of franchised buses using government tunnels. This is because since the implementation of the Franchised Bus Toll Exemption Fund (the Fund) on 17 February 2019, franchised buses have been exempted from paying tolls for government tolled tunnels including Cross-Harbour Tunnel, Eastern Harbour Crossing, Western Harbour Crossing (starting from the reversion to government ownership upon expiry of its “Build-Operate-Transfer” (BOT) franchise on 2 August 2023), Lion Rock Tunnel, Tate's Cairn Tunnel and Eagle's Nest Tunnel.
  - (5) Western Harbour Crossing was a BOT tunnel operated by Western Harbour Tunnel Company Limited before expiry of its BOT franchise on 2 August 2023. Its toll revenue was not government revenue.
  - (6) Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system did not keep records of the toll collected based on individual vehicle classes prior to the implementation of HKeToll, the Transport Department does not have records of the toll revenue collected from buses and light buses using Lion Rock Tunnel.
  - (7) Since HKeToll was implemented at Lion Rock Tunnel from 5 a.m. on 28 May 2023, the figure only shows the revenue record between 5 a.m. on 28 May 2023 and end 2023.
3. The time-varying tolls have narrowed toll differentials and even brought the tolls to a uniform level among the three RHCs during different time periods, which helped reduce detours by motorists and rationalise the cross-harbour traffic among the three tunnels, thereby alleviating the traffic pressure on Cross-Harbour Tunnel and Eastern Harbour Crossing. The overall cross-harbour traffic flow during peak period has abated on average, and the traffic queues and congestion at tunnel portals have been generally alleviated (including those at Cross-Harbour Tunnel which was often congested in the

past). Overall traffic at the tunnels has smoothened, while non-cross-harbour traffic in the vicinity of the tunnel portals has also shown visible improvement, which should facilitate the operation of franchised buses, public light buses and non-franchised buses, etc. As for Western Harbour Crossing, despite the increase in overall traffic flow, with the addition of a bus-only lane at its Kowloon portal at the same time, there was no obvious impact on the overall operation of buses during peak hours.

- End -

**CONTROLLING OFFICER'S REPLY****TLB145****(Question Serial No. 1013)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)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 their respective expenditures incurred in the past three years and this year up to the present.

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

From 2020-21 to 2023-24, 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)			
		2020-21	2021-22	2022-23	2023-24 (as at 29 February 2024)
Franchised bus	Exemption of vehicle licence fees <sup>(Note 1)</sup>	26,347	23,912	25,484	23,304
	Reimbursement of government rent and government land rental <sup>(Note 1 &amp; Note 2)</sup>	110,113	108,917	95,282	129,244 (as at 31 December 2023)
	Exemption of tolls of government tunnels and roads <sup>(Note 3)</sup>	247,549	214,606	198,780	213,862 (as at 31 December 2023)
	Exemption of first registration tax	30,665	23,755	28,638	10,639
	Waiver of vehicle examination fees for	6,178	5,883	5,801	4,718

Public Transport Modes	Exemption/Subsidy Items	Amount (\$'000)			
		2020-21	2021-22	2022-23	2023-24 (as at 29 February 2024)
	registered commercial vehicles <sup>(Note 4)</sup>				
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	6,270	9,061	4,863	897
	Subsidy for installation of safety devices on existing buses <sup>(Note 5)</sup>	40,555	180,121	127,107	45,471
Non-franchised Bus (NFB)	Waiver of vehicle licence fees for registered commercial vehicles <sup>(Note 4)</sup>	15,743	14,545	15,194	11,594
	Waiver of vehicle examination fees for registered commercial vehicles <sup>(Note 4)</sup>	6,195	6,026	6,303	5,322
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles <sup>(Note 4)</sup>	519	530	519	440
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles <sup>(Note 4)</sup>	1,326	1,255	1,223	952
	Waiver of fees payable for the new issue or renewal of Closed Road Permit (CRP) for eligible types of vehicles <sup>(Note 4)</sup>	553	399	494	342
Tram	Subsidy for tram track replacement and maintenance	7,713	0	5,000	10,000
	Reimbursement of government rent and government land rental <sup>(Note 2 &amp; Note 6)</sup>	1,727	1,640	1,648	1,917

Public Transport Modes	Exemption/Subsidy Items	Amount (\$'000)			
		2020-21	2021-22	2022-23	2023-24 (as at 29 February 2024)
Taxi	Waiver of vehicle licence fees for registered commercial vehicles <sup>(Note 4)</sup>	55,892	55,811	55,261	43,230
	Waiver of vehicle examination fees for registered commercial vehicles <sup>(Note 4)</sup>	10,070	10,034	9,962	8,336
Ferry	Exemption of vessel licence fees <sup>(Note 7)</sup>	227	236	234	245
	Reimbursement of pier rental <sup>(Note 7)</sup>	2,384	2,452	2,415	3,989
	Reimbursement under Special Helping Measures (SHM) for outlying island ferry routes <sup>(Note 8)</sup>	122,676	186,691	215,282	216,146 <b>(as at 7 March 2024)</b>
Public light bus (PLB)	Waiver of vehicle licence fees for registered commercial vehicles <sup>(Note 4)</sup>	35,638	35,164	34,723	26,467
	Waiver of vehicle examination fees for registered commercial vehicles <sup>(Note 4)</sup>	2,789	2,828	2,762	2,273
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles <sup>(Note 4)</sup>	304	302	303	238
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles <sup>(Note 4)</sup>	747	728	735	504

Notes:

- Under the Elderly Concessionary Fare Scheme (ECFS), the Government has exempted franchised buses from payment of annual vehicle licence fees, and reimbursed franchised bus operators (FBOs) the rentals of government land used for franchised bus operations.



2. From 2020-21 to June 2023, the Government provided 75% rental concession for Short Term Tenancy sites. Thereafter, the Government continued to provide 50% rental concession up to December 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 implemented relief measures to waive 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.
5. To enhance bus safety, the Government subsidises FBOs 80% of the cost of installing seat belt on all seats in the upper deck, electronic stability control and speed limiting retarder on appropriate existing franchised buses. Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation within 2024.
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 2020-21 to 2023-24, 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, the Government has completed the disbursement of a total of about \$6.46 billion of subsidies to the public transport trades under various rounds of the Anti-epidemic Fund (AEF) and the measures approved by the AEF Steering Committee. The details are set out in the table below:

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million)</b>
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity cost for 12 months from 1 July 2019 to 30 June 2020 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	320.3
	One-off non-accountable subsidy of \$30,000 for each vehicle under the sixth-round AEF	189.8
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by the FBOs and HKT for five months from April to August 2022 under the sixth-round AEF	6.7
	Reimbursement of regular repair and maintenance cost for six months from 1 July to 31 December 2022 under the sixth-round AEF (Note 1)	232.7
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	653.2
	One-off non-accountable subsidy of \$30,000 to registered owners of each cross-boundary coach as additional financial support for the cross-boundary passenger transport trade under the measures approved by the AEF Steering Committee and the fifth-round AEF respectively	77.6

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million)</b>
	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	1.5
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	1,344.5
	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
	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 to 31 December 2022 under the sixth-round AEF	583.0
	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	30.8

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million)</b>
	September 2020 under the second-round AEF	
	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	77.7
	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
	Reimbursement of regular repair and maintenance costs for six months from 1 July to 31 December 2022 under the sixth-round AEF <sup>(Note 1)</sup>	18.0

Note:

1. The actual regular repair and maintenance costs from July to December 2022 will be reimbursed to the relevant operators, subject to the condition that they were operated at a loss in 2022, after taking into account all AEF subsidies received in 2022.

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****TLB146****(Question Serial No. 1014)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

1. 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.
2. Please provide information on the interchange fare concession arrangements between different public transport operators in the past three years:

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the schemes

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 31)Reply:

1. As public transport services are closely related to people's livelihoods, the Government will handle fare increase applications in a prudent manner as always, taking into account the operators' financial situation and prospects, public acceptability and affordability, etc., and continue to play a gatekeeper role. The fare adjustment applications of public transport services received by TD in 2023 are set out below:

**(A) Green Minibus (GMB)**

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
<b>Hong Kong Island</b>			
1.	HKI 4A	14.6%	Proposed increase by 6.3% <sup>Note(1)</sup>
2.	HKI 4B	27.9%	Proposed increase by 7.0% <sup>Note(1)</sup>
3.	HKI 4C	14.6%	Proposed increase by 6.3% <sup>Note(1)</sup>
4.	HKI 4M	13.0%	Proposed increase by 6.5% <sup>Note(1)</sup>
5.	HKI 4S	19.4%	Proposed increase by 6.5% <sup>Note(1)</sup>
6.	HKI 5	14.6%	Proposed increase by 6.8% <sup>Note(1)</sup>
7.	HKI 5M	13.0%	Proposed increase by 6.5% <sup>Note(1)</sup>
8.	HKI 8	12.5%	Proposed increase by 6.7% <sup>Note(1)</sup>
9.	HKI 8X	12.5%	Proposed increase by 6.7% <sup>Note(1)</sup>
10.	HKI 10	9.2%	Proposed increase by 6.9% <sup>Note(1)</sup>
11.	HKI 10P	9.2%	Proposed increase by 6.9% <sup>Note(1)</sup>
12.	HKI 16A	11.1%	Increased by 7.4%
13.	HKI 16M	11.1%	Increased by 7.4%
14.	HKI 16X	15.0%	Increased by 10.0%
15.	HKI 18M	19.0%	Increased by 10.1%
16.	HKI 20	23.1%	Increased by 10.8%
17.	HKI 20M	33.3%	Increased by 13.3%
18.	HKI 24A	9.4%	Proposed increase by 7.5% <sup>Note(1)</sup>
19.	HKI 24M	9.5%	Proposed increase by 5.4% <sup>Note(1)</sup>
20.	HKI 25	9.4%	Proposed increase by 5.7% <sup>Note(1)</sup>
21.	HKI 31	13.0%	Proposed increase by 7.8% <sup>Note(1)</sup>
22.	HKI 31X	13.0%	Proposed increase by 7.8% <sup>Note(1)</sup>
23.	HKI 32	12.5%	Being processed
24.	HKI 32A	12.8%	Being processed
25.	HKI 33	12.5%	Being processed
26.	HKI 33M	12.8%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
27.	HKI 35M	14.6%	Proposed increase by 6.3% <sup>Note(1)</sup>
28.	HKI 36X	20.0%	Being processed
29.	HKI 37	20.7%	Being processed
30.	HKI 39C	15.4%	Being processed
31.	HKI 39M	15.1%	Being processed
32.	HKI 40	15.4%	Being processed
33.	HKI 40X	15.4%	Being processed
34.	HKI 43M	31.3%	Being processed
35.	HKI 44M	22.2%	Being processed
36.	HKI 45A	10.2%	Being processed
37.	HKI 45S	10.2%	Being processed
38.	HKI 47E	24.4%	Being processed
39.	HKI 47M	23.8%	Being processed
40.	HKI 47S	23.8%	Being processed
41.	HKI 48M	25.0%	Being processed
42.	HKI 51	17.6%	Being processed
43.	HKI 51A	17.6%	Being processed
44.	HKI 51S	15.4%	Being processed
45.	HKI 52	15.8%	Being processed
46.	HKI 56	9.5%	Proposed increase by 4.8% <sup>Note(1)</sup>
47.	HKI 56A	9.5%	Proposed increase by 4.8% <sup>Note(1)</sup>
48.	HKI 56B	9.5%	Proposed increase by 4.8% <sup>Note(1)</sup>
49.	HKI 58	14.3%	Being processed
50.	HKI 58A	14.3%	Being processed
51.	HKI 58M	14.3%	Being processed
52.	HKI 59	15.2%	Being processed
53.	HKI 59A	14.3%	Being processed
54.	HKI 59B	14.3%	Being processed
55.	HKI 59S	15.0%	Being processed
56.	HKI 59X	14.9%	Being processed
57.	HKI 63	15.3%	Being processed
58.	HKI 63A	15.6%	Being processed
59.	HKI 66	14.7%	Being processed
60.	HKI 66A	14.7%	Being processed
61.	HKI 68	15.1%	Being processed
62.	HKI 69	14.7%	Proposed increase by 12.4% <sup>Note(1)</sup>
63.	HKI 69A	14.3%	Proposed increase by 11.1% <sup>Note(1)</sup>
64.	HKI 69X	8.7%	Proposed increase by 8.7% <sup>Note(1)</sup>

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
65.	HKI N4A	14.5%	Proposed increase by 6.4% <sup>Note(1)</sup>
66.	HKI N4C	14.5%	Proposed increase by 6.4% <sup>Note(1)</sup>
67.	HKI N4X	14.5%	Proposed increase by 6.4% <sup>Note(1)</sup>
68.	HKI N31	13.8%	Proposed increase by 6.0% <sup>Note(1)</sup>
69.	HKI N40	14.6%	Being processed
70.	HKI N51S	16.3%	Being processed
71.	HKI N59A	15.7%	Being processed
72.	HKI N69X	15.1%	Proposed increase by 11.5% <sup>Note(1)</sup>
<b>Kowloon</b>			
1.	KLN 3	11.9%	Being processed
2.	KLN 5M	11.3%	Being processed
3.	KLN 8	12.7%	Being processed
4.	KLN 8M	10.0%	Being processed
5.	KLN 8S	12.7%	Being processed
6.	KLN 9M	20.0%	Increased by 20.0%
7.	KLN 12	14.8%	Increased by 14.8%
8.	KLN 12A	9.6%	Increased by 9.6%
9.	KLN 12B	9.6%	Increased by 9.6%
10.	KLN 12S	12.7%	Increased by 12.7%
11.	KLN 17M	15.1%	Being processed
12.	KLN 20	18.5%	Increased by 13.0%
13.	KLN 20M	15.0%	Increased by 12.5%
14.	KLN 22A	16.1%	Being processed
15.	KLN 22M	19.0%	Being processed
16.	KLN 25A	12.7%	Being processed
17.	KLN 25B	11.1%	Being processed
18.	KLN 25M	12.7%	Being processed
19.	KLN 25MS	15.7%	Being processed
20.	KLN 37A	11.4%	Being processed
21.	KLN 37M	11.4%	Being processed
22.	KLN 38M	22.7%	Being processed
23.	KLN 39M	22.7%	Being processed
24.	KLN 44	10.0%	Being processed
25.	KLN 44A	11.9%	Being processed
26.	KLN 44M	2.9%	Being processed
27.	KLN 44S	15.4%	Being processed
28.	KLN 48	12.5%	Being processed
29.	KLN 49	12.0%	Being processed
30.	KLN 49M	12.0%	Being processed
31.	KLN 51M	23.5%	Increased by 17.6%
32.	KLN 52	26.3%	Increased by 15.8%



No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
33.	KLN 53M	23.5%	Increased by 17.6%
34.	KLN 54	11.5%	Increased by 8.0%
35.	KLN 54M	13.0%	Increased by 8.7%
36.	KLN 54S	12.5%	Increased by 8.3%
37.	KLN 66S	16.7%	Proposed increase by 8.3% <sup>Note(1)</sup>
38.	KLN 71A	13.6%	Being processed
39.	KLN 71B	13.6%	Being processed
40.	KLN 72	19.7%	Increased by 13.6%
41.	KLN 73	20.0%	Increased by 12.9%
42.	KLN 75	15.4%	Being processed
43.	KLN 75A	22.2%	Being processed
44.	KLN 77M	12.7%	Being processed
45.	KLN 78	17.6%	Being processed
46.	KLN 78A	17.6%	Being processed
47.	KLN 80M	10.9%	Being processed
48.	KLN 81K	10.9%	Being processed
49.	KLN 89A	21.4%	Being processed
50.	KLN 89B	20.0%	Being processed
51.	KLN 89C	21.4%	Being processed
52.	KLN 90A	19.0%	Being processed
53.	KLN 90B	19.0%	Being processed
<b>New Territories</b>			
1.	NT 3	26.3%	Proposed increase by 10.5% <sup>Note(1)</sup>
2.	NT 3A	9.4%	Proposed increase by 7.5% <sup>Note(1)</sup>
3.	NT 4	16.2%	Proposed increase by 10.8% <sup>Note(1)</sup>
4.	NT 4A	14.3%	Proposed increase by 9.5% <sup>Note(1)</sup>
5.	NT 20A	14.8%	Being processed
6.	NT 20B	15.4%	Being processed
7.	NT 20C	15.7%	Being processed
8.	NT 20E	15.7%	Being processed
9.	NT 20K	14.7%	Being processed
10.	NT 20M	14.8%	Being processed
11.	NT 20P	14.8%	Being processed
12.	NT 20R	15.5%	Being processed
13.	NT 20S	14.3%	Being processed
14.	NT 20T	15.4%	Being processed
15.	NT 20X	14.8%	Being processed
16.	NT 21A	14.3%	Being processed
17.	NT 21K	15.4%	Being processed
18.	NT 22K	16.2%	Being processed
19.	NT 23K	14.8%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
20.	NT 23S	15.3%	Being processed
21.	NT 26	14.0%	Being processed
22.	NT 26A	13.6%	Being processed
23.	NT 41	11.1%	Being processed
24.	NT 44	12.1%	Being processed
25.	NT 44A	12.1%	Being processed
26.	NT 44A1	12.1%	Being processed
27.	NT 44B	12.1%	Being processed
28.	NT 44B1	12.1%	Being processed
29.	NT 45	10.8%	Being processed
30.	NT 46	8.0%	Increased by 4.0%
31.	NT 46A	8.0%	Increased by 4.0%
32.	NT 46M	14.9%	Being processed
33.	NT 46X	8.0%	Increased by 4.0%
34.	NT 47M	15.1%	Being processed
35.	NT 47S	13.7%	Proposed increase by 9.8% <sup>Note(1)</sup>
36.	NT 48S	13.7%	Proposed increase by 9.8% <sup>Note(1)</sup>
37.	NT 49S	12.2%	Being processed
38.	NT 50A	12.5%	Being processed
39.	NT 50K	12.5%	Being processed
40.	NT 51B	11.6%	Being processed
41.	NT 51K	11.9%	Being processed
42.	NT 59A	11.3%	Being processed
43.	NT 59S	8.8%	Being processed
44.	NT 60K	15.8%	Being processed
45.	NT 60P	15.8%	Being processed
46.	NT 60R	15.8%	Being processed
47.	NT 61M	15.2%	Being processed
48.	NT 61S	15.3%	Being processed
49.	NT 62K	15.8%	Being processed
50.	NT 63A	16.2%	Proposed increase by 5.4% <sup>Note(1)</sup>
51.	NT 63B	16.2%	Proposed increase by 5.4% <sup>Note(1)</sup>
52.	NT 63K	16.2%	Proposed increase by 5.4% <sup>Note(1)</sup>
53.	NT 63S	16.8%	Proposed increase by 3.6% <sup>Note(1)</sup>
54.	NT 64A	15.4%	Proposed increase by 5.1% <sup>Note(1)</sup>
55.	NT 64K	15.4%	Proposed increase by 5.1% <sup>Note(1)</sup>
56.	NT 68K	15.3%	Being processed
57.	NT 68S	15.0%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
58.	NT 69K	14.3%	Being processed
59.	NT 71	12.2%	Proposed increase by 6.1% <sup>Note(1)</sup>
60.	NT 71A	9.1%	Proposed increase by 6.1% <sup>Note(1)</sup>
61.	NT 72	12.2%	Proposed increase by 6.1% <sup>Note(1)</sup>
62.	NT 73	14.8%	Proposed increase by 8.2% <sup>Note(1)</sup>
63.	NT 73A	14.8%	Proposed increase by 8.2% <sup>Note(1)</sup>
64.	NT 74	14.8%	Proposed increase by 8.2% <sup>Note(1)</sup>
65.	NT 74A	13.2%	Proposed increase by 9.4% <sup>Note(1)</sup>
66.	NT 75	66.7%	Proposed increase by 14.9% <sup>Note(1)</sup>
67.	NT 76	59.4%	Proposed increase by 8.7% <sup>Note(1)</sup>
68.	NT 87	19.1%	Increased by 14.9%
69.	NT 87A	19.3%	Increased by 12.3%
70.	NT 87K	19.1%	Increased by 14.9%
71.	NT 87M	18.5%	Increased by 13.0%
72.	NT 88	17.6%	Being processed
73.	NT 88B	17.6%	Being processed
74.	NT 89	19.2%	Being processed
75.	NT 89A	19.2%	Being processed
76.	NT 89B	19.2%	Being processed
77.	NT 89M	20.4%	Being processed
78.	NT 89P	19.2%	Being processed
79.	NT 89S	20.4%	Being processed
80.	NT 90A	52.1%	Being processed
81.	NT 90M	16.7%	Being processed
82.	NT 90P	52.1%	Being processed
83.	NT 91	41.0%	Being processed
84.	NT 91A	46.3%	Being processed
85.	NT 92M	16.7%	Being processed
86.	NT 93	16.7%	Being processed
87.	NT 93A	18.9%	Being processed
88.	NT 98	20.4%	Being processed
89.	NT 99	10.5%	Being processed
90.	NT 105	18.7%	Being processed
91.	NT 106	9.5%	Being processed
92.	NT 107	10.0%	Being processed
93.	NT 113	11.3%	Being processed
94.	NT 115	9.1%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
95.	NT 140M	8.7%	Increased by 5.8%
96.	NT 301	22.0%	Being processed
97.	NT 301M	22.0%	Being processed
98.	NT 302	12.5%	Being processed
99.	NT 310M	10.4%	Being processed
100.	NT 401	14.9%	Being processed
101.	NT 402S	15.4%	Being processed
102.	NT 403	15.1%	Being processed
103.	NT 403A	15.1%	Being processed
104.	NT 403P	15.1%	Being processed
105.	NT 403X	15.1%	Being processed
106.	NT 409	19.7%	Increased by 7.0%
107.	NT 409K	19.7%	Increased by 7.0%
108.	NT 409S	19.7%	Increased by 7.0%
109.	NT 410	10.0%	Proposed increase by 6.0% <sup>Note(1)</sup>
110.	NT 481	15.1%	Being processed
111.	NT 481A	15.1%	Being processed
112.	NT 481B	15.1%	Being processed
113.	NT 481X	15.1%	Being processed
114.	NT 482	15.2%	Being processed
115.	NT 505	16.8%	Being processed
116.	NT 601	15.5%	Proposed increase by 9.9% <sup>Note(1)</sup>
117.	NT 601C	11.9%	Proposed increase by 1.7% <sup>Note(1)</sup>
118.	NT 602	15.5%	Proposed increase by 9.9% <sup>Note(1)</sup>
119.	NT 602C	20.0%	Proposed increase by 9.1% <sup>Note(1)</sup>
120.	NT 603	15.5%	Proposed increase by 9.9% <sup>Note(1)</sup>
121.	NT 604	14.5%	Proposed increase by 9.1% <sup>Note(1)</sup>
122.	NT 605	19.7%	Proposed increase by 9.9% <sup>Note(1)</sup>
123.	NT 606S	4.0%	Proposed increase by 4.0% <sup>Note(1)</sup>
124.	NT 618	22.1%	Proposed increase by 9.9% <sup>Note(1)</sup>
125.	NT 620	17.2%	Proposed increase by 10.3% <sup>Note(1)</sup>
126.	NT 808	12.3%	Being processed
127.	NT 808P	12.3%	Being processed
128.	NT 809K	12.5%	Being processed
129.	NT 811	14.5%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
130.	NT 811A	14.9%	Being processed
131.	NT 811B	15.7%	Being processed
132.	NT 811K	15.7%	Being processed
133.	NT 811P	14.5%	Being processed
134.	NT 811S	20.2%	Being processed

Note (1):

TD has completed processing the fare increase application for the GMB routes concerned and the proposed increases have yet to take effect.

## (B) Licensed Ferry Service

No.	Licensed Ferry Service	Fare Increase Rate Applied	Result
1.	North Point - Kwun Tong (Dangerous Goods Vehicular Ferry Services)	60%	Increased by 60%
2.	Central - Discovery Bay	60%	Being processed

## (C) Taxi

No.	Type of Taxi	Average Fare Increase Rate Applied	Result
1.	Urban Taxi <sup>Note (2)</sup>	16.95%	Being processed
2.	NT Taxi <sup>Note (3)</sup>	15.37%	Being processed
3.	Lantau Taxi <sup>Note (4)</sup>	11.68%	Being processed

Note (2): The urban taxi trade also requests shortening the waiting time from 60 seconds to 45 seconds per jump, a \$1 increase (from \$6 to \$7) in the additional fare for every article of baggage carried, and a \$2 increase (from \$5 to \$7) in the additional fares for every animal or bird carried.

Note (3): The NT taxi trade also requests a \$1 increase (from \$6 to \$7) in the additional fare for every article of baggage carried, and a \$2 increase (from \$5 to \$7) in the additional fares for every animal or bird carried.

Note (4): The Lantau taxi trade also requests a \$2 increase (from \$6 to \$8) in the additional fare for every article of baggage carried, a \$3 increase (from \$5 to \$8) in the additional fares for every animal or bird carried, and a \$3 increase (from \$5 to \$8) in the additional fares for every hiring arranged through telephone booking.

2. To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements from 2021 to 2023 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

<b>Public transport operators involved in the interchange schemes</b> <sup>Note (5)</sup>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>	<b>Dates of commencement and termination of the schemes</b> <sup>Note (6)</sup>
Railway and franchised bus 2021: 28 routes 2022: 17 routes 2023: 19 routes	2021: \$1.0  2022 and 2023: \$0.6 - \$2.0	2021: 22 590 2022: 21 280 2023: 26 660	On-going
Railway and GMB <sup>Note (7)</sup> 2021: 551 routes 2022: 547 routes 2023: all routes	From 2021 to 4 November 2023: \$0.3 - \$3  From 5 November 2023 onwards: \$0.5 - \$3	2021: 411 930 2022: 392 950 2023: 456 560	On-going
Railway and kaito (1 route)	\$0.5	2021: 390 2022: 320 2023: 370	Commenced on 1 June 2020 and on-going
Bus-bus interchange between different franchised bus companies <sup>Note (8)</sup> 2021: 585 routes 2022: 608 routes 2023: 629 routes	2021 and 2022: \$0.5 - \$37.0  2023: \$0.1 - \$38.7	2021: 176 530 2022: 157 270 2023: 180 900	On-going
Franchised bus and GMB 2021: 36 routes 2022: 38 routes 2023: 71 routes	2021 and 2022: \$1.0  2023: \$1.0 - \$4.0	2021: 344 2022: 286 2023: 258	On-going
Franchised bus and tram (35 routes)	2021 and 2022: \$2.6  2023: \$3.0	2021: 1 700 2022: 1 100 2023: 1 300	Commenced on 1 July 2017 and on-going
GMB-GMB interchange between different GMB route packages (41 routes)	\$1.0 - \$11.9	N/A <sup>Note (9)</sup>	On-going

<b>Public transport operators involved in the interchange schemes</b> <sup>Note (5)</sup>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>	<b>Dates of commencement and termination of the schemes</b> <sup>Note (6)</sup>
Ferry-ferry interchange between different ferry operators (2 routes)	2021: \$3.6 - \$6.8  2022: \$3.8 - \$6.8  2023: \$3.8 - \$9.4	2021: 22 2022: 18 2023: 21	Commenced on 1 July 2011 and on-going

Note (5): Interchange concessionary fare arrangements for routes operated by the same operator are not covered.

Note (6): TD does not have the information on the commencement date of each scheme.

Note (7): With effect from 3 June 2018, the MTR Corporation Limited introduced a railway and GMB interchange scheme under which a discount of \$0.3 is offered to passengers using Octopus for interchange between MTR and GMB. With effect from 5 November 2023, the discount of the above scheme was increased from \$0.3 to \$0.5 per trip, and the scheme was further extended to cover all GMB routes. A discount up to \$3 is offered for interchange between MTR and individual GMB routes.

Note (8): The figures cover all franchised bus routes for which interchange discounts are provided by franchised bus companies.

Note (9): TD does not have passenger trip figures of GMB-GMB interchange between different GMB route packages.

- End -

**CONTROLLING OFFICER'S REPLY****TLB147****(Question Serial No. 1016)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the provision of parking spaces and facilities, please list:

- the numbers of parking spaces for (a) private cars (PCs), (b) motorcycles (MCs) and (c) goods vehicles or commercial vehicles (CVs) provided by the Government and the private sector respectively in each district in the past three years;
- the respective numbers of the above government and private sector parking spaces providing electric vehicle (EV) charging facilities;
- the following ratios in Hong Kong in the past three years and up to the present:
  - the ratios of parking spaces to licensed vehicles;
  - the ratios of CV parking spaces to licensed CVs; and
  - the ratios of MC parking spaces to licensed MCs;
- the number of short-term tenancy (STT) sites used as temporary car parks in each district in the previous three years and this year, the numbers of parking spaces provided at such STT car parks and the scheduled resumption dates (set out with reference to the table below);

20XX

District	STT location	Number of parking spaces	Scheduled resumption date

- upon the revision of the Hong Kong Planning Standards and Guidelines (HKPSG) by the Government in 2021 which has increased the type and number of parking spaces for CVs in subsidised housing projects, the increase in the number of relevant parking spaces up to the present, set out by district;



6. the Government's planning measures for increasing parking spaces, the increase in the number of parking spaces and the respective expenditure involved in the past five years, set out in table form;
7. the average utilisation rates of government multi-storey car parks during peak hours and non-peak hours in the past three years; and
8. the numbers of fixed penalty notices (FPNs) against illegal parking issued by the Hong Kong Police Force in the past three years with a breakdown by 18 districts.

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

Reply:

1. The numbers of parking spaces for PCs, MCs and CVs provided by the Government and the private sector by district in the past three years are set out at **Annex 1**.
2. Based on the information provided by the Environmental Protection Department, the numbers of public chargers for EVs provided by the Government and the private sector by 18 districts in the past three years are set out at **Annex 2**.
3. The numbers of all licensed vehicles, licensed CVs and licensed MCs in Hong Kong, as well as the ratios of the numbers of parking spaces for these three types of vehicles to the numbers of these three types of licensed vehicles in the past three years are set out at **Annex 3**.
4. Upon consolidating the information retained by the Lands Department (LandsD) and the Transport Department (TD), the numbers of fee-paying STT public car parks, the relevant numbers of parking spaces and the numbers of fee-paying STT public car parks resumed in the past three years with a breakdown by District Council (DC) district are set out at **Annex 4**. Regarding the scheduled resumption dates of fee-paying STT public car parks, LandsD's current plan is to resume the two fee-paying STT public car parks at Tuen Mun and Tsing Yi respectively in 2024-25.
5. TD revised the HKPSG in August 2021 to increase the type and number of parking spaces for CVs in subsidised housing projects. The number of new parking spaces provided under the revised parking standards hinges on the progress of individual development projects. It is expected that parking spaces for private and subsidised housing development projects will be progressively increased in the coming one to two years at the earliest.
6. The Government has been actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances permit. In the past five years, the number of parking spaces in Hong Kong increased by about 32 400. The short-term and medium-to-long-term measures for increasing parking spaces and their progress are set out at **Annex 5**.

The work in relation to increasing the provision of parking spaces is undertaken by existing staff of TD and there is no separate breakdown of the expenditure involved.

7. The average utilisation rates of the 11 public car parks managed by TD in the past three years are set out in the table below:

Car park	District	Average utilisation rate (%)^					
		From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
		2021	2022	2023	2021	2022	2023
Star Ferry	Central and Western	80	81	82	25	27	31
City Hall		62	57	65	19	19	25
Rumsey Street		64	63	57	31	34	27
Kennedy Town		88	85	86	80	80	80
Tin Hau	Wan Chai	81	81	79	67	66	64
Shau Kei Wan	Eastern	83	83	80	80	80	78
Aberdeen	Southern	68	69	64	82	83	79
Sheung Fung Street	Wong Tai Sin	73	74	77	83	84	83
Wong Tai Sin <sup>#</sup>		69	63	45	34	38	32
Kwai Fong	Kwai Tsing	79	80	83	75	76	76
Tsuen Wan	Tsuen Wan	84	84	86	80	80	82

<sup>^</sup> Excluding parking spaces for MCs

<sup>#</sup> The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

8. The HKPF handles statistics on FPNs issued against illegal parking and other traffic offences by Police Region. Therefore, the prosecution figures by 18 districts is not available. The figures of FPNs issued against illegal parking by the HKPF by Police Region from 2021 to 2023 are set out in the table below:

Police Region	Number of FPNs issued against illegal parking		
	2021	2022	2023
Hong Kong Island	688 592	624 000	523 167
Kowloon East	570 466	555 417	443 038
Kowloon West	862 992	1 011 084	960 276
New Territories South	584 706	570 895	471 527

Police Region	Number of FPNs issued against illegal parking		
	2021	2022	2023
New Territories North	595 404	602 075	615 011
Total	3 302 160	3 363 471	3 013 019

**Numbers of parking spaces for PCs, MCs and CVs by district in the past three years^**

District	As at February of each year	Parking spaces provided by the Government			Parking spaces provided by the private sector		
		(a) PC	(b) MC	(c) CV	(a) PC	(b) MC	(c) CV
Central & Western	2024	4 410	996	643	34 058	483	443
	2023	4 443	979	644	34 065	483	515
	2022	4 446	944	647	34 065	480	521
Wan Chai	2024	3 598	1 024	313	35 123	321	180
	2023	3 589	991	284	35 209	323	181
	2022	3 745	964	280	35 483	352	182
Eastern	2024	3 703	1 183	545	43 136	1 455	1 616
	2023	3 668	1 151	537	43 112	1 440	1 617
	2022	3 664	1 152	537	42 750	1 451	1 626
Southern	2024	3 329	935	330	36 751	1 053	1 069
	2023	3 317	930	331	37 144	1 021	1 049
	2022	3 295	925	381	36 610	1 008	1 066
Yau Tsim Mong	2024	2 589	1 343	785	33 421	797	875
	2023	2 674	1 338	789	33 259	796	864
	2022	2 555	1 350	779	33 351	747	976
Sham Shui Po	2024	5 305	1 380	1 445	25 696	868	2 301
	2023	5 292	1 374	1 447	24 973	838	2 277
	2022	5 057	1 282	1 454	25 133	794	2 262
Kowloon City	2024	5 514	1 238	417	46 565	1 045	1 173
	2023	5 508	1 214	419	45 989	930	1 068
	2022	5 472	1 168	417	44 296	848	1 074
Wong Tai Sin	2024	4 500	1 080	460	16 472	1 328	910
	2023	4 513	1 027	442	16 403	1 311	950
	2022	4 546	1 026	465	16 192	1 285	943

District	As at February of each year	Parking spaces provided by the Government			Parking spaces provided by the private sector		
		(a) PC	(b) MC	(c) CV	(a) PC	(b) MC	(c) CV
Kwun Tong	2024	8 241	2 321	702	40 906	2 447	2 929
	2023	8 197	2 243	665	41 058	2 368	2 810
	2022	8 190	2 194	659	40 159	2 323	2 811
Tsuen Wan	2024	2 707	901	224	35 826	886	2 322
	2023	2 746	860	227	35 777	807	2 228
	2022	2 720	832	209	35 108	773	2 204
Tuen Mun	2024	5 060	1 118	669	38 656	958	2 129
	2023	4 788	1 052	631	38 143	872	2 105
	2022	4 796	1 035	564	37 595	808	2 100
Yuen Long	2024	4 567	864	699	39 192	1 110	1 963
	2023	4 590	855	696	39 322	1 119	1 797
	2022	4 569	917	661	38 001	989	1 752
North	2024	5 097	678	852	17 768	380	998
	2023	4 701	550	800	17 804	377	916
	2022	3 945	539	802	17 610	343	855
Tai Po	2024	2 659	366	665	29 763	850	695
	2023	2 455	339	658	29 432	845	692
	2022	2 326	291	638	28 674	827	673
Sai Kung	2024	3 855	697	601	40 436	2 759	1 224
	2023	3 900	685	614	40 472	2 673	1 242
	2022	3 834	606	682	40 273	2 553	1 261
Sha Tin	2024	6 073	1 032	616	71 024	2 376	2 411
	2023	5 999	987	622	70 191	2 210	2 335
	2022	5 926	952	579	68 768	2 139	2 368
Kwai Tsing	2024	5 345	1 606	975	30 841	1 378	8 860
	2023	5 252	1 566	960	30 887	1 362	10 282
	2022	5 229	1 534	962	30 808	1 350	10 275

District	As at February of each year	Parking spaces provided by the Government			Parking spaces provided by the private sector		
		(a) PC	(b) MC	(c) CV	(a) PC	(b) MC	(c) CV
Islands	2024	2 721	336	397	17 579	371	884
	2023	2 111	261	266	13 835	386	890
	2022	2 213	277	307	13 732	370	887
Total	<b>2024</b>	<b>79 273</b>	<b>19 098</b>	<b>11 338</b>	<b>633 213</b>	<b>20 865</b>	<b>32 982</b>
	<b>2023</b>	<b>77 743</b>	<b>18 402</b>	<b>11 032</b>	<b>627 075</b>	<b>20 161</b>	<b>33 818</b>
	<b>2022</b>	<b>76 528</b>	<b>17 988</b>	<b>11 023</b>	<b>618 608</b>	<b>19 440</b>	<b>33 836</b>

^ 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 various departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

**Numbers of public chargers for EVs provided by the Government and the private sector by district in the past three years**

<b>District</b>	<b>As at the end of each year</b>	<b>Number of public chargers for EVs</b>		
		<b>Government</b>	<b>Private sector</b>	<b>Sub-total</b>
Central & Western	2023	300	125	425
	2022	308	84	392
	2021	244	78	322
Wan Chai	2023	209	195	404
	2022	210	170	380
	2021	210	150	360
Eastern	2023	179	202	381
	2022	184	133	317
	2021	90	119	209
Southern	2023	57	224	281
	2022	57	183	240
	2021	9	59	68
Yau Tsim Mong	2023	9	366	375
	2022	9	325	334
	2021	0	253	253
Sham Shui Po	2023	121	134	255
	2022	117	191	308
	2021	76	191	267
Kowloon City	2023	91	107	198
	2022	87	89	176
	2021	87	83	170
Wong Tai Sin	2023	88	140	228
	2022	46	61	107
	2021	46	59	105
Kwun Tong	2023	109	1 094	1 203
	2022	105	886	991
	2021	104	858	962
Tsuen Wan	2023	187	96	283
	2022	185	61	246
	2021	178	63	241
Tuen Mun	2023	48	81	129
	2022	40	56	96
	2021	37	52	89

District	As at the end of each year	Number of public chargers for EVs		
		Government	Private sector	Sub-total
Yuen Long	2023	91	251	342
	2022	91	137	228
	2021	88	114	202
North	2023	306	160	466
	2022	179	157	336
	2021	94	167	261
Tai Po	2023	104	59	163
	2022	44	23	67
	2021	41	17	58
Sai Kung	2023	49	309	358
	2022	49	226	275
	2021	27	174	201
Sha Tin	2023	247	993	1 240
	2022	244	282	526
	2021	227	309	536
Kwai Tsing	2023	119	106	225
	2022	123	68	191
	2021	108	66	174
Islands	2023	236	223	459
	2022	132	92	224
	2021	123	95	218
<b>Total</b>	<b>2023</b>	<b>2 550</b>	<b>4 865</b>	<b>7 415</b>
	<b>2022</b>	<b>2 210</b>	<b>3 224</b>	<b>5 434</b>
	<b>2021</b>	<b>1 789</b>	<b>2 907</b>	<b>4 696</b>



**Numbers of all licensed vehicles, licensed CVs and licensed MCs and the respective numbers of parking spaces in the past three years**

	As at the end of each year	Number of licensed vehicles	Number of parking spaces	Ratio of the number of parking spaces to the number of licensed vehicles
<b>(a) All vehicles</b>	2023	775 391	798 492	1.03
	2022	770 150	786 058	1.02
	2021	777 310	776 126	1.00
<b>(b) CV</b>	2023	69 737	45 388	0.65
	2022	69 441	44 778	0.64
	2021	70 660	44 907	0.64
<b>(c) MC</b>	2023	73 480	39 864	0.54
	2022	74 259	38 356	0.52
	2021	70 937	37 317	0.53

**Details of fee-paying STT public car parks by 18 districts from 2021 to 2023**

<b>District</b>	<b>Year (as at the end of the year)</b>	<b>Number of fee-paying STT public car parks</b>	<b>Number of parking spaces</b>	<b>Fee-paying STT public car parks resumed in the past three years (from 2021 to 2023) (no. and location)</b>
Central & Western	2023	3	185	2 (NHX804(Eastern Street North) and SHX1356(Pok Fu Lam Road))
	2022	4	165	
	2021	5	278	
Wan Chai	2023	-	-	-
	2022	-	-	
	2021	-	-	
Eastern	2023	9	945	1 (EHX510(Chong Fu Road))
	2022	8	893	
	2021	9	918	
Southern	2023	4	254	2 (SHX1331(Chung Hom Kok) and SHX1324(Wah Lok Path))
	2022	5	229	
	2021	6	280	
Yau Tsim Mong	2023	4	784	2 (KX3102(Man Wui Street) and STTKW0012(Sai Yee Street))
	2022	5	667	
	2021	4	492	
Sham Shui Po	2023	5	832	1 (KX3086(Tung Chau Street))
	2022	5	763	
	2021	5	763	
Kowloon City	2023	4	758	1 (KX2987(Hung Luen Road))
	2022	5	856	
	2021	5	952	
	2023	3	362	1

District	Year (as at the end of the year)	Number of fee-paying STT public car parks	Number of parking spaces	Fee-paying STT public car parks resumed in the past three years (from 2021 to 2023) (no. and location)
Wong Tai Sin	2022	4	347	(KX3015(Wong Tai Sin Road))
	2021	3	288	
Kwun Tong	2023	11	1 188	4 (KX2921(Wang Chin Street), KX3094(Choi Hing Road), KX3127(On Sau Road) and KX3081(Pik Wan Road))
	2022	10	1 352	
	2021	10	1 352	
Tsuen Wan	2023	11	2 534	2 (STT1481(Hoi Shing Road) and STT1524(Hoi Shing Road))
	2022	11	2 663	
	2021	13	2 475	
Tuen Mun	2023	18	2 263	4 (MX16007(Wu Shan Road), MX17003(Tuen Yee Street), TM0068 (Yick Yuen Road) and MX18020(Sam Shing Street))
	2022	17	2 627	
	2021	18	2 509	
Yuen Long	2023	18	1 276	3 (STT2991(Tin Tan Street), YL0090(Tin Yip Road) and STT2954(Castle Peak Road - Tam Mi))
	2022	18	1 195	
	2021	17	1 098	
North	2023	17	1 306	10 (STT1681(Choi Shun Street), STTNX1723(Tai Wo Service Road West), STTNX1740(Choi Fat Street), STTNX1790(Choi Fat Street), STTNX1795(Fanling), STT2954(Choi Fai Street), STT1651(San Wan Road), STTN0030(Choi Shun Street), STTNX1713(On Kui Street) and STTNX1791(Po Ping Road))
	2022	21	1 975	
	2021	22	1 897	

<b>District</b>	<b>Year (as at the end of the year)</b>	<b>Number of fee-paying STT public car parks</b>	<b>Number of parking spaces</b>	<b>Fee-paying STT public car parks resumed in the past three years (from 2021 to 2023) (no. and location)</b>
Tai Po	2023	11	1 388	-
	2022	10	1 336	
	2021	6	899	
Sai Kung	2023	18	3 368	1 (SX5234(Chui Tong Road))
	2022	18	3 509	
	2021	18	3 242	
Sha Tin	2023	18	2 910	3 (STT2211 (Man Lam Road), STT2086(Choi Sha Street) and STT2129(Hin Wo Lane))
	2022	19	2 940	
	2021	18	2 747	
Kwai Tsing	2023	48	4 811	2 (STT3776(Tsuen Tsing Interchange) and STT3727(Container Port Road South))
	2022	52	7 727	
	2021	51	7 926	
Islands	2023	4	47	2 (STTXC2889 (Hei Tung Street) and STTIS0099(Ngan Shu Street))
	2022	4	214	
	2021	4	165	

**Progress of the short-term and medium-to-long-term measures for increasing parking spaces  
(as at February 2024)**

<b>Measure</b>	<b>Progress</b>
<b>I. Short-term measures</b>	
1. Designating suitable on-street locations as night-time parking spaces	About 1 793 parking spaces for CVs are provided for goods vehicles and coaches.
2. Utilising spaces underneath flyovers for designation of parking spaces	About 1 639 parking spaces are provided for MCs, PCs and CVs.
3. Opening up more parking spaces at government buildings for public use during non-office hours	About 1 220 parking spaces in 13 joint-user office buildings are open to the public.
4. Encouraging schools to allow student service vehicles to park within school premises after school hours	37 schools have provided a total of about 108 parking spaces for student service vehicles.
5. Stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks	About 1 883 parking spaces for CVs are involved.
6. Providing on-street parking spaces and picking-up/setting-down facilities for coaches	About 1 226 parking spaces and 422 picking up/setting-down facilities are provided for coaches.
<b>II. Medium-to-long-term measures</b>	
7. Considering requirement for suitable new developments to open up a certain number of ancillary parking spaces and loading/unloading bays as night-time public parking spaces for CVs	The relevant conditions have been included in the leases of suitable new government sale sites since February 2021.
8. Increasing parking spaces in suitable “Government, Institution or Community” facilities and public open space projects as far as possible in line with the “single site, multiple uses” principle	About 20 projects being taken forward will provide around 5 100 parking spaces. The projects are expected to be completed progressively starting from 2024-25.
9. Making optimal use of gross floor area (GFA) concessions for underground public car parks and requiring the provision of public car parks within suitable new developments or redevelopments	According to the figures of TD, there are about 24 development projects under planning that intend to use the GFA concessions for underground public car parks.
10. Adopting automated parking system (APS) in STT car parks and	APS is adopted in four STT car parks that are already commissioned or

government car parks	<p>under construction, which are expected to provide about 900 parking spaces (including conventional and APS parking spaces).</p> <p>Moreover, APS is adopted in three government car parks under construction, which are expected to provide about 880 parking spaces (including conventional and APS parking spaces).</p>
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- End -

**CONTROLLING OFFICER'S REPLY****TLB148****(Question Serial No. 1017)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The “633” fixed toll plan and the time-varying toll plan were implemented for the three road harbour crossings (RHCs) in August and December 2023 respectively. Will the Government inform this Committee of the following:

1. What are the average journey time (or traffic speed) at the three RHCs in peak hours and non-peak hours during implementation of the “633” fixed toll plan and the time-varying toll plan respectively? Please set out the information in tabular form.
2. What are the utilisation rates of the three RHCs by vehicle type in peak hours and non-peak hours during implementation of the “633” fixed toll plan and the time-varying toll plan respectively? Please set out the information in tabular form.
3. What are the average traffic queue lengths at the three RHCs in peak hours upon implementation of the two plans respectively? Please provide a before-and-after comparison.

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

Reply:

To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department (TD) has been closely monitoring the traffic condition following the implementation of the new tolls (in particular the traffic conditions of the roads connecting to the tunnel entrances). With adjustments to commuting patterns made by motorists, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated.

1. The average traffic speeds at the connecting roads near the tunnel entrances of the three RHCs on weekdays (i.e. Monday to Friday, except public holidays) after the implementation of the new toll plan are set out at **Annex 1**.
2. The average traffic flows of the three RHCs on weekdays (i.e. Monday to Friday, except public holidays) after the implementation of the new toll plan by vehicle class are set out at **Annex 2**.
3. The average longest traffic queues at the three RHCs before and after the implementation of the new toll plans are set out at **Annex 3**.



**Average Southbound Traffic Speeds at the Connecting Roads near the Entrances of  
the Three RHCs in the Morning Peak Hours on Weekdays**

<b>Average traffic speed (km/h)<sup>1</sup></b>		<b>WHC</b>	<b>CHT</b>	<b>EHC</b>
<b>Before Time-varying Toll Plan<sup>2</sup></b>	<b>Morning peak hours<sup>4</sup></b>	56	14	33
	<b>Outside peak hours<sup>5</sup></b>	76	40	67
<b>After Time-varying Toll Plan<sup>3</sup></b>	<b>Morning peak hours<sup>4</sup></b>	53	24	40
	<b>Outside peak hours<sup>5</sup></b>	75	46	66

**Notes:**

1. The average traffic speeds from the end of the longest traffic queue to the tunnel entrance
2. Referring to the period from 4 to 8 December 2023
3. Referring to Monday to Friday in February 2024 excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year)
4. "Morning peak hours" refer to 07:30 to 10:30 on weekdays (a total of three hours)
5. "Outside peak hours" refer to 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 (a total of 18 hours)

Average Traffic Flows (two-way) of the Three RHCs on Weekdays (in Vehicles)<sup>1</sup>

		WHC			CHT			EHC		
		Motorcycles <sup>6</sup> and private cars	Taxis	Other commercial vehicles	Motorcycles <sup>6</sup> and private cars	Taxis	Other commercial vehicles	Motorcycles <sup>6</sup> and private cars	Taxis	Other commercial vehicles
Before Time- varying Toll Plan <sup>2</sup>	Peak hours <sup>4</sup>	21 300	8 800	7 500	19 800	1 700	11 300	21 500	3 900	6 300
	Outside peak hours <sup>5</sup>	23 500	17 700	8 700	37 000	11 800	23 300	27 700	10 100	9 800
After Time- varying Toll Plan <sup>3</sup>	Peak hours <sup>4</sup>	20 200	8 100	10 500	21 300	3 200	6 700	19 200	4 200	6 000
	Outside peak hours <sup>5</sup>	31 900	15 200	14 900	36 000	13 800	13 900	25 800	9 500	9 600

## Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. Referring to the period from 4 to 8 December 2023
3. Referring to Monday to Friday in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year)
4. "Peak hours" refer to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
5. "Outside peak hours" refer to 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 on weekdays (a total of 18 hours).
6. "Motorcycles" include motor tricycles.

**Average Longest Traffic Queues in the Morning Peak Hours on Weekdays**

<b>Average traffic queue (km)</b>	<b>WHC</b>	<b>CHT</b>	<b>EHC</b>
Before toll adjustment for RHCs <sup>1</sup>	0.1	2.6	1.7
After “633” Fixed Toll Plan <sup>2</sup>	0.7	2.2	1.7
After Time-varying Toll Plan <sup>3</sup>	1.3	1.5	1.1

## Notes:

1. During November 2021 (i.e. before the toll adjustment at the three RHCs by the Government)
2. During September 2023
3. During February 2024

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB149**

**(Question Serial No. 1018)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Since the implementation of HKeToll in Hong Kong last year, what is the situation of evasion of toll payment? (Please provide the number of cases.)
2. Up to the present, what is the situation of cases already handled and cases currently being handled?
3. Please provide the number of cases of system errors or overcharging/undercharging since the implementation of the service.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 35)

Reply:

1.&2.

With the smooth implementation of HKeToll at all government tolled tunnels and the Tsing Sha Control Area, the Government has been appealing to registered vehicle owners to complete the three steps for HKeToll service as soon as possible: (1) install a vehicle tag, (2) open a HKeToll account and (3) set up an automatic payment means, so as to fully enjoy the convenience of the HKeToll. Registered vehicle owners have to pay the tolls within 14 working days after passing through the tolled areas. Otherwise, a surcharge will be imposed. The Transport Department (TD) may apply to the magistracy under the law, demanding the vehicle owners concerned to settle the relevant amount.

TD has progressively referred cases of outstanding tolls to the magistracy. As at end February 2024, there were about 34 000 cases of unpaid tolls, accounting for about 0.03% of the overall traffic flow (approximately 125 million vehicles). The magistracy has also progressively conducted hearings on cases of outstanding tolls and surcharges, and issued orders to the registered vehicle owners involved, demanding them to settle all outstanding amounts (including toll, initial surcharge of \$175 and further surcharge

of \$350), as well as relevant penalty and costs of proceedings for each case. The magistracy has also directed TD to refuse the applications of license renewal and transfer of the vehicles involved in the case. The magistracy may issue an order directing that the sum adjudged to be paid be levied on any goods and chattels of the vehicle owners concerned by distress and sale thereof.

3. From the implementation of HKeToll to 7 March 2024, there were about 68 enquiries/complaints related to toll payment on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. After investigation, it was found that the cases did not involve system problems. The main causes are summed up as follows:
  - (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In these cases, manual image review would be carried out by the toll service provider (TSP), and human errors occasionally occur during the process; and
  - (b) some cases involved private cars using class tags or taxis using driver cards, with failure to install the class tags/driver cards correctly as instructed in the guideline, thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, TSP has taken the following corresponding measures, including:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
- (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.

Since the implementation of HKeToll, there has been one incident of charging toll incorrectly at the Western Harbour Crossing due to human negligence for a short period on 18 December 2023. TD immediately requested TSP to make refunds, conduct a serious investigation and immediately plug the loophole. TD issued a press release to give a detailed account of the incident on 22 December 2023. TD is also closely monitoring TSP's follow-up improvement actions, including arranging for an independent audit to review the operation of TSP, to ensure that similar incidents will not recur.

- End -

**CONTROLLING OFFICER'S REPLY****TLB150****(Question Serial No. 1019)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please provide in the table below the passenger loading (at four persons (standing) per square metre (ppsm)) of the critical links of the following railway lines during the morning peak hours.

		Before commissioning of East Rail Line (i.e. before 15 May 2022)	Since commissioning of Shatin-Central Link up to December 2022	2023	2024 (up to now)
East Rail Line	Sha Tin to Tai Wai				
	Tai Wai to Kowloon Tong				
Tuen Ma Line	Kam Sheung Road to Tsuen Wan West				
Island Line	North Point to Fortress Hill				
	Tin Hau to Causeway Bay				
Kwun Tong Line	Shek Kip Mei to Prince Edward				
	Choi Hung to Kowloon Bay				
Tsuen Wan Line	Yau Ma Tei to Jordan				
	Sham Shui Po to Prince Edward				

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 36)

Reply:

Passenger loadings of the critical links of relevant railway lines during the busiest one hour in the morning per direction are as follows <sup>Note 1</sup>:

	Critical link	Passenger loading <sup>Note 2</sup> at 4 persons (standing) per square metre (ppsm)		
		Before commissioning of East Rail Line <sup>Note 3</sup>	After commissioning of East Rail Line <sup>Note 3</sup>	2023
East Rail Line	Sha Tin to Tai Wai	60%	-	-
	Tai Wai to Kowloon Tong	-	73%	94%
Tuen Ma Line	Kam Sheung Road to Tsuen Wan West	76%	77%	-
	Tsuen Wan West to Mei Foo	-	-	85%
Island Line	North Point to Fortress Hill	73%	-	-
	Tin Hau to Causeway Bay	-	74%	81%
Kwun Tong Line	Shek Kip Mei to Prince Edward	73%	-	-
	Choi Hung to Kowloon Bay	-	65%	68%
Tsuen Wan Line	Yau Ma Tei to Jordan	83%	-	-
	Sham Shui Po to Prince Edward	-	66%	73%

Note 1: Generally speaking, except for major changes (e.g. commissioning of new railway lines), the MTR Corporation Limited (MTRCL) calculates the patronage figures on a quarterly basis to assess the service demand of the railway lines. Therefore, MTRCL is unable to provide the passenger loading for the first quarter of 2024.

Note 2: 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 the railway line), is usually used as a benchmark. Therefore, the above table only provides the passenger loading of the critical links of the relevant railway lines during the tabulated periods per direction.

Note 3: This refers to the average passenger loading in the week before and the week after the commissioning of the East Rail Line cross-harbour extension (15 May 2022).

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB151**

**(Question Serial No. 1020)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Park-and-Ride (PnR) Scheme, please provide the following information:

1. (a) the locations of car parks, (b) the PnR charges, and (c) the utilisation rates during peak hours of the PnR facilities provided in each district in the past three years; and
2. whether there will be any plan to provide more PnR facilities in the future; if yes, the details.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 37)

Reply:

1. At present, a total of about 9 700 PnR parking spaces are provided at 24 car parks in Hong Kong. Details of PnR facilities are at Annex. According to the data available to us, the hourly PnR charge ranged from \$4 to \$21 and the daily charge (excluding the Airport Express and Express Rail Link (XRL) PnR rates) ranged from \$60 to \$105 in the past three years. Charges are determined by factors such as the PnR demand at each location, etc. The Transport Department (TD) does not have information on the utilisation rates of various PnR facilities during peak hours.
2. TD is exploring with Lands Department the feasibility of implementing PnR schemes at suitable short-term tenancy (STT) fee-paying public car parks. The targeted locations include STT car parks near Tsuen Wan West Station, Tsing Yi Station and Heng On Station. For public parking spaces, TD will continue to provide additional public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects in line with the "single site, multiple use" principle. It will closely monitor the demands, and explore and examine introducing PnR facilities at suitable locations to facilitate the public to use the mass transit system. The Government is also examining the provision of PnR facilities at suitable transport interchange hubs under the Traffic and Transport Strategy Study to further encourage motorists to make use of the public transport services and reduce the road traffic entering congested areas.



**Details of PnR facilities**

<b>Location</b>	<b>Management agent</b>	<b>PnR charge</b>
Tsing Yi Station	MTRCL	The hourly PnR charge ranged from \$4 to \$21 and the daily charge (excluding the Airport Express and Express Rail Link (XRL) PnR rates) ranged from \$60 to \$105.
Kam Sheung Road Car Park	MTRCL	
Kowloon Station	MTRCL	
Hung Hom Station	MTRCL	
Choi Hung PnR Public Car Park	MTRCL	
Hong Kong Station	MTRCL	
Ocean Park Station	MTRCL	
West Kowloon Station	MTRCL	
Tsuen Wan West Station	MTRCL	
First Phase Public Car Park in Po Shek Wu Estate	Housing Department	
Tuen Mun Station	Private	
Wu Kai Sha Station	Private	
East Point City Car Park	Private	TD does not have the information on the PnR facilities.
Olympian City 1	Private	
Kai Tin Car Park	LINK	
Long Ping Car Park D	LINK	
Oi Man Car Park	LINK	
Lok Fu UNY Car Park	LINK	
Lok Fu Market Car Park	LINK	
Temple Mall North Car Park	LINK	
Temple Mall South Car Park	LINK	
Wong Tai Sin SC Lower II Car Park	LINK	
Tin Shing Car Park A	LINK	
Yu Chui Car Park	LINK	

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB152**

**(Question Serial No. 3039)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the road-based boundary control points (BCPs), i.e. Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay, Hong Kong-Zhuhai-Macao Bridge (HZMB) and Heung Yuen Wai, please advise this Committee of the following:

1. the respective numbers of cross-boundary vehicles granted with regular quota for “travelling between Guangdong and Hong Kong” (i.e. dual-plate vehicles) for the above BCPs in the past three years; please set out the breakdowns by BCPs and vehicle types including buses, goods vehicles and private cars;
2. the respective designed capacities for vehicular flow and average daily utilisation figures of the above BCPs in the past three years; please set out the breakdowns by BCPs and vehicle types including buses, goods vehicles and private cars; and
3. the numbers of cross-boundary vehicle drivers in the past three years and this year up to the present.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 39)

Reply:

1. Currently, cross-boundary vehicles of Guangdong and Hong Kong are regulated by a quota system jointly administered by the governments of the Hong Kong Special Administrative Region and Guangdong Province. These vehicles must have the approval notice issued by the Guangdong Provincial Public Security Department and the closed road permit (“permit”) issued by the Transport Department (TD), and have completed the formalities required by the relevant authorities, before they can travel between Hong Kong and Guangdong Province. This quota system does not cover the cross-boundary shuttle buses plying between Lok Ma Chau and Huanggang (i.e. Yellow Buses), shuttle buses plying HZMB (i.e. Gold Buses), Hong Kong cross-boundary goods vehicles, and Hong Kong cross-boundary private cars under the “Northbound Travel for Hong Kong Vehicles” and the HZMB Macao Port Park-and-Ride Scheme.

The numbers of permits (including newly issued and renewed permits) issued to buses, goods vehicles and private cars (including private cars issued with hire car permits) by TD in the past three years are set out below:

a) Permit for use at multiple BCPs

<b>Year</b> <b>Vehicle Type</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Goods vehicle	11 510	21 625	10 151
Bus	943	877	2 703

b) Permit for use at specified BCP

<b>BCP</b>	<b>Vehicle type</b>	<b>Year</b>		
		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Lok Ma Chau</b>	Goods vehicle	262	675	115
	Private car	6 092	18 370	14 826
<b>Man Kam To</b>	Goods vehicle	10	36	6
	Private car	434	1 880	1 888
<b>Sha Tau Kok</b>	Goods vehicle	57	107	14
	Private car	1 354	4 729	4 424
<b>Shenzhen Bay</b>	Goods vehicle	12	18	1
	Private car <sup>(Note 1)</sup>	8 781	32 320	33 971
<b>HZMB Hong Kong Port</b>	Goods vehicle	10	12	85
	Private car <sup>(Note 2)</sup>	8 477	19 109	26 890
<b>Heung Yuen Wai</b>	Goods vehicle	0	0	0
	Private car	9	273	2 493

Note 1: Including Hong Kong and Macao cross-boundary private cars travelling to the Mainland via Shenzhen Bay Port.

Note 2: Including Hong Kong and Macao cross-boundary private cars travelling to Zhuhai Port and Macao Port via HZMB.

2. Having consulted the relevant departments, the designed capacity of the road-based BCPs and their average daily vehicular flow (two-way) in the past three years are as follows:

<b>BCP</b>	<b>Designed capacity (vehicle trips/day) (two-way) (Note 3)</b>	<b>Vehicle type</b>	<b>Year</b>		
			<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Lok Ma Chau</b> (Note 4)	33 000	Bus	0	0	886
		Goods vehicle	5 098	1 458	3 078
		Private car	0	0	4 983
		<b>Total</b>	<b>5 098</b>	<b>1 458</b>	<b>8 947</b>

BCP	Designed capacity (vehicle trips/day) (two-way) (Note 3)	Vehicle type	Year		
			2021	2022	2023
<b>Man Kam To</b> (Note 5)	14 000	Bus	0	0	228
		Goods vehicle	2 206	1 578	1 681
		Private car	0	0	188
		<b>Total</b>	<b>2 206</b>	<b>1 578</b>	<b>2 097</b>
<b>Sha Tau Kok</b> (Note 6)	5 000	Bus	0	0	0
		Goods vehicle	693	428	0
		Private car	0	0	0
		<b>Total</b>	<b>693</b>	<b>428</b>	<b>0</b>
<b>Shenzhen Bay</b>	78 000	Bus	5	3	235
		Goods vehicle	6 922	3 160	3 979
		Private car	13	8	5 412
		<b>Total</b>	<b>6 940</b>	<b>3 171</b>	<b>9 626</b>
<b>HZMB Hong Kong Port</b>	57 300	Bus	34	27	1 255
		Goods vehicle	387	577	798
		Private car	3	6	3 912
		<b>Total</b>	<b>424</b>	<b>610</b>	<b>5 965</b>
<b>Heung Yuen Wai</b> (Note 7)	17 850	Bus	0	0	157
		Goods vehicle	1 393	855	1 579
		Private car	0	0	500
		<b>Total</b>	<b>1 393</b>	<b>855</b>	<b>2 236</b>

Sources: Immigration Department, Customs and Excise Department and HZMB Authority

Note 3: The highest daily vehicular flow that can be handled, assuming all vehicular kiosks at the control point operate at the same time.

Note 4: Passenger clearance service at Lok Ma Chau BCP was suspended between 4 February 2020 and 5 February 2023.

Note 5: Passenger clearance service at Man Kam To BCP was suspended between 30 January 2020 and 7 January 2023.

Note 6: Passenger and cargo clearance services at Sha Tau Kok BCP have been suspended since 30 January 2020 and 14 March 2022 respectively.

Note 7: Heung Yuen Wai BCP was officially opened on 26 August 2020 and passenger clearance service has been commissioned since 6 February 2023.

- When submitting applications for permits for cross-boundary buses and goods vehicles, the applicants are required to provide an approval notice issued by the Guangdong Provincial Public Security Department, which sets out the associated drivers'

information. Statistics on the numbers of Hong Kong cross-boundary bus and goods vehicle drivers maintained by TD are set out below:

<b>Year</b>	<b>Number of Hong Kong cross-boundary bus and goods vehicle drivers</b>
<b>2021</b>	14 566
<b>2022</b>	13 927
<b>2023</b>	13 918

As for cross-boundary private cars, currently a total of 608 private cars are issued with hire car permits. TD does not have statistics on the number of Hong Kong drivers involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB153**

**(Question Serial No. 3129)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Central-Wan Chai Bypass (CWB) commissioned in February 2019, please inform this Committee of the following:

Please advise on the traffic flows of the following road sections during the morning peak hours before the commissioning of CWB and in the past three years (with a breakdown by eastbound and westbound traffic):

1. Gloucester Road near Central Plaza;
2. Harcourt Road near the former Red Cross Headquarters;
3. Connaught Road Central in the vicinity of City Hall;
4. Western Harbour Crossing (Hong Kong Island bound); and
5. Eastern Harbour Crossing (Hong Kong Island bound).

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 41)

Reply:

The average vehicular flows of the road sections concerned during the morning peak hours before CWB commissioning (i.e. in 2018) and after CWB commissioning (i.e. from 2020 to 2022<sup>Note</sup>) are listed at **Annex**.

Note: Traffic volume statistics in Annual Traffic Census are currently available up to 2022.

Road Section	Direction	Average vehicular flow at the morning peak hours <sup>Note 1</sup> (veh/hr)			
		After CWB Commissioning			Before CWB Commissioning
		2022	2021	2020	2018
(1) Gloucester Road near Central Plaza <sup>Note 2</sup>	Eastbound	3 700	3 810	3 830	4 390
	Westbound	4 230	4 330	4 260	5 610
(2) Harcourt Road near the former Red Cross Headquarters <sup>Note 2</sup>	Eastbound	2 150	2 220	2 240	3 250
	Westbound	5 210	5 360	5 330	6 770
(3) Connaught Road Central in the vicinity of City Hall <sup>Note 2</sup>	Eastbound	3 300	3 420	3 150	4 420
	Westbound	3 170	3 280	3 270	4 480
(4) Western Harbour Crossing <sup>Note 3 and 4</sup>	Southbound (Hong Kong Island bound)	2 800	3 200	2 900	3 200
	Northbound (Kowloon bound)	1 300	1 500	1 300	1 800
(5) Eastern Harbour Crossing <sup>Note 3 and 4</sup>	Southbound (Hong Kong Island bound)	2 700	2 800	2 800	2 900
	Northbound (Kowloon bound)	2 100	2 400	2 300	2 400

Note 1: Morning peak hours refer to 7:00 a.m. to 10:00 a.m. on weekdays.

Note 2: Traffic volume statistics in Annual Traffic Census are currently available up to 2022.

Note 3: The statistics are compiled by tunnel operators with the data collected by toll collection systems and rounded to the nearest hundred.

Note 4: The vehicular flows have not taken into account those vehicles queueing to enter the tunnels during the peak hours (if any).

- End -

**CONTROLLING OFFICER'S REPLY****TLB154****(Question Serial No. 3130)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the taxi trade, please inform this Committee of the following:

1. Please provide the number of applications received and the number of approved cases under the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (E-taxis)".
2. How many barrier-free taxis (wheelchair accessible taxis) are there at present? If the Government does not have the relevant data, will it consider collecting such data on a regular basis? What are the measures taken to encourage the taxi trade to introduce barrier-free taxis?
3. Please provide a breakdown of the numbers of taxi driving licence holders by age (aged 59 or below/60 to 69/70 or above).
4. Please provide the data of the relevant traffic accidents in the following table.

	2021	2022	2023	2024 up to present
Involving drivers aged 59 or below				
Involving drivers aged 60 to 69				
Involving drivers aged 70 or above				

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 42)Reply:

1. On 4 September 2023, the Government launched the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis" (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five



applications. Among them, four applications have been approved. The remaining one application is being processed.

2. As at 29 February 2024, there are 18 163 taxis in Hong Kong, of which around 4 700 are wheelchair accessible taxis.

Under the concept of “Transport for All”, the Government has been actively encouraging the taxi trade to introduce more wheelchair accessible taxis and different models, so that more choices will be provided to wheelchair users to meet their travel needs. The Transport Department (TD) has all along been open to the introduction of wheelchair accessible taxi models by the taxi trade or vehicle suppliers. TD will continue to maintain communication with the taxi trade and various vehicle suppliers to assist them in understanding the relevant standards and vetting procedures, and will help coordinate the trade’s efforts in identifying models suitable for use on the roads in Hong Kong as and when necessary.

In addition, to further improve taxi service quality, the Government will soon introduce a taxi fleet regime, under which existing taxis may form a fleet and apply to TD for a taxi fleet licence. TD will regulate the operation and management of taxi fleets through licence conditions, and specify that a fleet must include a certain number of wheelchair accessible taxis to facilitate travelling by wheelchair users. TD is actively carrying out the preparatory work and plans to invite the trade to apply for Taxi Fleet Licences in April this year, so that fleet taxis may commence operation as soon as possible. We expect that more wheelchair accessible taxis will come into service in phases.

3. The number of people holding a valid full driving licence for taxi as at 29 February 2024, broken down by age groups, is tabulated below:

Age groups of taxi drivers holding a valid full driving licence for taxi	No. of people
59 or below	79 371
60-69	93 692
70 or above	34 496
<b>Total</b>	<b>207 559</b>

4. Pursuant to the above, from 2021 up to February 2024, the number of taxi drivers involving in traffic accidents, broken down by age groups, is tabulated below:

Age groups of taxi drivers involving in traffic accidents	2021	2022	2023*	2024 (Jan to Feb)*
59 or below	2 514	2 075	2 677	349
60-69	1 637	1 446	1 879	258
70 or above	418	454	626	102

\*Provisional figures

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB155**

**(Question Serial No. 3265)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the “Northbound Travel for Hong Kong Vehicles” (the Scheme) launched last year, please advise on the following:

1. Number of applications, ratio of applications to quotas, and number of approved applications since the launch of the Scheme.
2. What is the situation concerning the cancellation of booking for departure after successful application? Please provide details for each month.
3. Has a survey been conducted as to the reasons for cancellation of booking? If yes, please provide details with a breakdown by type (for example, not meeting the insurance requirements, failing the vehicle examination, etc.).
4. Have data been collected to survey the purposes and destinations of the applicants under the Scheme? If yes, Please provide details. If no, will the Government consider doing so to assess the effectiveness of the policy?
5. What is the situation concerning Hong Kong vehicles involved in accidents while being driven in the Mainland under the Scheme? Please provide details with a breakdown by type of accident.
6. Under the Scheme, the vehicle may stay for no more than 30 consecutive days upon each approved entry and no more than 180 days in aggregate within a year. What is the average duration of stay in the Mainland of the vehicles under the Scheme? Have there been any cases of overstaying? If yes, what is the number of cases and how have they been handled?
7. How will the Scheme be refined in future? Please set out the relevant timetable and the expenditure involved.

8. Will the quotas be increased and the Scheme be extended to cover destinations beyond Guangdong Province in future? If yes, please provide details.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 44)

Reply:

1. To ensure the implementation of the Scheme in an orderly manner, the governments of Guangdong and Hong Kong agreed to introduce a cap on the number of applications to be accepted. Upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day and is sufficient to meet demand. As at 29 February this year, the Transport Department (TD) has conducted a total of 21 rounds of balloting, providing about 70 000 ballot quotas for participation by interested applicants. About 48 000 applications have had all the procedures completed and relevant licences and permits obtained from the governments of Guangdong and Hong Kong. To better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota. As such, since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications. The ratio of successful applicants is set out at **Annex 1**.
- 2-4. Applicants have to complete all the application procedures, including passing the vehicle inspection and taking out relevant insurances, before they are issued with the relevant licences and permits, and thus eligible for travel. The numbers of successful booking of travelling date and numbers of cancellation of booking as at 5 March this year are at **Annex 2**. The Scheme allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the Hong Kong-Zhuhai-Macao Bridge without the need to obtain regular quotas, facilitating Hong Kong residents' driving to Guangdong for business, visiting families or sight-seeing on a short-term basis. The relevant vehicles are only allowed to drive within the area of Guangdong. As applicants are not required to provide information on the destinations of travel when making travel booking or give reasons for cancellation of booking, TD does not have the relevant information.
- 5-6. According to information from the relevant departments in the Mainland, there were a total of 88 cases of Hong Kong vehicles under the Scheme involved in traffic accidents or incidents in the Mainland in 2023. Under the administrative measures of the Scheme, Hong Kong vehicles are not allowed to stay in the Mainland for more than 30 consecutive days, or more than 180 days in aggregate each year. TD has not received notification of any non-compliance cases from the Mainland. TD does not have the other information requested in the question.
- 7-8. Since the launch of the Scheme in July last year, the governments of Guangdong and Hong Kong have been closely monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. These measures include –

- (a) Number of applications to be accepted: As mentioned in part (1) above, upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day. In addition, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next;
- (b) Travel booking: To allow greater flexibility in travel arrangements, the number of travel booking timeslots of the Scheme has been adjusted from six to four since October last year while arrangements under the “Specified Dates Booking System” have also been enhanced since February this year by shortening the period of booking for departure and the period of cancellation of booking for departure (from two and three calendar days before departure respectively to at or before noon on one calendar day before departure); and
- (c) Vehicle inspection: The number of vehicle inspection centres designated for the Scheme in Hong Kong has increased from one at the beginning to three at present, while the service hours have also been extended to cover evenings and weekends. In addition, starting from March this year, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangement of the Scheme in a timely manner.

**Numbers of successful balloting applicants in respective rounds of balloting  
under the “Northbound Travel for Hong Kong Vehicles”**

<b>Balloting</b>	<b>Dates</b>	<b>Number of applicants registered for balloting</b>	<b>Number of successful balloting applicants</b>	<b>Ratio of successful applicants</b>
Round 1	29 to 30 May 2023	17 261	1 600	9.3%
Round 2	5 to 8 June 2023	13 476	2 700	20.0%
Round 3	19 to 22 June 2023	11 319	3 442	30.4%
Round 4	3 to 6 July 2023	10 523	3 557	33.8%
Round 5	17 to 20 July 2023	8 576	3 533	41.2%
Round 6	31 July to 3 August 2023	7 401	3 680	49.7%
Round 7	14 to 17 August 2023	7 387	3 571	48.3%
Round 8	28 to 31 August 2023	6 087	3 618	59.4%
Round 9	11 to 14 September 2023	4 834	3 728	77.1%
Round 10	25 to 28 September 2023	4 215	3 495	82.9%
Round 11	9 to 12 October 2023	3 527	3 452	97.9%
Round 12	23 to 26 October 2023	3 784	3 784	100%
Round 13	6 to 9 November 2023	3 871	3 871	100%
Round 14	20 to 23 November 2023	3 924	3 924	100%
Round 15	4 to 7 December 2023	4 068	4 068	100%
Round 16	18 to 21 December 2023	3 641	3 641	100%
Round 17	1 to 4 January 2024	4 000	4 000	100%
Round 18	15 to 18 January 2024	4 012	4 012	100%
Round 19	29 January to 1 February 2024	3 095	3 095	100%
Round 20	12 to 15 February 2024	2 449	2 449	100%
Round 21	26 to 29 February 2024	4 592	4 592	100%

**Numbers of travel booking and numbers of cancellation of travel booking**

Month	Number of travel booking	Number of cancellation of travel booking
July 2023	3 713	621
August 2023	9 864	883
September 2023	16 743	2 233
October 2023	26 049	1 972
November 2023	32 575	1 822
December 2023	49 382	5 282
January 2024	41 539	2 518
February 2024	54 529	7 287
March 2024 (as at 5 March)	15 956	1 423

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB156**

**(Question Serial No. 0313)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 227 of the Budget Speech that the review of the Public Transport Fare Subsidy Scheme (the Scheme) will be completed within this year. Will the Government inform this Committee of the following:

1. estimated expenditure and staff establishment involved in the review of the Scheme;
2. details of subsidy amount and recurrent expenditure under the Scheme in each of the past three years;
3. annual number of beneficiaries and average amount of subsidy per beneficiary in each of the past three years; and
4. tentative date of release of the review results.

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

Reply:

1. The work of Transport Department in relation to the review of the Scheme is undertaken by its existing staff. There is no separate breakdown of the expenditure and manpower involved.
2. & 3. The total subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary under the Scheme in the past three years are as follows:

<b>Year <sup>(Note)</sup></b>	<b>Total subsidy amount (\$ million)</b>	<b>Average number of beneficiaries per month (rounded off to the nearest thousand)</b>	<b>Average amount of monthly subsidy per beneficiary (\$)</b>
2021	3,709	2 999 000	103
2022	2,837	2 274 000	104
2023	3,909	3 036 000	107

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The recurrent expenditures for the Scheme (excluding the subsidy amount) in the past three financial years are as follows:

<b>Financial Year</b>	<b>Recurrent Expenditure (\$ million)</b>
2021-22	41.8
2022-23	37.4
2023-24 (Revised Estimate)	40.9

The Government has been striving to lower the administrative fee of the Scheme as far as possible. The recurrent expenditure for the Scheme (excluding the subsidy amount) in the past three financial years was around 1% of the annual total subsidy amount.

4. The review of the Scheme is expected to be completed within this year.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB157**

**(Question Serial No. 0314)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, the Government has mentioned that it will continue to support the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis”. In this connection, will the Government inform this Committee of the following:

1. the number of applications received and approved, the number of battery electric taxis (e-taxis) involved and the total amount of loans granted since the launch of the Scheme;
2. the percentage of battery e-taxis replacing liquefied petroleum gas (LPG), petrol or hybrid taxis under the Scheme in the total number of e-taxis in Hong Kong;
3. the staffing arrangements and estimated expenditure involved for continuing to implement the Scheme; and
4. whether the Government will conduct any review and put forward enhancement proposals for the Scheme; if yes, the details and timetable; if no, the reasons.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 21)

Reply:

1. and 2. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications, involving five taxis. Among them, four applications have been approved, involving four taxis and a total loan amount of about \$1.32 million. The taxis involved represent about 11% of the total number of licensed e-taxis<sup>Note</sup>. The remaining one application is being processed.

3. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and overseen by the Transport Department (TD). The overseeing work of the implementation of the Loan Scheme is 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.
4. Since the launch of the Loan Scheme, TD has been disseminating information about the Loan Scheme through various channels, including the TD's website, the regularly published "Taxi Newsletter", publicity leaflets, as well as regular and special meetings with the taxi trade. TD, HKMCI and PLIs have also communicated with the taxi trade, including organising briefing session for the trade so that they may have better understanding of the details of the Loan Scheme and prepare the necessary documents in advance.

The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary.

Note: As at 29 February 2024, the number of licensed e-taxis is 36.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB158**

**(Question Serial No. 0315)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, it is mentioned that the Government will continue to administer the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade. In this connection, will the Government inform this Committee of the following:

1. the number of rounds of application made under the Scheme since its introduction, and the details of each round of application (including the number of applications received, the number of applications approved, the labour importation quota and the posts involved) (set out in table form);
2. whether there were applications rejected in each round of application, and the specific reasons for rejecting such applications;
3. the staff establishment and estimated expenditure involved in processing applications under the Scheme; and
4. whether the Government has evaluated the performance of the drivers who have commenced the service; if yes, the details, if no, the reasons.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 22)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of labour to fill vacancies for drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the transport sectors and enhancing the stability of the driver workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

1. The application period for the first round of applications under the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-departmental liaison group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at the Annex. TD announced on 20 March 2024 the second round of application under the Scheme with the application period from 25 March to 26 April 2024.
2. Among the 20 applications rejected in the first round, four were withdrawn by the applicants, and the remaining 16 were not approved as the applicants failed to meet the basic requirements of the Scheme, with reasons including not satisfying the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. Among the 98 applications approved, 15 were not allocated with all the quotas applied for as they failed to meet the manning ratio requirement of full-time local staff and imported labour (i.e. 2:1).
3. The manpower and expenditure of TD involved in the implementation of the above Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.
4. The imported drivers are required to pass the driving test for the relevant vehicle class and obtain a certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate training for the imported drivers for sufficient familiarisation with the routes before service commencement. Meanwhile, TD will deploy staff to conduct on-site inspections to understand the situation so as to ensure that the driving behaviour and service performance of the imported drivers can meet the demand of passengers when they are doing their driving jobs.

**Annex**

**Numbers of applications and quotas allocated in the first round under the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade with a breakdown by job type**

<b>Driver job type</b>	<b>Number of applications received</b>	<b>Number of driver quotas involved</b>	<b>Number of applications approved</b>	<b>Number of driver quotas allocated</b>
Public Light Bus Driver	68	547	59	461
Local coach Driver	32	689	23	262
Cross-boundary Coach Driver	18	365	16	246
<b>Total</b>	<b>118</b>	<b>1 601</b>	<b>98</b>	<b>969</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB159**

**(Question Serial No. 0316)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, it is mentioned that the Government will continue to support the implementation of the “Northbound Travel for Hong Kong Vehicles” (the Scheme) and formulation of “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

1. since the implementation of the Scheme on 1 July last year, the Government has refined the “Specified Dates Booking System” from 6 February this year. However, some members of the public still relayed that the application procedures of the Scheme were complicated. Please advise whether the Government will streamline the application procedures of the Scheme, such as cancelling the balloting procedure, waiving the requirement of arranging clearance appointment before each departure, or discussing with the Mainland Government the removal of the daily limit on the number of applications to be processed;
2. TD announced earlier that the vehicle inspection arrangement for applications of the Scheme would be refined from 1 March this year. Vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant's electronic vehicle licence from the Mainland authorities. Has the Government estimated the number of applicants who will benefit from this arrangement?
3. the numbers of successful balloting applicants in respective rounds of balloting since the implementation of the Scheme and, among them, the number of those who have subsequently arranged clearance appointments; and after the refinement of the “Specified Dates Booking System” and vehicle inspection arrangement, whether it has examined if there is a significant increase in the number of applicants and the expected results have been achieved;

4. regarding the formulation of the “Southbound Travel for Guangdong Vehicles”, does the Government have a general direction and a preliminary timetable?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 23)

Reply:

1-3. To ensure the smooth implementation of the Scheme, the governments of Guangdong and Hong Kong agreed to introduce a cap on the number of travelling vehicles per day and set up an online travel booking system for the Scheme for applicants to make travel bookings. Since the launch of the Scheme in July last year, we have been closely monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. These measures include:

(a) Number of applications to be accepted

When the application under the Scheme commenced, 200 applications were accepted per working day in the first week. The number has been increased to the existing of 300 applications per working day and is sufficient to meet demand. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota;

(b) Travel booking

To allow greater flexibility in travel arrangements, the number of travel booking timeslots of the Scheme has been adjusted from six to four since October last year. Arrangements under the “Specified Dates Booking System” have also been enhanced since February this year by shortening the period of booking for departure and the period of cancellation of booking for departure (from two and three calendar days before departure respectively to at or before noon on one calendar day before departure); and

(c) Vehicle inspection

The number of vehicle inspection centres designated for the Scheme in Hong Kong has increased from one at the beginning to three at present, while the service hours have also been extended to cover evenings and weekends. In addition, starting from March this year, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities. According to the current application status of the Scheme, if the same 50 000 approved applicants meet the above criteria, they will be benefited from the refined vehicle inspection arrangement when renewing their applications for the Scheme.

The numbers of successful balloting applicants in respective rounds of balloting and the monthly numbers of applications for travel booking since the implementation of the Scheme are set out in Annex 1 and Annex 2 respectively. As at 29 February this year, TD has conducted a total of 21 rounds of balloting under the Scheme, providing about 70 000 balloting quotas for those interested. Since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications. With the

gradual increase in the number of approved applicants, the monthly number of travel booking has risen from around 3 700 in July last year to around 55 000 in February this year. Moreover, after the refinement of the “Specified Dates Booking System” starting from February this year, the number of travel booking has increased from around 42 000 in January this year to around 55 000 in February this year. The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and further enhance the application procedures and travel booking arrangement of the Scheme in a timely manner.

4. The Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and embraces the commitment to promoting convenient and smooth flow of personnel under the concept of joint development in the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve this goal and better leverage the Hong Kong-Zhuhai-Macao Bridge, we are actively working with the relevant Mainland authorities on the overall plan of the “Southbound Travel for Guangdong Vehicles”.



**Numbers of successful balloting applicants in respective rounds of balloting under the  
“Northbound Travel for Hong Kong Vehicles”**

<b>Balloting</b>	<b>Dates</b>	<b>Number of successful balloting applicants</b>
Round 1	29 to 30 May 2023	1 600
Round 2	5 to 8 June 2023	2 700
Round 3	19 to 22 June 2023	3 442
Round 4	3 to 6 July 2023	3 557
Round 5	17 to 20 July 2023	3 533
Round 6	31 July to 3 August 2023	3 680
Round 7	14 to 17 August 2023	3 571
Round 8	28 to 31 August 2023	3 618
Round 9	11 to 14 September 2023	3 728
Round 10	25 to 28 September 2023	3 495
Round 11	9 to 12 October 2023	3 452
Round 12	23 to 26 October 2023	3 784
Round 13	6 to 9 November 2023	3 871
Round 14	20 to 23 November 2023	3 924
Round 15	4 to 7 December 2023	4 068
Round 16	18 to 21 December 2023	3 641
Round 17	1 to 4 January 2024	4 000
Round 18	15 to 18 January 2024	4 012
Round 19	29 January to 1 February 2024	3 095
Round 20	12 to 15 February 2024	2 449
Round 21	26 to 29 February 2024	4 592

**Monthly numbers of applications for travel booking under the  
“Northbound Travel for Hong Kong Vehicles”**

<b>Month</b>	<b>Number of applications for travel booking</b>
July 2023	3 713
August 2023	9 864
September 2023	16 743
October 2023	26 049
November 2023	32 575
December 2023	49 382
January 2024	41 539
February 2024	54 529
March 2024 (as at 18 March)	39 100

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB160**

**(Question Serial No. 0414)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the smart mobility initiatives, will the Government advise this Committee of the following:

1. the targets, plans, estimated expenditure and staff 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, percentage of "HKeMeter" users in the total number of users of parking meters, and existing problems and enhancement plans; 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.: 35)

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 of the various smart mobility initiatives in 2024-25 are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2024-25
<b>Smart Transport Infrastructure</b>	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$465 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	\$19 million
3. Implement real-time adaptive traffic signal system at suitable independent signalised junctions across the territory for the adaptation of traffic signal timing in response to vehicular and pedestrian flows, thereby making the most of the capacity of the signalised junctions	(Note 1)
4. Commission a consultancy study on the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries to finalise the technical details of the Code of Practice and make timely updates in future	\$75,000
5. Take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that section, testing the technologies and understanding the driving habits of motorists when using the smart motorway	\$19.6 million
<b>Data Sharing and Analytics</b>	
6. 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
7. 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	\$6 million

Smart Mobility Initiatives	Estimated Expenditures in 2024-25
8. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 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 is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.
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 is undertaken by existing staff of TD. 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	\$190.4 million (including estimated approved funding and administrative costs of the Fund)
12. Manage, operate and maintain the parking meter system, which supports multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information; the Government will continue to install parking meters at suitable locations and enhance the parking meter system.	\$59.35 million
13. Commission APS 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	\$1.2 million (Note 2)
14. Continue to operate the sensors installed at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.3 million

Note 1: The Government plans to seek funding from the Legislative Council within 2024 for implementing real-time adaptive traffic signal system at suitable independent signalised junctions across the territory.

Note 2: 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 has been/will be sought from the Legislative Council. The relevant works expenditure is not included in the amount stated in the above table.

Except for item 11 above 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 total amount of the Fund.

2. The \$1 billion Fund was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at February 2024, the Fund has approved 50 applications, with a total funding amount of about \$335 million. Details of the approved projects are at **Annex 1**.

3. The operation of the parking meter system has been generally smooth since its launch in January 2021. Currently, the daily number of transactions processed by the system is about 150 000. The proportion of transactions using mobile app “HKeMeter” for remote payment among the total number of transactions made is about 56%. The cumulative number of first-time downloads of “HKeMeter” is about 760 000. TD will continue to gauge users’ feedback from various channels e.g. social media, mobile app stores and the hotline, keep in view the relevant technology developments and examine the feasibility to introduce the latest e-payment methods, with a view to further enhancing the system performance and users’ experience.
4. TD has kept under review the latest developments in the application of APS worldwide. With the technology of APS for private cars reaching a mature stage, TD has been implementing APS projects in public car parks in Hong Kong since 2020, and has been actively implementing APS in suitable STT car parks. At present, some APS in STT car parks are already in operation while public works projects with APS with funding approval from the Legislative Council obtained are expected to come into operation starting from 2025. Details are set out at **Annex 2**. For public works projects with APS being taking forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average.

**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Network-wide Traffic Speed-Flow Estimator <sup>1</sup>	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
HKSafeDriver <sup>2</sup>	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
Development of Departure Safety Checking System for Minibus <sup>2</sup>	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
Development of Crane Position Monitoring System <sup>2</sup>	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
Intelligent traffic control with use of IoT and reinforcement learning technologies <sup>1</sup>	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data <sup>1</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Advanced C-V2X Applications to Enhance Hong Kong's Mobility Competence and Road Safety <sup>2</sup>	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
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model <sup>1</sup>	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
Development of an A.I. Intelligent Traffic Enforcement Robot (ITER) <sup>2</sup>	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
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway <sup>2</sup>	This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Big data AI system for taxi safe driving <sup>2</sup>	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
Development of Adaptive Traffic Control System – Dynamic Intersection Signal Control Optimization (DISCO) <sup>1</sup>	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	\$7,982,521.45



Project Title	Project Summary	Approved Funding
	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.	
Automatic On-The-Move Anti-Congestion System <sup>2</sup>	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
Prediction of Traffic Speed and Volume considering Malfunction Detectors using Deep Learning <sup>1</sup>	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
AI driven Barrier-Free Smart mobility platform - BoBo <sup>2</sup>	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
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park <sup>2</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
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 <sup>1</sup>	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
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera <sup>1</sup>	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
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
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles <sup>1</sup>	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
Using Generalised Linear Model (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident <sup>2</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of an Augmented Reality-Assisted Head-up Display (AR-HUD) mechanism for recommending driving strategy <sup>1</sup>	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
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 <sup>1</sup>	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
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services <sup>1</sup>	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 <sup>2</sup>	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
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience <sup>2</sup>	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
Virtual Reality-based Driving Training System <sup>2</sup>	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	\$3,820,680.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	difficult to arrange or encounter in conventional driving practice sessions in the training to enrich the learning experience.	
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles <sup>2</sup>	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 <sup>1</sup>	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 Advanced Bollard with Smart Materials for Improving Road Safety <sup>2</sup>	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
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies <sup>1</sup>	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
Designing of an Intelligent Human-machine Cooperative Driving System <sup>1</sup>	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 an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons <sup>2</sup>	The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public transport by the visually impaired persons and thus improve road efficiency.	\$1,514,000.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving <sup>1</sup>	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
Smart Minibus 2.0 <sup>2</sup>	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
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses <sup>1</sup>	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
Development of a Personalized and Connected Advanced Driver Assistance System <sup>1</sup>	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
Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) <sup>2</sup>	The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety.	\$13,440,750.00
Intelligent Information-based Transport System for Smarter Traffic and Safer Mobility <sup>1</sup>	The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions.	\$7,629,654.94

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic <sup>2</sup>	This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong.	\$19,998,500.00
Smart Cloud Taximeter System <sup>2</sup>	The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners.	\$10,634,000.00
A Smart Planning Platform for Safe and Efficient MiC Module Transport <sup>2</sup>	This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong.	\$19,326,900.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Dedicated Line Connected Autonomous Bus <sup>2</sup>	The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange.	\$19,995,050.00
An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data <sup>1</sup>	This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety.	\$2,742,898.70
Multi-modal Hyperlocal Delivery system <sup>2</sup>	This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage.	\$3,916,070.00
Traffic-aware Truck Platooning Technology and Its Impact on the Road Network <sup>1</sup>	The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road.	\$1,741,655.16
Digital Twin-based Long-span Bridge Health Monitoring <sup>2</sup>	The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage	\$13,404,400.00

Project Title	Project Summary	Approved Funding
	assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety.	
Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service <sup>1</sup>	This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight.	\$6,697,542.56
Blockchain-enabled Cyber Physical System for the City-wide Parking Management <sup>1</sup>	This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to car parks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces.	\$3,953,542.31
AI model for Generating High-definition Maps of Hong Kong based on Ground-Aerial-Sky Multi-Sensor Data <sup>1</sup>	The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to providing accurate road attributes which are valuable for enhancing efficiency of road space and the safety of the assisted and automated driving vehicles.	\$7,186,008.45

Note 1: Pure Research Project

Note 2: Research and Application Project



<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>
<b>A. APS in STT car parks</b>				
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	Commissioned in November 2021	245
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	Commissioned in December 2022	250
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	2024 (Tentative)	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2024 (Tentative)	About 200
<b>B. APS in public works projects</b>				
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2026 (Tentative)	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200
Main works of Amenity complex in Area 103, Ma On Shan	Puzzle stacking	To be determined*		About 350
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	To be determined#		About 450
Hoi Ting Road Joint User Complex	Puzzle stacking	To be determined#		About 170

\* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction and expected commissioning date are to be determined.

# The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and expected commissioning date are to be determined.

- End -

**CONTROLLING OFFICER'S REPLY****TLB161****(Question Serial No. 3289)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding autonomous vehicles (AVs), the Government has introduced a number of regulating measures in recent years to facilitate the trial and use of AVs. In this connection, will the Government inform this Committee of the following:

1. the number of AVs on trial, vehicle types, trial locations and progress; and
2. the assessment criteria for the vehicles and vehicle owners applying for the AV pilot scheme and the specific plan when the pilot licences expire after five years.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 46)Reply:

1. Since 2017, the Transport Department (TD) has issued movement permits (MPs) to individual AVs for conducting AV trials under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), and imposed specific conditions on a case-by-case basis to facilitate the trial and use of AVs in Hong Kong. As at February 2024, TD has issued MPs to 19 AVs for carrying out trials at ten locations, including university campuses, the West Kowloon Cultural District (WKCD), the Hong Kong Science Park and individual private housing estates, etc. Nine of them are still conducting road trials at different stages. Details of the AV trials are as follows:

No.	Vehicle type	Trial location
1	Private light bus	WKCD
2	Private light bus	Fairview Park
3	Private light bus	Fairview Park
4	Light goods vehicle	Hong Kong University of Science and Technology
5	Private light bus	Science Park
6	Light goods vehicle	Science Park
7	Private car	Hong Kong Productivity Council
8	Light goods vehicle	Science Park

No.	Vehicle type	Trial location
9	Private light bus	Park Yoho

2. The Government completed the legislative amendments of the “Road Traffic (Amendment) (Autonomous Vehicles) Ordinance 2023” and “Road Traffic (Autonomous Vehicles) Regulation (Cap. 374AA)” (AV Regulation) in May 2023 and January 2024 respectively to provide a regulatory framework with flexibility for further trial and use of AVs in Hong Kong, facilitating wider trial and use of AVs by the industry in Hong Kong. The new regulatory regime for AVs came into operation on 1 March 2024, and TD issued the “Code of Practice for Trial and Pilot Use of Autonomous Vehicles” on the same day, setting out the detailed technical, safety and operational requirements of trial and use of AVs.

The AV Regulation has set out in detail the application conditions and assessment criteria for the vehicles used for trials and their vehicle owners under a pilot scheme. Anyone who wish to carry out a pilot scheme on the roads in Hong Kong for trial and use of AVs is required to submit an application to TD for a pilot licence and an AV certificate, together with a detailed proposal setting out details including the objectives of the proposed pilot scheme; number, models, design and construction, and details of the AV system of AVs proposed to be used under the scheme; and other relevant information in relation to technical and operation details (e.g. proposed routes, risk analysis and mitigation measures, etc.).

TD will scrutinise each application to ensure that it is in the public interest and safe to carry out the pilot scheme and all proposed AVs for trial and pilot use are roadworthy.

In addition, an applicant of pilot licence must be the owner of each AV under the proposed pilot scheme, and meet the criteria for a fit and proper person under the AV Regulation, including whether the applicant is capable of providing the necessary technical support and maintaining the necessary facilities, resources and workforce, etc. to carry out the pilot scheme safely. If all the requirements are met, TD will issue a pilot licence to the applicant and an AV certificate for each AV. An applicant who is issued a pilot licence officially becomes a pilot proprietor, and may carry out his pilot scheme for trial and use of AVs.

According to the AV Regulation, a pilot licence is valid for a maximum of five years. The pilot proprietor may submit an application to TD for renewal of the licence four months before its expiry. TD will assess whether each application meets the above licensing requirements. Pilot proprietors meeting the application criteria may renew their licences for a maximum period of five years.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB162**

**(Question Serial No. 2402)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding railway development, will the Government advise this Committee of the following:

1. the manpower establishments and expenditures by rank for monitoring railway services and enforcing railway safety in the past three years;
2. the maximum carrying capacity, average patronage, and carrying capacities and loading at four and six persons (standing) per square metre (ppsm) during peak hours in the morning and evening of various railway lines in each of the past three years;
3. the numbers of trains, numbers of cars and average frequency of train service during peak and non-peak hours of various railway lines in the past three years;
4. the numbers of service disruption incidents of various railway lines in the past three years, by cause, duration of disruption and penalty amount of each incident in table form; and
5. the timetables for upgrading the signalling systems of various railway lines, the expected service commencement dates, expected train frequencies and carrying capacity that can be increased in table form?

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

Reply:

1. The Railways Branch (RB) of the Electrical and Mechanical Services Department (EMSD), in accordance with the ordinances on railway safety, 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. The establishments of RB of EMSD over the past three years are set out below:

<b>Rank</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Assistant Director	1	1	1
Chief Engineer	4*	4*	4*
Senior Engineer	15	15	15
Engineer	28	28	28
Inspector	4	4	4

\*Two Chief Engineer posts are time-limited supernumerary directorate posts for four years starting from July 2021.

The total expenditures of RB of EMSD in the past three years are set out in the following table:

	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b> <b>(as at February 2024)</b>
Expenditure (\$ million)	80.6	81.1	77.7 <sup>^</sup>

<sup>^</sup>The overall expenditure for the financial year 2023-24 is not yet available.

The Bus and Railway Branch (BRB) of the Transport Department (TD) is responsible for regulating and monitoring MTR services, as well as franchised bus, tram and non-franchised bus services. Other sections of TD also assist in railway-related matters, including incident co-ordination and planning of transport facilities related to new railways. The establishments of BRB of TD for regulating and monitoring MTR services over the past three years are set out below:

<b>Rank</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Assistant Commissioner	1	1	1
Principal Transport Officer	1	1	1
Chief Transport Officer	1	1	1
Senior Transport Officer	3	3	3
Transport Officer	3	3	3

Note:

Apart from regulating and monitoring MTR services, some of the staff in the above establishment is also responsible for other BRB issues such as regulating franchised and non-franchised bus services, as well as tram services.

Regulating and monitoring railway services is part of the regular duties of the above staff of TD, and other TD divisions also assist in handling railway-related issues. There is no separate breakdown of the estimated expenditure involved.

2. According to the information provided by MTRCL, in general, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in same period of 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 period than that in the morning peak period. As such, when evaluating the service demand for individual railway lines, 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 carrying capacities, average patronage and loading during the busiest one hour in the morning per direction at critical links, and the critical links of various heavy rail lines and light rail routes in the past three years are set out at **Annexes 1 and 2** respectively.

3. In the past three years, the numbers of trains and train cars for heavy rail and light rail are set out at **Annex 3**, while the frequencies of train services during peak and non-peak periods of heavy rail and light rail are set out at **Annex 4**.
4. The numbers of incidents which caused service disruption due to factors under the MTRCL's control, the causes and the amounts set aside under the Service Performance-Linked Arrangement and the enhanced Service Performance Rebate for the incidents in the past three years are set out at **Annex 5**.
5. MTRCL is now replacing the signalling system for Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line. According to the information provided by MTRCL on the current programme and progress, 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.

<b>Railway line</b>	<b>Expected service commencement date of the new signalling system</b>
Tsuen Wan Line	2025-26
Island Line	2026-27
Kwun Tong Line	2027-28
Tseung Kwan O Line	2028-29

It is expected that upon the completion of the replacement project, the overall capacity of the MTR system could be increased by about 10%.

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

		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 <sup>(Note 1)</sup>	Airport Express <sup>(Notes 1 and 2)</sup>
2021 <sup>(Note 3)</sup>											
1.	Maximum carrying capacity when train frequency is maximised (6 persons standing per square metre (ppsm))(a)	N/A <sup>(Note 6)</sup>	70 000	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
2.	Carrying capacity (6 ppsm)(b)	73 300	58 800	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
3.	Difference between (a) and (b) ) <sup>(Note 4)</sup>	N/A	11 200	0	0	10 200	0	0	5 300	2 500	1 600
4.	Patronage (c)	30 100	36 100 <sup>(Note 7)</sup>	43 300	47 800	9 200	40 000	52 200	1 700	23 600	800
5.	Loading (6 ppsm) [(c)/(b)] { }Critical link	41% {Sha Tin to Tai Wai}	61% {Tsuen Wan West	64% {Yau Tong to Quarry Bay}	60% {Tin Hau to Causeway Bay}	55% {Admiralty to Ocean Park}	56% {Shek Kip Mei	70% {Yau Ma Tei to Jordan}	39% {Sunny Bay to	55% {Kowloon to Hong Kong}	25% {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 1)	Airport Express (Notes 1 and 2)
			to Mei Foo }				to Prince Edward }		Disneyland Resort }		
6.	Current loading (4 ppsm) <sup>(Note 5)</sup>	58%	86%	90%	84%	77%	79%	98%	55%	78%	N/A
7.	Average monthly patronage (million)	16.1	14.1 (Note 7)	9.4	22.9	1.9	17.2	25.3	0.3	5.6	0.2
8.	Total patronage (million)	193.7	169.0 (Note 7)	113.3	275.2	22.9	206.1	303.2	3.3	67.3	2.2
<b>2022</b> <sup>(Note 3)</sup>											
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.	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) <sup>(Note 4)</sup>	20 000	11 200	0	0	10 200	0	0	5 300	2 500	1 600

		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 1)	Airport Express (Notes 1 and 2)
4.	Patronage (c)	37 700	34 500	40 200	44 800	9 100	34 200	37 200	2 200	20 100	1 100
5.	Loading (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}
6.	Loading (4 ppsm) <sup>(Note 5)</sup>	83%	82%	84%	79%	76%	67%	70%	72%	66%	N/A
7.	Average monthly patronage (million)	15.3	19.9	8.8	20.9	1.8	16.0	23.1	0.3	5.2	0.3
8.	Total patronage (million)	183.5	238.8	105.1	250.5	21.6	192.0	277.4	3.4	62.7	3.1
<b>2023</b>											
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.	Carrying capacity (6 ppsm)(b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 300	42 500	4 200

		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 1)	Airport Express (Notes 1 and 2)
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	1 300	2 500	600
4.	Patronage (c)	42 400	35 700	40 400	46 300	9 800	34 500	38 800	3 200	21 200	1 700
5.	Loading (6 ppsm) [(c)/(b)]{ } Critical link	68% {Tai Wai to Kowloon Tong}	61% {Tsuen Wan West to Mei Foo}	60% {Yau Tong to Quarry Bay}	58% {Tin Hau to Causeway Bay}	58% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	52% {Sham Shui Po to Prince Edward}	39% {Sunny Bay to Disneyland Resort}	50% {Olympic to Kowloon}	40% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 5)	94%	85%	84%	81%	82%	68%	73%	54%	70%	N/A
7.	Average monthly patronage (million)	23.7	23.9	9.8	25.7	2.2	18.2	27.7	0.5	6.5	0.9
8.	Total patronage (million)	283.6	280.3	114.8	311.0	25.8	215.1	344.6	5.8	77.1	10.8

Note 1: 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 2: The design of Airport Express Link is based on seat provision where the passenger density level in terms of the number of standees does not apply. The figures are calculated based on existing carrying capacity.

Note 3: In view of the pandemic, the figures tabulated above are based on data obtained in those months when the pandemic has relatively eased.

- Note 4: This is because the service frequency has not yet been increased to the maximum level the signalling system permits.
- Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the number of 340 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 capacities of trains are 2 845 and 2 061 respectively for six and four ppsm.
- Note 6: Since East Rail Line was operated with a mixed fleet of existing 12-car trains and new 9-car trains during the above period, the design carrying capacity and maximum carrying capacity are not applicable.
- Note 7: West Rail Line and Tuen Ma Line Phase 1 were integrated as Tuen Ma Line on 27 June 2021. The patronage of Tuen Ma Line in 2021 refers to those for Tuen Ma Line Phase 1 and Tuen Ma Line (commissioned on 27 June 2021). The average monthly patronage and total patronage of West Rail Line in the first six months of 2021 were 11.4 million and 68.3 million respectively.

**Statistics for the Light Rail System**  
(the busiest one hour in the morning per direction for critical links)

Light Rail route	Maximum carrying capacity			Passenger loading <sup>(Note 1)</sup>		
	2021	2022	2023	2021	2022	2023
505	2 993	2 993	2 993	81%	68%	66%
506P <sup>(Note 2)</sup>	N/A	N/A	424	N/A	N/A	70%
507	2 544	2 827	2 827	81%	74%	83%
507P <sup>(Note 2)</sup>	N/A	212	212	N/A	80%	90%
610	1 995	2 056	2 056	98%	80%	93%
614	873	1 372	1 122	84% <sup>(Note 3)</sup>	70% <sup>(Note 3)</sup>	77% <sup>(Note 3)</sup>
614P	1 388	1 156	1 363			
615	998	748	960	83% <sup>(Note 3)</sup>	85% <sup>(Note 3)</sup>	74% <sup>(Note 3)</sup>
615P	1 388	1 388	1 600			
705	4 240	4 240	4 240	78%	76%	63%
706	5 088	5 088	5 088	72%	85%	63%
751	2 650	2 857	2 993	79%	82%	64%
751P	205	398	398	40%	75%	60%
761P	4 625	4 240	4 240	70%	67%	64%

**Patronage (million)**

	2021	2022	2023
Average monthly patronage	11.8	11.0	12.5
Total patronage	141.6	131.7	150.0

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. The exact loading or patronage of individual Light Rail routes could not be worked out by projecting the route chosen by passenger based on their entry/exit records, which is the current methodology adopted in assessing the loading of heavy rail lines. MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observations and surveys. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable.

- Note 2: Routes 507P and 506P were introduced in September 2022 and September 2023 respectively to run at morning peak hour.
- 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 serving Siu Hong Station. The critical links 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 numbers of trains and cars for heavy rail and light rail**

<b>As at December of the year</b>	<b>2021</b>		<b>2022</b>		<b>2023</b>	
	Trains	Cars per train	Trains	Cars per train	Trains	Cars per train
East Rail Line	36	12 or 9	36	9	37	9
Tuen Ma Line	56	8	59	8	65	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	41	8	39	8
Tsuen Wan Line	35	8	35	8	35	8
Disneyland 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

Light rail system is operated by single-set or coupled-set LRVs in which the latter is formed by two cars. There were 145, 146 and 149 light rail cars in 2021, 2022 and 2023 respectively.

**Train Frequencies of the Heavy Rail System**<sup>(Note 1)</sup>

As at December of the year	2021		2022		2023	
	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)
East Rail Line						
Admiralty - Sheung Shui <sup>(Note 2)</sup>	2.9 - 8 (Hung Hom - Sheung Shui)	4 - 8 (Hung Hom - Sheung Shui)	2.7 - 5.2	5.5 - 8	2.7 - 3.8	4 - 8
Admiralty - Lo Wu <sup>(Note 3)</sup>	--	--	--	--	5.5	6 - 10
Admiralty - Lok Ma Chau <sup>(Note 3)</sup>	--	--	--	--	12	12 - 14.5
Tuen Ma Line	2.7 - 3	6 - 7	2.7 - 3	6 - 7	2.7 - 3	6 - 7
Tseung Kwan O Line						
North Point - Tseung Kwan O	2.2	--	2.2	--	2.2	--
North Point - Po Lam	2.5 - 4	5 - 6	2.5 - 4	5 - 6	2.5 - 4	5 - 6
North Point - LOHAS Park	6.7	--	6.7	--	6.7	--
Tiu Keng Leng - LOHAS Park	--	10 - 14	--	10 - 14	--	10 - 14
Island Line	1.9	3.6 - 5	1.9	3.6 - 5	1.9	3.6 - 5



As at December of the year	2021		2022		2023	
	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)
South Island Line	3.3	6 - 7.5	3.3	6 - 7.5	3.3	6 - 7.5
Kwun Tong Line						
Tiu Keng Leng - Ho Man Tin	2.1	3.5 - 5	2.1	3.5 - 5	2.1	3.5 - 5
Ho Man Tin - Whampoa	4.2	3.5 - 5	4.2	3.5 - 5	4.2	3.5 - 5
Tsuen Wan Line	2	3.5 - 5	2	3.5 - 5	2	3.5 - 5
Disneyland Resort Line	10	10 - 20	10	10 - 20	5	10 - 20
Tung Chung Line						
Hong Kong - Tsing Yi	3 - 4	7 - 10	3 - 4	7 - 10	3 - 4	7 - 10
Hong Kong - Tung Chung	6 - 8	7 - 10	6 - 8	7 - 10	6 - 8	7 - 10
Airport Express	15	30	15	15	10	10

Note 1: The figures tabulated above are the train frequencies on weekdays.

Note 2: East Rail Line only operated between Hung Hom and Sheung Shui before the commissioning of its cross-harbour extension on 15 May 2022.

Note 3: Due to the COVID-19 pandemic, services at Lo Wu Station and Lok Ma Chau Station were suspended since 4 February 2020. Lok Ma Chau Station and Lo Wu Station were reopened on 8 January and 6 February 2023 respectively.

**Train Frequencies of the Light Rail System**<sup>(Note 1)</sup>

<b>Light Rail Route</b> <sup>(Note 2)</sup>	<b>2021</b>		<b>2022</b>		<b>2023</b>	
	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)	Frequency during the morning peak hours (minutes)	Frequency during the non-peak hours (minutes)
505	6 - 10	9 - 17	6 - 10	10 - 18	6 - 11	10 - 18
507	5 - 9	8 - 15	5 - 9	7 - 16	6 - 9	7 - 16
610	6 - 10	6 - 17	8 - 10	9 - 17	8 - 10	9 - 17
614	14 - 18	12 - 23	12 - 18	12 - 23	12 - 18	12 - 23
614P	7 - 12	10 - 16	9 - 13	11 - 16	8 - 13	11 - 19
615	14 - 18	14 - 24	14 - 18	15 - 24	14 - 18	14 - 24
615P	7 - 12	10 - 16	9 - 12	10 - 19	9 - 13	10 - 19
705	5 - 7	7 - 12	5 - 7	7 - 12	5 - 7	7 - 12
706	4 - 7	7 - 13	5 - 7	7 - 12	5 - 7	7 - 12
751	5 - 9	7 - 17	5 - 11	8 - 17	7 - 12	8 - 17
761P	4 - 7	6 - 15	5 - 8	6 - 15	5 - 8	6 - 15

Note 1: The figures tabulated above are the train frequencies on weekdays.

Note 2: Special departures of routes 506P, 507P and 751P are arranged to run at morning peak hours on weekdays as service enhancement for critical links.

**Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under MTRCL's Control**

**Kwun Tong Line**

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	12	12	0	12	0	0	0	0	0	0	0	0
2022	16	14	2	13	2	1	0	0	0	0	0	3
2023	17	17	0	15	0	2	0	0	0	0	0	2

**Tsuen Wan Line**

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure <sup>Note 2</sup>	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	6	4	2	3	2	1	0	0	0	0	0	1
2022	5	5	0	4	0	0	0	0	0	1	0	40
2023	8	8	0	7	0	1	0	0	0	0	0	1

### Island Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	9	9	0	6	0	3	0	0	0	0	0	5
2022	7	7	0	6	0	1	0	0	0	0	0	1
2023	5	5	0	4	0	1	0	0	0	0	0	1

### Tseung Kwan O Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	14	13	1	11	1	2	0	0	0	0	0	2
2022	11	10	1	8	1	1	0	0	0	1	0	15.4
2023	6	6	0	4	0	2	0	0	0	0	0	3

### South Island Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	0	0	0	0	0	0	0	0	0	0	0	0
2022	2	2	0	2	0	0	0	0	0	0	0	0
2023	1	1	0	1	0	0	0	0	0	0	0	0

### East Rail Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	55	55	0	48	0	7	0	0	0	0	0	8
2022	29	28	1	27	1	1	0	0	0	0	0	1.2
2023	13	13	0	13	0	0	0	0	0	0	0	0

### Tuen Ma Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	19	19	0	16	0	3	0	0	0	0	0	3
2022	12	12	0	11	0	1	0	0	0	0	0	2.4
2023	18	18	0	18	0	0	0	0	0	0	0	0

### Tung Chung Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	10	9	1	9	1	0	0	0	0	0	0	0
2022	7	4	3	4	3	0	0	0	0	0	0	0
2023	10	8	2	7	2	1	0	0	0	0	0	1

### Disneyland Resort Line

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	0	0	0	0	0	0	0	0	0	0	0	0
2022	1	1	0	0	0	0	0	0	0	1	0	40
2023	0	0	0	0	0	0	0	0	0	0	0	0

### Airport Express

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	4	2	2	2	2	0	0	0	0	0	0	0
2022	4	4	0	4	0	0	0	0	0	0	0	0
2023	5	4	1	4	1	0	0	0	0	0	0	0

## Light Rail

Year	Number	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less Note 1		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure Note 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2021	14	14	0	14	0	0	0	0	0	0	0	0
2022	18	16	2	16	2	0	0	0	0	0	0	0
2023	18	14	4	13	2	1	1	0	0	0	1	17

Note 1 : According to the existing railway incident reporting mechanism, MTRCL is required to notify TD within eight minutes of any railway incident which has caused train service disruption of eight minutes or is expected to cause disruption of eight minutes or more. For service disruption of less than eight minutes, the impact on passengers is comparatively minimal and MTRCL is not required to notify TD. Hence TD does not have the number of incidents with service disruption of less than eight minutes.

Note 2 : Equipment failure includes station equipment failure, infrastructure, rolling stock failure, etc.

Note 3 : After the review of 2023 Fare Adjustment Mechanism, there is an increase in the amount to be set aside for incidents that cause disruptions of more than three hours and the maximum amount to be set aside per incident, as well as an introduction of a peak hour multiplier under the Service Performance Rebate.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB163**

**(Question Serial No. 2409)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the development and implementation of smart mobility initiatives and the application of technologies in traffic management, will the Government advise this Committee of the following:

1. the Government's objectives of implementing smart mobility, the implementation timetable, the estimated expenditure and the staff establishment in 2024-25;
2. the cumulative number of downloads of "HKeMobility" mobile application, the average daily hit rate and the operating expenditure incurred for maintaining "HKeMobility" in each of the past three financial years;
3. whether provisions have been earmarked for developing smart motorways and geocoding, and establishing benchmark data for alignment with the Mainland with a view to enhancing the connectivity with other Mainland cities in the Greater Bay Area (GBA); if yes, the details, if no, the reasons; and
4. whether performance indicators have been set for implementing smart mobility in Hong Kong; if yes, the details; if no, the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 25)

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 and the expected implementation timetable of the various smart mobility initiatives in 2024-25 are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2024-25	Expected Timing of Implementation
<b>Smart Transport Infrastructure</b>		
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$465 million	Implemented in 2023
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	\$19 million	Ongoing
3. Implement real-time adaptive traffic signal system at suitable independent signalised junctions across the territory for the adaptation of traffic signal timing in response to vehicular and pedestrian flows, thereby making the most of the capacity of the signalised junctions	(Note 1)	Commence within 2024
4. Commission a consultancy study on the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries to finalise the technical details of the Code of Practice and make timely updates in future	\$75,000	2024-25
5. Take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that section, testing the technologies and understanding the driving habits of motorists when using the smart motorway	\$19.6 million	Aim at launching a pilot scheme in 2024

Smart Mobility Initiatives	Estimated Expenditures in 2024-25	Expected Timing of Implementation
<b>Data Sharing and Analytics</b>		
6. 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	Ongoing
7. 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	\$6 million	Ongoing
8. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million	Ongoing
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 is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.	Ongoing
<b>Applications and Services</b>		
10. Encourage PT operators to introduce new electronic payment systems, having regard to the systems’ reliability, user friendliness and efficiency	The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.	Ongoing
11. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$190.4 million (including estimated approved funding and administrative costs of the Fund)	Ongoing

Smart Mobility Initiatives	Estimated Expenditures in 2024-25	Expected Timing of Implementation
12. Manage, operate and maintain the parking meter system, which supports multiple payment systems (including Faster Payment System and remote payment with mobile app “HKeMeter”) and provide real-time parking vacancy information. The Government will continue to install parking meters at suitable locations and enhance the parking meter system	\$59.35 million	Ongoing
13. Commission APS 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	\$1.2 million (Note 2)	Information of the current APS projects is listed at <b><u>Annex</u></b>
14. Continue to operate the sensors installed at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.3 million	Ongoing

Note 1: The Government plans to seek funding from the Legislative Council within 2024 for implementing real-time adaptive traffic signal system at suitable independent signalised junctions across the territory.

Note 2: 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 has been/will be sought from the Legislative Council. The relevant works expenditure is not included in the amount stated in the above table.

Except for item 11 above 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 also 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 total amount of the Fund.

2. The cumulative number of downloads of “HKeMobility” mobile application (“HKeMobility” app) and the average daily hit rate in each of the past three financial years are as follows:

<b>Financial Year</b>	<b>Cumulative Number of Downloads</b>	<b>Average Daily Hit Rate</b>
2021-22	About 2.6 million	About 50 000
2022-23	About 2.6 million	About 70 000
2023-24 (as at the end of February 2024)	Over 2.6 million	About 160 000

The operating expenditures incurred for maintaining “HKeMobility” app (including maintenance, system hosting services and system enhancement) in each of the past three financial years are set out below:

<b>Financial Year</b>	<b>Operating Expenditure (\$)</b>
2021-22	4,520,000
2022-23	4,130,000
2023-24	3,420,000

Remark: Expenditure rounded to nearest \$10,000

3. In December 2023, the Government reported to the Legislative Council the initial recommendations of the Traffic and Transport Strategy Study, which recommended suitably introducing the design of smart motorways management system into the major road projects under planning to enhance road carrying efficiency for meeting future transport development needs. The design and construction costs of the relevant systems depend on the detailed designs of individual projects and will be included in individual projects’ estimates.

Besides, the Development Bureau (DEVB) launched the machine-readable “GeoAddress” in the fourth quarter of 2021, covering about 190 000 building addresses on the map of Hong Kong. At the end of 2022, DEVB developed the web-based tool “GeoSpatialiser” on the Common Spatial Data Infrastructure portal for geo-referencing addresses, aiming to facilitate interoperability of address data from different sources and formats.

Based on the GeoAddress and 2D geographical coordinate system, the Government will explore to develop an alphanumeric geocoding system, which is easy to remember and identify (and machine-readable). The geocoding system should not only be compatible with the buildings covered by GeoAddress, but will also cover roads and the entire territory of Hong Kong. It is expected that it will facilitate the development of smart location-based services applications by public and private organisations and enhance their location search functions, thereby promoting the development of smart city in Hong Kong.

The Government will continue to enhance communication with other mainland cities in the GBA to facilitate data sharing and connectivity in the area.

4. To facilitate the development of smart mobility, TD published the “Smart Mobility Roadmap for Hong Kong” (the Roadmap) in 2019, setting out a holistic and coherent strategy to progressively implement various smart mobility initiatives in Hong Kong. In the past few years, TD implemented a number of smart mobility initiatives according to the Roadmap, including installing real-time adaptive traffic signal system at suitable independent signalised junctions, commissioning APS pilot projects and implementing HKEToll at government tolled tunnels and the Tsing Sha Control Area. Upon completion of the projects, TD will continue to assess and monitor their implementation on an ongoing basis. All projects are found to have met the targets.

Apart from improving the existing initiatives, TD will progressively take forward other smart mobility initiatives to enhance commuting convenience for the public.

Project	APS Type	Commencement of Construction	Expected Commissioning of APS	Total Number of Parking Spaces (including both conventional and APS parking spaces)
<b>A. APS in STT car parks</b>				
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	Commissioned in November 2021	245
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	Commissioned in December 2022	250
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	2024 (Tentative)	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2024 (Tentative)	About 200
<b>B. APS in public works projects</b>				
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2026 (Tentative)	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200
Main works of Amenity complex in Area 103, Ma On Shan	Puzzle stacking	To be determined*		About 350
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	To be determined#		About 450
Hoi Ting Road Joint-user Complex	Puzzle stacking	To be determined#		About 170

\* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction and expected commissioning date are to be determined.

# The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and expected commissioning date are to be determined.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB164**

**(Question Serial No. 2410)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of automated parking systems (APS), will the Government inform this Committee of the following:

1. the timetable for taking forward APS in 2024-25, and the staff establishment and estimated expenditure involved;
2. the details of the implementation of APS in the past three financial years, including the locations, APS types, numbers of parking spaces, commencement dates of construction, commissioning dates and expenditures involved;
3. the number of parking spaces in public car parks across the territory and the percentage of APS in the past three financial years and the coming financial year; and
4. the measures taken to speed up the implementation of APS at more locations.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 26)

Reply:

1. and 2. The Transport Department (TD) has kept under review the latest developments in the application of automated parking system (APS) worldwide. With the technology of APS for private cars reaching a mature stage, TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable short-term tenancy (STT) car parks and public works projects. Details of taking forward APS projects in the past three years and 2024-25 are set out at **Annex**.

The preparatory work for APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

3. In the past three years, the number of parking spaces in public car parks across the territory is as follows:

	<b>December 2021</b>	<b>December 2022</b>	<b>December 2023</b>
No. of parking spaces in public car parks	203 900	205 000	207 200

As the provision of new parking spaces depends on a number of factors, including local consultation and the implementation progress of individual development projects, it is difficult for TD to accurately estimate the number of additional parking spaces to be provided in public car parks in the coming year. TD also does not have figures on APS in privately-operated car parks. For public works projects with APS being taking forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average.

4. TD will continue to explore the use of APS as far as possible in suitable STT car parks in future, taking into account a host of factors including site constraints and cost-effectiveness. For future public works projects with public car parks, TD will invite the relevant works departments to actively consider the feasibility of using APS at the planning stage, with a view to speeding up the implementation of APS at more locations.

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
<b>A. APS in STT car parks</b>					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	Commissioned in November 2021	245	Funded by the STT operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	Commissioned in December 2022	250	Funded by the STT operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	2024 (Tentative)	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2024 (Tentative)	About 200	Funded by the STT operator
<b>B. APS in public works projects</b>					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380	\$5,228.4 M <sup>1</sup> 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	May 2022	2026 (Tentative)	About 300	\$1,605.0 M <sup>2</sup> in MOD prices

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200	\$777.9 M <sup>3</sup> in MOD prices
Main works of Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	To be determined*		About 350	To be determined *
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	To be determined#		About 450	To be determined #
Hoi Ting Road Joint User Complex	Puzzle stacking	To be determined#		About 170	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 : The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

\* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction, expected commissioning date and estimated expenditure are to be determined.

# The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and estimated expenditure are to be determined.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB165**

**(Question Serial No. 2411)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), will the Government inform this Committee of the following:

1. Implementation details and expenditure involved for the first round of the Scheme.
2. Expected implementation timetable and estimated expenditure for the second round.
3. Number of imported workers who have completed training, successfully obtained a driving licence and commenced work, and their remuneration packages.
4. Whether the Scheme is effective in alleviating the acute manpower shortage being faced by the public light bus (PLB) trade and supporting the continual recovery of the business.
5. How will the Government evaluate the effectiveness of the Scheme?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 27)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - PLB/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the trades and enhancing the stability of the transport workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

1. & 2. The application period for the first round of the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After assessment by the inter-departmental liaison group comprising representatives from the Transport and

Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at **Annex 1**. TD already announced on 20 March 2024 that the application period for the second round of the Scheme is from 25 March to 26 April. The application procedures and detailed handling arrangement will be similar to those of the first round. The manpower and expenditure of TD involved in the implementation of the above Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

3. The imported drivers are required to pass the driving test for the relevant vehicle class and obtain a certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate route training for the imported drivers for route familiarisation before service commencement. As at 7 March 2024, a total of 109 imported drivers have taken up various driving jobs to serve the public. The Scheme further requires that the monthly wage levels of imported drivers should be no less than the median monthly wages of the relevant local jobs. The median monthly wages of the relevant local jobs are set out at **Annex 2**.
4. & 5. While implementing the Scheme, TD will maintain liaison with the relevant transport sectors to understand the views of both employees and employers on the Scheme through a stakeholder consultative group set up under the Scheme to engage representatives of both employees and employers. According to the discussion in the latest meeting of the consultative group at end-January 2024, representatives of both employees and employers agreed that the trade has long been facing the problems of acute manpower shortage of drivers and ageing drivers. Employer representatives shared the view that labour importation can alleviate the problem of acute driver shortage and expressed that they would continue to make efforts in employing local drivers. The Government will continue to maintain close liaison with stakeholders via the consultative group and review the Scheme in a timely manner having regard to the relevant views.

**Numbers of applications and quotas allocated in the first round of application under  
the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach  
Trade with a breakdown by job type**

<b>Driver job type</b>	<b>Number of applications received</b>	<b>Number of driver quotas involved</b>	<b>Number of applications approved</b>	<b>Number of driver quotas allocated</b>
Public Light Bus Driver	68	547	59	461
Local Coach Driver	32	689	23	262
Cross-boundary Coach Driver	18	365	16	246
<b>Total</b>	<b>118</b>	<b>1 601</b>	<b>98</b>	<b>969</b>

**Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade**  
**Median monthly wages of relevant local driver jobs**

<b>Driver job type</b>	<b>Median monthly wage (\$)</b>
Public Light Bus Driver	14,300
Local Coach Driver	19,300
Cross-boundary Coach Driver	22,000

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB166**

**(Question Serial No. 2412)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On supporting the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric taxis”, will the Government inform this Committee of the following :

1. the staff establishment and expenditure involved;
2. the latest number of electric taxis (e-taxis) with approvals for operation in Hong Kong and their percentage in the overall number of taxis in Hong Kong.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 28)

Reply:

1. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited and overseen by the Transport Department (TD).

The overseeing work of the implementation of the Loan Scheme is 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.

2. As at 29 February 2024, the number of licensed e-taxis is 36, which account for about 0.2% of 18 163 taxis in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB167**

**(Question Serial No. 1880)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), will the Government inform this Committee of the following:

- (1) The number of quotas for application in the first round of the Scheme with a breakdown by type of post, the number of quotas allocated, number of quotas applied for but not allocated and the respective reasons for not allocating such quotas.
- (2) Regarding the allocated quotas referred to in (1), please list the company names of the applicants and the number of imported labour approved (with a breakdown by type of post), the number of approved imported labour who have arrived in Hong Kong and their median monthly wage.
- (3) Since the implementation of the Scheme, has the Government conducted any survey to study the impact of the Scheme on the remuneration packages of the relevant local workers? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 35)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the transport sectors and enhancing the stability of the driver workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

- (1) The application period for the first round of the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-

departmental liaison group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at **Annex 1**.

Among the 20 cases rejected in the first round of applications, four were withdrawn voluntarily by the applicants, and the remaining 16 were not approved as the applicants failed to meet the basic requirements of the Scheme, with reasons including not satisfying the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. Among the 98 applications approved, 15 were not allocated with all the quotas applied for as they failed to meet the manning ratio requirement of full-time local staff and imported labour (i.e. 2:1).

- (2) A total of 98 operators have been allocated with quotas covering PLB drivers and coach drivers. Arrangements have been made for the imported drivers to come to Hong Kong in batches to attend driving training and pre-service course for obtaining a full driving licence of the relevant vehicle class. The operators will also arrange adequate route training for the imported drivers before service commencement. The Scheme further requires that the monthly wage levels of imported drivers should be no less than the median monthly wages of the relevant local jobs. As at 7 March 2024, the number of imported drivers having arrived in Hong Kong and the median monthly wages of the relevant jobs are set out at **Annex 2**.
- (3) While implementing the Scheme, through a stakeholder consultative group set up to engage representatives of the relevant transport sectors and labour unions, TD has been listening to the views of various parties on the Scheme, including the local workers' concerns as reflected by the representatives of labour unions at the group's meetings. According to the discussion in the latest meeting of the consultative group at end-January 2024, both sides of employees and employers agreed that the trade has long been facing the problems of acute manpower shortage of drivers and ageing drivers. Employer representatives expressed that they would continue to make efforts in employing local drivers. The Government will continue to maintain close liaison with stakeholders via the consultative group and review the Scheme in a timely manner having regard to the relevant views.

**Annex 1**

**Numbers of applications and quotas allocated in the first round of application under  
the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach  
Trade with a breakdown by job type**

<b>Driver job type</b>	<b>Number of applications received</b>	<b>Number of driver quotas involved</b>	<b>Number of applications approved</b>	<b>Number of driver quotas allocated</b>
Public Light Bus Driver	68	547	59	461
Local coach Driver	32	689	23	262
Cross-boundary Coach Driver	18	365	16	246
<b>Total</b>	<b>118</b>	<b>1 601</b>	<b>98</b>	<b>969</b>

**Annex 2**

**Labour Importation Scheme for Transport Sector  
- Public Light Bus/Coach Trade  
Median monthly wages of the relevant jobs  
with a breakdown by job type**

<b>Driver job type</b>	<b>Number of operators with driver quotas allocated</b>	<b>Number of drivers having arrived in Hong Kong<sup>(Note)</sup></b>	<b>Median monthly wages of the relevant jobs (\$)</b>
Public Light Bus Driver	59	173	14,300
Local coach Driver	23	38	19,300
Cross-boundary Coach Driver	16	112	22,000
<b>Total</b>	<b>98</b>	<b>323</b>	<b>N/A</b>

Note: As at 7 March 2024

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB168**

**(Question Serial No. 1882)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government inform this Committee of the following:

1. in the past 5 years, (i) the monthly subsidy amount and (ii) the monthly number of beneficiaries, with a breakdown by the following categories: \$0.1 to \$100, \$100.1 to \$200, \$200.1 to \$300, \$300.1 to \$400 and \$400.1 to 500;
2. in the past 5 years, (i) the monthly number of beneficiaries having collected subsidy and the respective percentage in the total number of beneficiaries, and (ii) the monthly amount of subsidy collected and the respective percentage in the total subsidy amount; and
3. as it is noted that the Government has been conducting regular assurance exercises on public transport operators' systems of internal controls and conducting analytical reviews of operating information provided by operators to avoid the risks of abuse under the Scheme, the manpower and expenditure involved in the relevant work; and whether any public transport operator has been found abusing the Scheme since the implementation of the Scheme; if yes, the details of the abuse and the follow-up actions taken by the Government.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 37)

Reply:

1. The Government introduced the Scheme in 2019, which was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020

to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly subsidy amount and average monthly number of beneficiaries in the past five years are set out in **Table 1**.

**Table 1:**

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average monthly subsidy amount (\$ million)</b>	<b>Average monthly number of beneficiaries (rounded off to the nearest thousand)</b>
2019	1,874	156.1	2 143 000
2020	2,147	178.9	1 982 000
2021	3,709	309.1	2 999 000
2022	2,837	236.4	2 274 000
2023	3,909	325.7	3 036 000

The distribution of beneficiaries by monthly subsidy amount and by year in the past five years is set out in **Table 2**.

**Table 2:**

<b>Monthly subsidy amount</b>	<b>Average monthly number of beneficiaries (rounded off to the nearest thousand)<sup>Note 1</sup></b>				
	2019	2020	2021	2022	2023
\$0.1 to \$100.0	1 583 000	1 291 000	1 756 000	1 327 000	1 732 000
\$100.1 to \$200.0	438 000	490 000	837 000	625 000	836 000
\$200.1 to \$300.0	117 000	148 000	293 000	226 000	321 000
\$300.1 to \$400.0	N/A	49 000	84 000	68 000	103 000
\$400.1 to \$500.0	N/A	N/A	32 000 <sup>(Note 2)</sup>	35 000 <sup>(Note 2)</sup>	45 000 <sup>(Note 2)</sup>

Note 1: Due to rounding, the average monthly numbers of beneficiaries for each year do not add up to the totals shown in Table 1.

Note 2: The figures only include the monthly average from April to December 2021 and from May 2022 to October 2023, when the monthly subsidy cap was temporarily increased to \$500.

2. Under the Scheme, the subsidy for each month is valid for collection within three months. 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. The (i) number of beneficiaries having collected their subsidies and their percentages in relation to the total numbers of beneficiaries and (ii) the amounts of subsidy collected and their percentages in relation to the total amounts of subsidy from 2019 to 2023 (up to October) are set out in the table below:

Year	Number of beneficiaries having collected their subsidies		Amount of subsidy collected	
	Average monthly number of beneficiaries having collected their subsidies (rounded off to the nearest thousand)	Percentage in the total number of beneficiaries	Average monthly subsidy amount collected (\$ million)	Percentage in the total subsidy amount
2019	1 786 000	83%	141.1	90%
2020	1 611 000	81%	161.5	90%
2021	2 640 000	88%	292.3	95%
2022	2 029 000	89%	224.6	95%
2023 (up to October) (Note 3)	2 725 000	84%	324.9	93%

Note 3: The subsidy for November 2023 onwards remains valid for collection as at early March 2024 and hence is not included in the table.

3. The Transport Department (TD) has adopted a series of monitoring measures to ensure proper use of public funds and minimise risks of abuse. The participating public transport operators are required to establish a set of audit and assurance standards to strengthen their internal control and submit to the Government assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants on a yearly basis. In addition, the monitoring measures taken by TD include conducting regular transport surveys to gather operational data and passenger statistics, verifying the operational data submitted by the operators, checking the transaction records in the Octopus payment system, etc. Except for the transport surveys, monitoring measures under the Scheme are undertaken by TD's existing staff and there is no separate breakdown of the manpower and expenditure involved. As for the transport surveys, expenditure involved in 2023-24 was about \$1.5 million. Since the launch of the Scheme, there have been three suspected fraud cases involving the staff of public transport operators. All the three cases were referred to the Police for investigation and follow-up actions.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB169**

**(Question Serial No. 2532)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On continuing to oversee the provision 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", please inform this Committee of the following:

1. For the automated parking system (APS) projects being taking forward, please advise on the utilisation rates of the car parks already commissioned, and the manpower and maintenance costs involved. Please also advise on the progress of the remaining projects, including date of works commencement, the expected date of commissioning, and the expenditure involved; and
2. Sham Shui Po residents have a keen demand for public parking spaces, and the Open Space with Public Vehicle Park at Yen Chow Street West is much awaited. In view of this, will the Government consider expediting the progress of construction? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 37)

Reply:

1. Information of the current APS projects is listed at **Annex**. APS projects commissioned include short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po. As APS in the two car parks are funded and operated by STT tenants on a commercial basis, the Transport Department (TD) does not have information on their utilisation rates, and the manpower and maintenance costs involved.
2. In accordance with the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023, the project of the Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po would commence upon obtaining funding approval, with a target to complete in about three years. The construction works have commenced in August 2023 for completion in 2026. The project involves carrying out deep basement excavation works, and there are various site constraints such as confined site area, drainage reserved area and



emergency vehicular access reserved for adjacent transitional housing. All these factors have posed challenges to the works and the current works programme is already tight. We will closely monitor the construction process and urge the contractor to complete the works as scheduled.

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
<b>A. APS in STT car parks</b>					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	Commissioned in November 2021	245	Funded by the STT operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	Commissioned in December 2022	250	Funded by the STT operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	2024 (tentative)	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2024 (tentative)	About 200	Funded by the STT operator
<b>B. APS in public works projects</b>					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (tentative)	About 380	\$5,228.4 M <sup>1</sup> 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	May 2022	2026 (tentative)	About 300	\$1,605.0 M <sup>2</sup> in MOD prices
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (tentative)	About 200	\$777.9 M <sup>3</sup> in MOD prices

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
Main works of Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	To be determined*		About 350	To be determined*
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	To be determined#		About 450	To be determined#
Hoi Ting Road Joint-user Complex	Puzzle stacking	To be determined#		About 170	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 : The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

\* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction, commissioning date and estimated expenditure are to be determined.

# The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and estimated expenditure are to be determined.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB170**

**(Question Serial No. 3242)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Up to February 2024, how much resources have been allocated to publicity of HKeToll, the free-flow tolling service?
2. Further to the above question, please set out the activities and works organised by the Transport Department (TD) on promotion of HKeToll in the past year.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 20)

Reply:

1. To tie in with the implementation of the free-flow tolling service of HKeToll at government tolled tunnels and the Tsing Sha Control Area (TSCA), the Government has respectively engaged, through open tender, a toll service provider (TSP) and a contractor to provide services for the collection of tolls, operation and maintenance of the HKeToll backend system and on-site equipment etc., which also include the launch of publicity activities relating to the implementation of HKeToll. As at 29 February 2024, the recurrent expenditure of the aforesaid duties under the contract was \$128 million in 2023-24. The contract does not provide a breakdown of the expenditure on publicity. Apart from the publicity activities of TSP, the Transport Department (TD)'s expenditure on promoting HKeToll was about \$900,000 in 2023-24.
2. TD has been promoting the implementation arrangements of HKeToll to vehicle owners and the transport trades through various channels, providing operational details and useful information on the use of HKeToll, and appealing to vehicle owners and the transport trades to complete the three-step process for HKeToll service as soon as possible, including (1) application for a vehicle tag, (2) opening an HKeToll account and (3) setting up an automatic payment means. From TD's announcement of the first implementation of HKeToll in TSCA in early 2023, the Government's major publicity activities on promoting HKeToll to registered vehicle owners and the transport trades were as follows:

(a) Registered vehicle owners

- (i) TV and radio announcements;
- (ii) media briefings and press releases;
- (iii) interviews on radio and television programmes;
- (iv) display of publicity banners at outdoor areas of government tolled tunnels, TSCA and designated TD's car parks;
- (v) distribution of leaflets at toll booths, announcement broadcasts inside tunnel tubes and dissemination of messages on variable message signs;
- (vi) uploading of the HKeToll easypack and instructional video clips on the HKeToll website;
- (vii) joint production of special highlights and instructional video clips with the media to brief on the operational and useful information of HKeToll, and address matters of concern on HKeToll through programmes; and
- (viii) issue of letters to major property management companies, appealing for encouragement of their residents to apply for HKeToll.

(b) Transport trade

- (i) attendance at meetings of the transport trades and organisation of workshops and seminars to provide detailed information to the trades on the application and use of HKeToll, give illustration to associations and groups interested in understanding HKeToll, and provide assistance in opening a HKeToll account, checking the transaction records, topping up stored value, making payment in arrears and managing tolls for the fleet;
- (ii) provision of outreach services to the transport trades to illustrate the toll splitting arrangement, and assist agents and drivers in opening accounts;
- (iii) publication of HKeToll information in trade newsletters; and
- (iv) launch of the Transport Trade Pilot Scheme to invite stakeholders of the transport trades for trial use of HKeToll.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB171**

**(Question Serial No. 3259)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

HKeToll has brought convenience to motorists and shortened journey time. What are the annual budget which the Transport Department (TD) planned for maintaining its service, and the manpower required?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 38)

Reply:

HKeToll, the free-flow tolling service, was smoothly implemented at seven government tolled tunnels and the Tsing Sha Control Area (namely, the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023.

The Government has respectively engaged, through open tender, a toll service provider and a contractor to provide services for the collection of tolls, and operation and maintenance of the HKeToll backend system and on-site equipment, and prepare for the implementation of HKeToll after the Government's takeover of Tai Lam Tunnel in May 2025. The estimated recurrent expenditure in 2024-25 for performing the above tasks under the contract is \$250 million. As the implementation of HKeToll is 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****TLB172****(Question Serial No. 1551)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Angela LEE)  
Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) has indicated that to achieve full automation, it will embark on the introduction of various electronic licensing initiatives, which includes to accept the presentation of electronic driving licence via mobile application; to issue electronic form of permits; to digitalise the information on vehicle licence so that vehicle owners will no longer need to replace their paper-form vehicle licence upon each renewal after the first issuance. In this connection, please inform this Committee of the following:

1. the work progress and review of the aforesaid preparatory work in the past financial year;
2. the implementation timetable and prioritisation for taking forward the relevant automation initiatives; and
3. the plan and projected progress of the relevant work in the coming year.

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 12)

Reply:

TD is committed to developing online licensing services to allow the public to use the digital signing and/or “e-ME” form filling functions of “iAM Smart” to submit licensing applications via a mobile phone or computer anytime anywhere. This will allow the public to complete the entire application process in shortened time and with enhanced convenience, without having to queue up for counter services at the Licensing Offices. The licence or permit issued will be sent to the applicant by registered mail. Regarding the electronic licensing initiatives and related preparatory work mentioned in the question, our progress and plans for the coming year are as follows:

- (a) **Electronic permits (e-Permits)** - TD has rolled out 13 electronic form of permits by phases since 2022 and expects to have all the 14 e-Permits launched within 2024. E-permits are issued in portable document format (pdf) and sent to applicants by email for printing and display.

- (b) **Electronic Vehicle Licence (eVL)** - TD plans to launch eVL, upon which the paper-form vehicle licence (VL) printed with an expiry date will no longer be issued. After obtaining the first paper-form VL without the expiry date printed thereon, vehicle owners will no longer need to replace their paper-form VLs upon each renewal. Meanwhile, TD will set up a free-of-charge online enquiry platform for vehicle owners to check their VL expiry dates. TD also plans to streamline the requirements on the supporting documents to be submitted for VL renewal application, including conducting computerised automatic verification at the backend system so that applicants will no longer need to submit certificates of roadworthiness, vehicle registration documents, and third party risk insurance policies, with the process gradually moving towards full automation. TD is carrying out the preparatory work on legislative amendments. TD plans to launch eVL within 2024 upon passage of the relevant legislative amendments and completion of the system enhancements.
- (c) **Electronic Driving Licence (eDL)** - TD plans to introduce the eDL as an additional form of DL. While the physical DL will continue to be issued, the eDL will be presented via a mobile application with the authentication by “iAM Smart”. The licence holder may then choose to bring along either the physical DL or the eDL. TD is carrying out the preparatory work on legislative amendments. We expect to launch eDL between late 2024 and early 2025 upon passage of the relevant legislative amendments and completion of the system enhancements.

Apart from the above three electronic licensing initiatives, TD also plans to introduce the e-licensing Portal and the Online Auction Platform for Vehicle Registration Marks in 2024. Details are as follows:

- (a) **e-licensing Portal** – TD is planning to launch a one-stop-service online platform to better facilitate the public to manage their licences and permits with TD. Having registered with the e-licensing Portal, members of the public may at any time check the information and expiry dates of their driving licences, vehicle licences and permits as well as records of driving offence points, receive reminders on soon-to-expire licences, and enquire about the progress and results of their online licensing applications. Upon identity authentication through the e-licensing Portal, users may also access the other electronic licensing services provided by TD, including the aforesaid eDL to be launched. We expect to roll out this measure in mid-2024.
- (b) **Online Auction Platform for Vehicle Registration Marks** – TD is planning to launch an online auction platform that enables members of the public to bid for vehicle registration mark, pay the auction price and receive the relevant auction information after registration through “iAM Smart +” or using their email address. The measure is expected to be launched in the fourth quarter of 2024.

- End -



**CONTROLLING OFFICER'S REPLY****TLB173****(Question Serial No. 1572)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Both pedestrian and vehicular flows are high at public transport interchanges (PTIs), and PTIs of traditional design often require pedestrians to cross vehicle lanes. In this connection, please advise this Committee of the following:

1. What are the numbers of traffic accidents at PTIs across the territory resulting in pedestrian injuries in the past five years?
2. In designing new PTIs and renovating old ones, has the Government drawn on experience elsewhere, such as the bus passenger waiting area at Yue Man Square, Kwun Tong, which separates pedestrians from vehicles, and applied the same approach for new PTIs or in new development areas? If yes, what are the details? If no, what are the reasons?
3. Has the Government measured the air quality, temperature and humidity at different PTIs in different seasons and times to see whether the places are suitable for passengers to wait for their rides?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 33)Reply:

1. Numbers of traffic accidents at public transport interchanges (PTIs) involving vehicle-pedestrian collision from January 2019 to February 2024 are set out in the table below:

<b>Year</b>	<b>Number of traffic accidents</b>
2019	31
2020	27
2021	33
2022	43
2023*	44

<b>Year</b>	<b>Number of traffic accidents</b>
2024 (as at February) *	3

\* Provisional figures

- For new PTIs, parties involved in their construction (including private developers, public organisations or government departments) are to follow the guidelines of the Transport Planning and Design Manual (the Manual) in planning and designing the PTIs and related facilities, and to consult relevant government departments, including the Transport Department (TD), on their views and requirements concerning the proposed design. The standards on design and technical details set out in the Manual have taken into account the latest knowledge and experience in transport planning and design. For example, new PTIs are required to adopt saw-tooth bus bays as far as possible, such that passengers do not have to cross the driveway at the terminus, thereby separating pedestrians from vehicles.

Apart from taking into account the standards in the Manual, professionals designing the PTIs should also draw up suitable design proposals based on their professional judgment and the actual on-site situation. Factors for consideration should include the overall design and space availability of the main development building, geographical environment, supporting facilities in the surrounding, etc. Upon receiving the design proposals from the relevant organisations, TD will scrutinise the technical details of the projects (including the overall layout, bus bay arrangements, walkways, etc.) and put forward views on passenger facilities at the PTIs, requiring or encouraging relevant organisations to provide passengers with a better waiting environment wherever feasible.

Also, the Government remains committed to improving the waiting environment of the existing PTIs and providing appropriate facilities where practicable. Recently, the Government has completed a series of upgrading works at the Ma On Shan Town Centre Public Transport Terminus, including conversion of the traditional parallel bus bays into saw-tooth bus bays and provision of air-conditioned passenger waiting hall with seats, passenger information display panel and real-time bus arrival display panels, in order to provide a convenient and comfortable waiting environment.

- The Environmental Protection Department issued the Practice Note for Professional Persons - Control of Air Pollution in Semi-Confined Public Transport Interchanges (Practice Note) to set out the air quality guidelines for covered PTIs, as well as the design of the PTIs and operation and maintenance of the systems required to meet the air quality guidelines. The air quality guidelines specify concentration limits on carbon monoxide, sulphur dioxide and nitrogen dioxide, but no indicators as to temperature and humidity are included.

There are currently 73 covered PTIs under TD's management. TD and the Electrical and Mechanical Services Department (EMSD) jointly measure the air quality at each of these PTIs about once every two years, regularly monitor the operation of their ventilation systems, and carry out repair and maintenance works as appropriate. Every air quality measurement exercise covers 24 hours throughout the day, including both the morning and evening peak hours, and collects data on the concentration of the relevant

air pollutants. Having regard to the measurements results and actual needs, TD will work with EMSD to consider whether suitable follow-up actions are required for improving the ventilation at individual PTIs, such as extending the daily operating hours of ventilation systems, increasing the ventilation volume, cleaning the ventilation systems, replacing or upgrading system components, installing additional ventilation equipment and strengthening the management of switching off idling engines, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB174**

**(Question Serial No. 1573)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Angela LEE)  
Director of Bureau: Secretary for Transport and Logistics

Question:

On supporting the implementation of the “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles”, will the Government advise this Committee whether there is any concrete plan to provide a one-stop service for the members of the public to submit application, take out insurance and make appointment for vehicle inspection? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 34)

Reply:

To facilitate the application for “Northbound Travel for Hong Kong Vehicles” (the Scheme) by members of the public, the Transport Department (TD) has launched a one-stop online application system ([www.hzmbqfs.gov.hk](http://www.hzmbqfs.gov.hk)) to process balloting, application and travel booking, with details as follows:

- (a) Registration for balloting: Eligible applicants may register for computer ballot via the aforesaid designated website;
- (b) Submission of applications: Successful balloting applicants with quotas allocated may submit applications via the aforesaid designated website within the specified time slot and make online fee payment to TD for Closed Road Permit (CRP) application. Upon receipt of applications, TD will conduct preliminary vetting based on the submitted information before uploading them for the Mainland authorities' further assessment. The applicants are required to access the Mainland Information System to continue with the required procedures, including vehicle inspection at designated centres in Hong Kong as notified by the Mainland authorities, taking out “Compulsory Traffic Accident Liability Insurance for Motor Vehicles” or “unilateral recognition” insurance and visiting self-registration centres in the Mainland for filing records as necessary. Upon notification of endorsed assessment results from the Mainland authorities, TD will send the CRP to the applicants by post; and

- (c) Booking for travel: Applicants may reserve the date and time for travelling via the aforesaid designated website.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangements of the Scheme in a timely manner.

On the “Southbound Travel for Guangdong Vehicles”, the Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and embraces the commitment to promoting convenient and smooth flow of personnel under the concept of joint development in the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve this goal and better leverage the Hong Kong-Zhuhai-Macao Bridge, we are actively working with the relevant Mainland authorities on the master specific plan of the “Southbound Travel for Guangdong Vehicles” and the details will be announced in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB175**

**(Question Serial No. 1574)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the preparatory work for the expiry of the franchise of the Tai Lam Tunnel, will the Government advise this Committee of the following:

Upon the takeover of the Tai Lam Tunnel, does the Government have any concrete measures to enable the Tai Lam Tunnel to effectively contribute to diverting the traffic so as to alleviate the current traffic congestion on Tuen Mun Road?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 35)

Reply:

The “Build-Operate-Transfer” franchise of Tai Lam Tunnel will expire in May 2025, after which it will be taken over by the Government to become a government tunnel. The Transport and Logistics Bureau and the Transport Department have set up an inter-departmental working group to carry out the necessary preparatory work for the takeover of the tunnel, including the preparation for setting up HKEToll to facilitate the implementation of free-flow tolling service as soon as possible after the takeover.

Tunnel tolling is an important traffic management measure which can effectively regulate traffic and optimise the use of limited road space. Moreover, tunnels are important assets of the Government, the operation of which involves relatively higher cost and more allocation of resources when comparing with other roads. We are reviewing the future toll levels of the Tai Lam Tunnel, taking into account relevant factors including traffic management needs, the capacity of the nearby road network, and impacts on alternative routes (including Tuen Mun Road). We will review the toll levels of the Tai Lam Tunnel in the light of the latest traffic data, with an aim to consulting the Legislative Council in the middle of this year on the takeover arrangements and toll proposal for the Tai Lam Tunnel.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB176**

**(Question Serial No. 1575)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of HKeToll, will the Government inform this Committee of the following:

1. Upon expiry of the franchise of the Tai Lam Tunnel and the implementation of HKeToll, Autotoll will no longer be in use in all toll areas in Hong Kong. Does the Government have any measures to ensure that the public can now withdraw funds from their Autotoll stored value accounts without paying additional administrative fees? If yes, what are the details? If no, what are the reasons?
2. Is there any plan to provide support for using HKeToll at the Hong Kong-Zhuhai-Macao Bridge (HZMB) so as to avoid motorists being charged a monthly fee for using Autotoll when crossing HZMB under the Macao Port Park-and-Ride Scheme? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 36)

Reply:

1. The “Build-Operate-Transfer” franchise of Tai Lam Tunnel will expire in May 2025, after which it will be taken over by the Government to become a government tunnel for implementation of HKeToll, a free-flow tolling service. All manual toll booths and Autotoll lanes will be replaced, and motorists can pay tolls by using toll tags. No monthly fees are required for HKeToll.

According to the understanding of the Transport Department, Autotoll is operated by Autotoll Limited. The specific terms of use (including a monthly administration fee of \$35) and the refund arrangements for Autotoll are part of the commercial agreement made between the company and its users. Autotoll Limited currently does not charge users any administrative fees or other fees for application for refunds of the stored value amount. To facilitate the implementation of HKeToll, Autotoll Limited has implemented a new arrangement for administrative fees. Starting from 1 November 2023, if its users' vehicles do not have passage of the Autotoll lanes with toll payment

for a full calendar month, the administrative fee of that vehicle for that month will be waived.

2. The Hong Kong-Zhuhai-Macao Bridge (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 HZMB, which includes determining the toll payment methods. Currently, the toll plaza at Zhuhai port of the Main Bridge is provided with manual and free-flow electronic toll lanes, where motorists can pay tolls of the HZMB Main Bridge by various payment means, such as RMB cash, bank/credit card (including Union Pay, Master and Visa Cards), Alipay, WeChat Pay and smartcards (including Hong Kong Autotoll or electronic toll tags issued by the Mainland). The Government will continue to keep in close contact with the HZMB Authority to bring more convenience to motorists.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB177**

**(Question Serial No. 0861)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding Subhead 030 "Fixed Penalty System (Traffic Contraventions)" under Head 5 "Fines, Forfeitures and Penalties", will the Government please inform this Committee:

1. of the number of electronic Fixed Penalty Notices (FPNs) issued under the E-Ticketing Pilot Scheme in each year since its implementation, and the percentage of such FPNs in the total number of FPNs issued;
2. of the distribution of FPNs issued in the past three years (2021, 2022 and 2023) as set out in table form and by 18 districts; and
3. seeing that the revised estimated revenue of the "Fixed Penalty System (Traffic Contraventions)" from "Fines, Forfeitures and Penalties" for 2023-24 as published by the Government is \$988 million, which is 22.1% lower than the original estimate, probably reflecting that the situation of illegal parking improved last year, whether the Government has studied and planned to identify land resources or discuss with private developers for the provision of additional car parking facilities in the districts where the number of FPNs issued is relatively high, in order to alleviate the shortage of parking spaces?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 16)

Reply:

1. The Hong Kong Police Force (HKPF) has launched in phases the "e-Ticketing Scheme" (the Scheme) in all police districts across the territory since March 2020. Frontline enforcement officers are now able to access or input information about illegally parked vehicles via their mobile devices and instantly print out FPNs in order to reduce human errors in issuing handwritten FPNs, thereby enhancing the overall enforcement accuracy. Since the launch of the Scheme, the number of handwritten and electronic FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF is tabulated as follows:

Number of FPNs issued against illegal parking		
Year	Total	Electronic
2020	2 707 869	1 068 795 (39%)
2021	3 302 160	2 366 658 (72%)
2022	3 363 471	3 075 398 (91%)
2023	3 013 019	2 955 229 (98%)

2. The HKPF handles statistics on FPNs issued against illegal parking and other traffic offences by the Police Region. Therefore, the prosecution figures by 18 districts are not available. The figures of FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF by Police Region in the past three years are tabulated below:

Police Region	Number of FPNs issued against illegal parking		
	2021	2022	2023
Hong Kong Island	688 592	624 000	523 167
Kowloon East	570 466	555 417	443 038
Kowloon West	862 992	1 011 084	960 276
New Territories South	584 706	570 895	471 527
New Territories North	595 404	602 075	615 011
Total	3 302 160	3 363 471	3 013 019

3. The Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles (CVs), and to provide an appropriate number of private cars (PCs) parking spaces if the overall development permits, but at the same time not to encourage frequent users of public transport to opt for PCs instead of public transport, so as to avoid aggravating the burden on road traffic. Nevertheless, the Government understands that some members of the public choose to commute by PCs for various reasons. Hence, the Government has been actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances permit, which include but are not limited to the following measures:
- (i) utilising spaces underneath flyovers for designation of parking spaces;
  - (ii) providing additional on-street parking spaces at suitable locations while ensuring that traffic flow, road safety and the loading/unloading activities of other road users would not be compromised;
  - (iii) designating suitable on-street locations as night-time parking spaces;
  - (iv) stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable short-term tenancy car parks;
  - (v) opening up more parking spaces at government buildings for public use during non-office hours;
  - (vi) encouraging schools to allow student service vehicles to park within school premises after school hours;
  - (vii) 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 PCs in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments;

- (viii) 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
- (ix) taking forward automated parking systems in suitable public works projects and short-term tenancy car parks, so as to increase parking density and make parking more convenient for the public.

When taking forward public car park projects, the Transport Department will conduct parking demand assessments for individual project locations. The factors taken into account include the number of illegal parking cases in the vicinity and the vehicle types involved. However, illegal parking is not only related to the availability of parking spaces but also affected by a number of factors including parking fees, distance between the location and the destination, and traffic conditions and law enforcement actions taken in the area, etc. When planning public car park projects, the Government will take into account the illegal parking situation, as well as various factors including land use, car parking vacancies and traffic conditions in the area, with the objectives of assessing the actual parking demand and accommodating the development of the area.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB178**

**(Question Serial No. 0863)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the progress and circumstances of automated parking system (APS) projects for private vehicles as planned and implemented by the Transport Department, will the Government inform this Committee of the following:

1. Please provide the numbers and proportion of APS parking spaces in the public car parks managed by the Government and car parks/parking spaces operated by the private sector; and
2. What were the manpower and expenditure involved in implementing APS in the past three financial years, and what are the manpower and estimated expenditure in the coming financial year?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 18)

Reply:

1. The Transport Department (TD) has kept under review the latest developments in the application of automated parking system (APS) worldwide. With the advancement technology of APS for private cars, TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable short-term tenancy (STT) car parks. At present, some APS in STT car parks are already in operation while public works projects with APS which have secured funding approval from the Legislative Council are expected to come into operation starting from 2025. Details are set out at Annex. For public works projects with APS being taking forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average. TD does not have figures on APS in privately-owned car parks.
2. The work of taking forward APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

<b>Project</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>
<b>APS in public works projects which have secured funding approval from the Legislative Council</b>			
Joint-user Government Office Building in Area 67, Tseung Kwan O	September 2020	2025 (Tentative)	About 380
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	May 2022	2026 (Tentative)	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	August 2023	2026 (Tentative)	About 200
<b>APS in STT car parks</b>			
STT Car Park at Hoi Shing Road, Tsuen Wan	December 2020	Commissioned in November 2021	245
STT Car Park at Pak Shek Kok, Tai Po	December 2021	Commissioned in December 2022	250
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	February 2023	2024 (Tentative)	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	July 2023	2024 (Tentative)	About 200

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB179**

**(Question Serial No. 0864)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Given the rapid growth in the number of vehicles in Hong Kong in recent years, there has long been a shortage of parking spaces. In this regard, will the Government inform this Committee of the following:

1. In the 12-month period ending February 2024, what are the monthly utilisation rates of the public car parks managed by the Transport Department (TD)? Please provide a breakdown by the 18 districts.
2. What is the number of car parks planned in government facilities and public open spaces projects in line with the “single site, multiple use” principle in the coming two to three years? What are the expenditures involved?
3. What are the numbers of parking spaces installed with electric vehicle (EV) charging facilities (standard and medium speed charging) in all public car parks? What percentages do they account for in the total numbers of parking spaces in the respective car parks?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 19)

Reply:

1. The average monthly utilisation rates of the 11 public car parks managed by TD in 2023 are set out in the tables below (please see next page):

From 10:00 am to 6:00 pm

Car park	District	Average utilisation rate (%)^											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Star Ferry	Central and Western	81	83	86	82	80	84	78	83	77	83	85	86
City Hall		60	63	67	57	65	70	59	66	63	68	71	72
Rumsey Street		61	61	60	55	55	55	55	60	55	58	57	55
Kennedy Town		87	85	89	89	87	87	86	84	86	86	84	86
Tin Hau	Wan Chai	80	79	80	75	78	77	74	76	78	81	83	84
Shau Kei Wan	Eastern	81	78	80	79	79	80	81	80	79	80	79	79
Aberdeen	Southern	67	64	64	66	64	60	66	63	64	66	60	63
Sheung Fung Street	Wong Tai Sin	80	77	74	79	81	78	77	73	78	77	76	74
Wong Tai Sin <sup>#</sup>		49	77	78	70	18	17	26	28	27	35	40	36
Kwai Fong	Kwai Tsing	83	85	86	85	85	83	87	88	84	79	76	76
Tsuen Wan	Tsuen Wan	87	87	87	89	88	88	88	88	86	85	81	81

^The above figures only cover parking spaces for private cars/taxis and van-type light goods vehicles.

<sup>#</sup>The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

From 6:00 pm to 10:00 am

Car park	District	Average utilisation rate (%)^											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Star Ferry	Central and Western	29	29	33	31	29	31	29	31	29	32	32	34
City Hall		19	21	23	24	26	27	23	24	25	28	28	30
Rumsey Street		32	29	27	25	24	21	26	29	27	28	26	26
Kennedy Town		80	79	81	81	80	82	81	77	82	80	78	80
Tin Hau	Wan Chai	69	65	64	62	63	62	59	60	63	66	66	66
Shau Kei Wan	Eastern	79	78	77	79	78	79	80	78	76	77	76	76
Aberdeen	Southern	81	79	79	81	80	76	81	79	78	80	75	77
Sheung Fung Street	Wong Tai Sin	86	84	81	87	85	85	83	78	83	83	82	79
Wong Tai Sin <sup>#</sup>		39	56	55	55	18	19	15	13	17	19	26	23
Kwai Fong	Kwai Tsing	79	78	77	78	76	75	81	80	76	73	69	68
Tsuen Wan	Tsuen Wan	83	83	82	85	84	83	84	83	82	81	79	77

^ The above figures only cover parking spaces for private cars/taxis and van-type light goods vehicles.

<sup>#</sup>The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

- Following the principle of “single site, multiple use”, TD has been actively exploring the provision of additional public car parks in suitable “Government, Institution or Community” facilities and public open space projects. Subject to the results of technical feasibility assessments and the progress of seeking required approvals for the projects under planning, as well as the construction progress of the approved projects, about 20 suitable development projects are expected to provide a total of about 5 100 parking spaces by batches starting from 2024-25.



Among them, a number of projects have already commenced construction, including:

- Public Vehicle Park at Areas 4 and 30 (Site 2) in Sheung Shui
- Public Vehicle Park at Area 99, Tung Chung
- 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
- The development of Chinese Medicine Hospital in Tseung Kwan O
- District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street
- Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po
- Redevelopment of Yuen Long Stadium – Main Works
- Kwun Tong Composite Development Project
- Joint-user Complex at Site G2, Anderson Road Quarry
- New Territories East Cultural Centre in Area 11, Fanling

As regards other projects including Amenity Complex in Area 103, Ma On Shan – main works, Hoi Ting Road Joint User Complex, Joint-user Complex with Market in Area 67 of Tseung Kwan O, Redevelopment of Shek Kip Mei Health Centre, Town Park with Public Vehicle Park in Area 66, Tseung Kwan O, and Public Vehicle Park at Choi Shun Street, Sheung Shui, the Government plans to seek funding approval for the projects from the Legislative Council within 2024.

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.

3. EV charging facilities installed at the public multi-storey car parks managed by TD are mainly provided by the Environmental Protection Department. The numbers of parking spaces installed with EV charging facilities (standard and medium speed charging) and the percentages they account for in the total numbers of parking spaces in the respective car parks are set out in the table below:

<b>Car park<sup>#</sup></b>	<b>District</b>	<b>Number of parking spaces (excluding motorcycle parking spaces)</b>	<b>Charging facilities</b>	<b>Percentage in the total number of parking spaces in the car park</b>
Star Ferry	Central and Western	377	38 <sup>^</sup>	10%
City Hall		170	30	18%
Rumsey Street		829	110	13%
Kennedy Town		195	59	30%
Tin Hau	Wan Chai	428	162	38%
Shau Kei Wan	Eastern	385	116	30%
Aberdeen	Southern	293	44	15%
Sheung Fung Street	Wong Tai Sin	267	82	31%

<b>Car park<sup>#</sup></b>	<b>District</b>	<b>Number of parking spaces (excluding motorcycle parking spaces)</b>	<b>Charging facilities</b>	<b>Percentage in the total number of parking spaces in the car park</b>
Kwai Fong	Kwai Tsing	521	94	18%
Tsuen Wan	Tsuen Wan	545	162	30%

<sup>^</sup>In addition to the 38 standard and medium charging facilities, a quick charging facility has been installed at the Star Ferry Car Park.

<sup>#</sup>The Wong Tai Sin Car Park currently provides 25 parking spaces for coaches/goods vehicles (over 5.5 tonnes) and has not installed with any charging facility.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB180**

**(Question Serial No. 0865)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department set up the \$1 billion Smart Traffic Fund (the Fund) to enhance commuting convenience and improve efficiency and safety. In this connection, will the Government inform this Committee of the following:

1. Since the establishment of the Fund, what is the total number of project applications received? How many of them are approved, rejected and withdrawn after approval? What are the respective amounts of funding involved in the approved projects?
2. As at February 2024, what is the completion status/progress of the approved projects? Please set out in tabular form their progress schedules, with projects categorised into three types, namely completed, ongoing and planned to commence;
3. The approved projects are classified into two categories, namely "Pure Research Project" and "Research and Application Project". What are the results expected to be brought about by the two types of projects? How many projects have been completed or have plans to commercialise their research deliverables or practically apply the project results?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 20)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, increasing efficiency of the road network or road space, and improving driving safety. As at February 2024, the Fund has received 83 applications and approved 50 of them, involving a total funding amount of about \$335 million. Among the applications received, there are 11 applications rejected, 12 applications withdrawn before assessment, one application withdrawn after approval, one application terminated after approval, and eight applications pending assessment.

2. Of the 50 approved applications, 10 projects have been completed, 37 projects are ongoing, and the remaining three are planned to commence in 2024. Details of the approved projects are at Annex.
3. Funded projects are classified into two categories, namely “Pure Research Project” and “Research and Application Project”. The category “Pure Research Project” provides funding support for local research institutions to conduct research on vehicle-related innovation and technology and brings opportunities in innovative technologies to the industry, while the applicants for research and application projects will commercialise their research deliverables upon completion of the projects. Six of the approved research and application projects have already completed the researches. Among them, two projects undertaken by local R&D Centres aiming at developing a crane position monitoring system and a departure safety checking system for minibus have been granted patents, and arrangements are being made to commercialise the project results. Besides, a project relating to the management and safety of tramway has completed and the relevant technologies will be applied in the Hong Kong tramway system to enhance tramway management and improve driving safety. The Secretariat for the Fund is following up with the applicants of other completed projects with a view to facilitating commercialisation of the research deliverables. Meanwhile, the Management Committee of the Fund will continue to closely monitor the progress of the approved projects.

**Progress of Projects Approved under the Smart Traffic Fund**

**(A) Research completed projects (10)**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Network-wide Traffic Speed-Flow Estimator <sup>1</sup>	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
HKSafeDriver <sup>2</sup>	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 Departure Safety Checking System for Minibus <sup>2</sup>	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
Development of Crane Position Monitoring System <sup>2</sup>	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	March 2022	August 2023
Intelligent traffic control with use of IoT and	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the	\$1,682,512.30	April 2022	September 2023

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
reinforcement learning technologies <sup>1</sup>	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.			
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data <sup>1</sup>	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
Advanced C-V2X Applications to Enhance Hong Kong's Mobility Competence and Road Safety <sup>2</sup>	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
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model <sup>1</sup>	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
Development of an A.I. Intelligent Traffic Enforcement Robot (ITER) <sup>2</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway <sup>2</sup>	This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50	January 2023	January 2024

**(B) Ongoing projects (37)**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Big data AI system for taxi safe driving <sup>2</sup>	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	May 2024
Development of Adaptive Traffic Control System – Dynamic Intersection Signal Control Optimization (DISCO) <sup>1</sup>	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	\$7,982,521.45	May 2022	April 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	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.			
Automatic On-The-Move Anti-Congestion System <sup>2</sup>	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	May 2024
Prediction of Traffic Speed and Volume considering Malfunction Detectors using Deep Learning <sup>1</sup>	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	May 2024
AI driven Barrier-Free Smart mobility platform - BoBo <sup>2</sup>	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	June 2024
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park <sup>2</sup>	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	\$19,730,872.00	August 2022	July 2024



<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	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.			
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 <sup>1</sup>	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
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera <sup>1</sup>	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	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and	\$8,099,657.00	October 2022	October 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.			
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles <sup>1</sup>	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 (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident <sup>2</sup>	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	January 2023	June 2024
Development of an Augmented Reality-Assisted Head-up Display (AR-HUD) mechanism for recommending driving strategy <sup>1</sup>	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	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles	\$2,205,792.00	February 2023	July 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
X2V and V2X technologies with respect to the dynamic traffic, grid and energy information <sup>1</sup>	with a view to minimising mileage for locating available charging facilities.			
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services <sup>1</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	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.			
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles <sup>2</sup>	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	June 2023	November 2024
Computer Vision-based Smart Bike Flow Estimation <sup>1</sup>	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	June 2023	January 2025
Development of Advanced Bollard with Smart Materials for Improving Road Safety <sup>2</sup>	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	June 2023	January 2025
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies <sup>1</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Designing of an Intelligent Human-machine Cooperative Driving System <sup>1</sup>	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	June 2023	May 2025
Development of an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons <sup>2</sup>	The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public transport by the visually impaired persons and thus improve road efficiency.	\$1,514,000.00	August 2023	July 2024
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving <sup>1</sup>	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
Smart Minibus 2.0 <sup>2</sup>	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	September 2023	August 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses <sup>1</sup>	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	September 2023	August 2025
Development of a Personalized and Connected Advanced Driver Assistance System <sup>1</sup>	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	September 2023	August 2025
Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) <sup>2</sup>	The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety.	\$13,440,750.00	December 2023	May 2025
Intelligent Information-based Transport System for	The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise	\$7,629,654.94	September 2023	August 2025

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Smarter Traffic and Safer Mobility <sup>1</sup>	Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions.			
Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic <sup>2</sup>	This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong.	\$19,998,500.00	October 2023	October 2025
Smart Cloud Taximeter System <sup>2</sup>	The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform,	\$10,634,000.00	December 2023	November 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners.			
A Smart Planning Platform for Safe and Efficient MiC Module Transport <sup>2</sup>	This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong.	\$19,326,900.00	December 2023	November 2025
Dedicated Line Connected Autonomous Bus <sup>2</sup>	The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange.	\$19,995,050.00	December 2023	December 2025
An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data <sup>1</sup>	This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety.	\$2,742,898.70	January 2024	December 2025



<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Multi-modal Hyperlocal Delivery system <sup>2</sup>	This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage.	\$3,916,070.00	January 2024	December 2024
Traffic-aware Truck Platooning Technology and Its Impact on the Road Network <sup>1</sup>	The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road.	\$1,741,655.16	February 2024	January 2026
Digital Twin-based Long-span Bridge Health Monitoring <sup>2</sup>	The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite	\$13,404,400.00	February 2024	January 2026

Project Title	Project Summary	Approved Funding	Commence- ment date	Completion Date
	element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety.			

**(C) Projects planned to commence research (3)**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service <sup>1</sup>	This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight.	\$6,697,542.56	April 2024	April 2026
Blockchain-enabled Cyber Physical System for the City-wide Parking Management <sup>1</sup>	This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to carparks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces.	\$3,953,542.31	May 2024	April 2026
AI model for Generating High-definition Maps of Hong Kong based on Ground-Aerial-Sky Multi-Sensor Data <sup>1</sup>	The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to providing accurate road attributes which are valuable for enhancing efficiency of road space	\$7,186,008.45	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	and the safety of the assisted and automated driving vehicles.			

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**

**TLB181**

**(Question Serial No. 0866)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Intelligent Traffic Enforcement Robot (ITER) developed in 2021 is currently under trial at two locations, namely Queen's Road Central near Pedder Street and Ice House Street in Central, and Hoi Yuen Road near its roundabout to Kwun Tong Road in Kwun Tong. In this connection, will the Government advise this Committee of the following:

1. What are the relevant operational expenses for the two trial locations and the manpower savings achieved?
2. Has it selected other locations where illegal parking and loading/unloading activities are common and hence prone to traffic congestion as sites for future expansion of the trial? If yes, what is the estimated expenditure involved? If no, what are the reasons?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 21)

Reply:

- 1.and 2. The testing being carried out at the two road sections, namely Queen's Road Central near Pedder Street and Ice House Street in Central, and Hoi Yuen Road near its roundabout to Kwun Tong Road in Kwun Tong has been undertaken by the Transport Department (TD) in collaboration with the Hong Kong Police Force (HKPF) since September 2022 for testing of the automatic traffic enforcement system (ATES) set up at the road sections. ATES utilises video analytics, artificial intelligence and vehicle licence plate identification technologies for real-time analysis of vehicle movements, identification of traffic contraventions and recording of traffic offences and the licence numbers of offending vehicles, aiming at strengthening deterrent effect and alleviating congestion at the road sections. As ATES under testing has yet to come into operation for traffic enforcement, TD does not have information on the relevant operational expenses and the manpower savings achieved.

TD is currently reviewing the effectiveness of ATEs with the HKPF, and will announce the way forward in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB182**

**(Question Serial No. 0867)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the statistics on first registered vehicles in Hong Kong, will the Government inform this Committee of the following:

1. What are the numbers of first registered vehicles in Hong Kong in each of the past three financial years? Please set out in tabular form the numbers of first registered vehicles and their percentage in the total number of vehicles by vehicle class and fuel type in each financial year; and
2. How many electric private cars (e-PCs) enjoyed basic first registration tax (FRT) concessions in each of the past three financial years? Please list out the amount involved in FRT concessions in each financial year.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 22)

Reply:

1. The numbers of vehicles first registered by vehicle class and fuel type in each of the past three financial years (up to 29 February 2024) are tabulated as follows (please see the next page):

**2021-22**

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	8 865	0	63	0	8 928 [16.00%]
Private car	26 080	2	11 572	0	37 654 [67.48%]
Taxi	0	0	0	1 049	1 049 [1.88%]
Franchised bus	0	230	2	0	232 [0.42%]
Non-franchised public bus	0	209	0	0	209 [0.37%]
Private bus	0	61	0	0	61 [0.11%]
Public light bus	0	9	0	144	153 [0.27%]
Private light bus	0	64	0	35	99 [0.18%]
Goods vehicle	2	7 230	58	0	7 290 [13.06%]
Special purpose vehicle	0	104	11	10	125 [0.22%]
<b>Total [Percentage of the fuel type in total number of vehicles]</b>	34 947 [62.63%]	7 909 [14.17%]	11 706 [20.98%]	1 238 [2.22%]	<b>Total number of first registered vehicles: 55 800</b>



**2022-23**

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	6 915	0	183	0	7 098 [12.55%]
Private car	17 629	0	22 946	0	40 575 [71.73%]
Taxi	12	0	5	1 040	1 057 [1.87%]
Franchised bus	0	257	17	0	274 [0.48%]
Non-franchised public bus	0	378	3	0	381 [0.67%]
Private bus	0	78	0	0	78 [0.14%]
Public light bus	0	32	0	103	135 [0.24%]
Private light bus	0	76	0	1	77 [0.14%]
Goods vehicle	0	6 625	144	0	6 769 [11.97%]
Special purpose vehicle	0	106	16	3	125 [0.22%]
<b>Total [Percentage of the fuel type in total number of vehicles]</b>	24 556 [43.41%]	7 552 [13.35%]	23 314 [41.21%]	1 147 [2.03%]	<b>Total number of first registered vehicles: 56 569</b>

**2023-24 (up to 29 February 2024)**

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	4 010	0	239	0	0	4 249 [8.01%]
Private car	14 137	0	28 767	0	0	42 904 [80.90%]
Taxi	0	0	33	909	0	942 [1.78%]
Franchised bus	0	53	38	0	1	92 [0.17%]
Non-franchised public bus	0	330	17	0	0	347 [0.65%]
Private bus	0	60	0	0	0	60 [0.11%]
Public light bus	0	96	1	18	0	115 [0.22%]
Private light bus	0	101	1	0	0	102 [0.19%]
Goods vehicle	0	3 868	271	0	0	4 139 [7.80%]
Special purpose vehicle	0	74	3	8	0	85 [0.16%]
<b>Total [Percentage of the fuel type in total number of vehicles]</b>	18 147 [34.22%]	4 582 [8.64%]	29 370 [55.38%]	935 [1.76%]	1 [0.00%]	<b>Total number of first registered vehicles: 53 035</b>

Note 1: Hybrid vehicles are included under their respective fuel types. Only pure electric vehicles are counted in the category of electric vehicles.

Note 2: Government vehicles are not included as they are not required for registration.

Note 3: The percentages may not add up to 100% due to rounding.

2. The numbers and first registration tax (FRT) concession amounts of electric private cars (e-PCs) (i.e. first registered e-PCs not under the “One-for-One” Replacement Scheme) which enjoyed basic FRT concessions in each of the past three financial years (from 1 April 2021 to 29 February 2024) are tabulated as follows:

<b>Financial year</b>	<b>Basic FRT concession</b>	
	<b>Number of e-PCs</b>	<b>Total amount of tax waived (\$m)</b>
2021-22	325	32
2022-23	326	32
2023-24 (up to 29 February 2024)	401	39

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB183**

**(Question Serial No. 0868)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the toll plan for rationalising traffic among the three road harbour crossings (RHCs), which was implemented in two stages last year, will the Government inform this Committee of the following:

1. Please set out in tabular form the respective vehicular flow, toll revenue and operating expense of the three RHCs from April 2023 up to the implementation of the 633 fixed toll plan at the first stage.
2. What are the respective vehicular flow, toll revenue and operating expense of the three RHCs from the implementation of the 633 fixed toll plan at the first stage up to the implementation of the time-varying plan at the second stage, and from the implementation of the time-varying plan up to now?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 23)

Reply:

1. Upon the takeover of the Western Harbour Crossing (WHC) on 2 August 2023, the Government implemented, as the first step, the 633 fixed toll plan at the three road harbour crossings (RHCs) to reduce the toll differentials among the three RHCs, allowing motorists to progressively adapt to the new tolling arrangement. After the implementation of the 633 fixed toll plan, the weekday (i.e. Mondays to Fridays, except public holidays) daily cross-harbour traffic flow was maintained at about 260 000 vehicles (two-way), which was similar to the traffic flow prior to its implementation. The distribution of traffic at the three RHCs before and after the implementation of the 633 fixed toll plan is as follows:

<b>Average daily cross-harbour traffic flow (two-way) on weekdays in vehicles</b>	<b>Western Harbour Crossing (WHC)</b>	<b>Cross Harbour Tunnel (CHT)</b>	<b>Eastern Harbour Crossing (EHC)</b>	<b>Total</b>
Before 633 Fixed Toll Plan <sup>1</sup>	66 900	110 700	76 300	253 900
After 633 Fixed Toll Plan <sup>2</sup>	79 200 [+18%] <sup>3</sup>	104 600 [-6%] <sup>3</sup>	76 400 [0%] <sup>3</sup>	260 200 [+2%] <sup>3</sup>

Notes:

1. Cross-harbour traffic flow on weekdays in July 2023
2. Cross-harbour traffic flow on weekdays in August 2023
3. % change after the implementation of 633 fixed toll plan

The average daily traffic flow, toll revenue and operating expense of the three RHCs between 1 April 2023 and 1 August 2023 (including all days of the period, i.e. weekends and public holidays inclusive) are as follows:

<b>RHC</b>	<b>Average daily traffic flow</b>	<b>Average daily toll revenue (\$m)<sup>1</sup></b>	<b>Average daily operating expense (\$'000)<sup>2</sup></b>
WHC	63 000	Not available <sup>3</sup>	
CHT	106 400	1.7	270
EHC	73 900	2.0	290

Notes:

1. Toll revenue does not include vehicles exempted from paying tolls (i.e. franchised buses, government vehicles and vehicles that are driven by disabled persons are exempted).
  2. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the period concerned and the fee paid to the toll service provider (TSP) of HKeToll for providing toll collection service at relevant tunnels, excluding maintenance works expenses.
  3. WHC was a “Build, Operate and Transfer” (BOT) tunnel which was owned and operated by a private company during this period, and therefore the Government does not have the relevant figures.
2. Following the further resumption of normalcy of social and economic activities, the weekday (i.e. Mondays to Fridays, except public holidays) daily cross-harbour traffic flow at the RHCs rose to about 270 000 vehicles (two-way) in December 2023, which was comparable to the level before the pandemic (i.e. 2019). In the second stage, the Government has implemented time-varying tolls since 17 December 2023 in order to suppress and divert cross-harbour traffic during peak periods, for making more efficient use of the tunnel capacity of the three RHCs and rationalising the uneven distribution of cross-harbour traffic due to the toll differentials in the past, thereby further improving the cross-harbour traffic. After the implementation of time-varying tolls, the weekday

daily cross-harbour traffic flow in February 2024 remained at about 270 000 vehicles (two-way), which was on par with the level prior to its implementation. The distribution of traffic at the three RHCs before and after the implementation of time-varying tolls is as follows:

<b>Average daily cross-harbour traffic flow (two-way) on weekdays in vehicles</b>	<b>WHC</b>	<b>CHT</b>	<b>EHC</b>	<b>Total</b>
Before Time-varying Tolls Plan <sup>1</sup>	87 300	104 900	79 200	271 500
After Time-varying Tolls Plan <sup>2</sup>	100 900 [+16%] <sup>3</sup>	94 800 [-10%] <sup>3</sup>	74 300 [-6%] <sup>3</sup>	270 000 [-1%] <sup>3</sup>

Notes:

1. Cross-harbour traffic flow from 4 December 2023 to 8 December 2023
2. Cross-harbour traffic flow on weekdays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year)
3. Percentage change before and after the implementation of Time-varying Tolls
4. Due to rounding, the total may not equal the sum of the individual items

The average daily traffic flow, toll revenue and operating expense of the three RHCs between 2 August 2023 and 16 December 2023 (including all days of the period, i.e. weekends and public holidays inclusive) (i.e. from the implementation of the 633 fixed toll plan at the first stage up to the implementation of the time-varying plan at the second stage) are as follows:

<b>RHC</b>	<b>Average daily traffic flow</b>	<b>Average daily toll revenue (\$m)<sup>1</sup></b>	<b>Average daily operating expense (\$'000)<sup>2</sup></b>
WHC	75 100	3.8	420
CHT	101 600	2.4	270
EHC	73 000	2.1	330

The traffic flow, toll revenue and operating expense of the three RHCs between 17 December 2023 and 31 January 2024 (i.e. from the implementation of the time-varying plan up to end of January 2024) are as follows:

<b>RHC</b>	<b>Average daily traffic flow</b>	<b>Average daily toll revenue (\$m)<sup>1</sup></b>	<b>Average daily operating expense (\$'000)<sup>2</sup></b>
WHC	91 500	3.0	400
CHT	91 900	2.7	270
EHC	67 100	2.0	320

Notes:

1. Toll revenue does not include vehicles exempted from paying tolls (i.e. franchised buses, government vehicles and vehicles that are driven by disabled persons granted with exemption).
2. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the period concerned and the fee paid to the TSP of HKeToll for providing toll collection service at relevant tunnels, excluding the maintenance works expenses.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB184**

**(Question Serial No. 0871)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Public Transport Fare Subsidy Scheme (the Scheme), will the Government advise this Committee of the following:

1. Currently, does the Government have to pay any administrative cost to the payment platform for subsidy disbursement under the Scheme? If yes, what is the amount involved and its percentage in relation to the subsidy amount? What are the changes in the administrative cost over the financial years since the implementation of the Scheme?
2. At present, disbursement of subsidy under the Scheme is mainly through Octopus Card while the disbursement channels of the Consumption Voucher Scheme, a scheme also launched by the Government, include a number of e-payment platforms. Will more platforms be included in the Scheme in future as appropriate having regard to the trend of an increasing number of transport fare payment means emerging?
3. The Transport Department (TD) has previously implemented special measures in response to social and livelihood conditions by relaxing the calculation of subsidy and increasing the subsidy cap under the Scheme. What are the respective numbers of beneficiaries under the Scheme and the subsidy amounts involved during periods with and without special measures implemented? How will the need for relaunching special measures be assessed in future?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 26)

Reply:

1. The total amount paid to the Octopus Cards Limited (OCL) for its services provided under the Scheme was about \$22 million in 2022-23, representing less than 1% of the annual subsidy amount. This covers the calculation and disbursement 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.



The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditures for the Scheme (excluding the subsidy amount), including the cost paid to the OCL and other administrative cost, in the past three financial years were around 1% of the annual subsidy amount.

2. We note the emergence of various e-payment platforms and are actively discussing with individual e-payment system operator and carrying out preparatory work for the inclusion of new e-payment system into the Scheme. It should however be noted that the considerations for incorporating suitable e-payment systems into 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 disbursement, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.
3. The average number of beneficiaries per month and the average monthly subsidy amount during different periods from January 2020 (after the enhancement of the Scheme) to January 2024 are tabulated below:

<b>Period</b> <sup>Note</sup>	<b>Average number of beneficiaries per month (rounded off to the nearest thousand)</b>	<b>Average monthly subsidy amount (\$ million)</b>
January to June 2020 (without special measures)	1 434 000	127.5
July 2020 to December 2021 (with special measures)	2 843 000	282.8
January to April 2022 (without special measures)	1 099 000	95.1
May 2022 to October 2023 (with special measures)	3 068 000	329.9
November 2023 to January 2024 (without special measures)	2 050 000	216.7

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

Although each Octopus is subject to a monthly subsidy cap, due to the large number of beneficiaries, the annual recurrent expenditure under the Scheme exceeds \$3 billion. In considering the arrangements for 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**

**TLB185**

**(Question Serial No. 1065)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the past few years, the waiting time of road tests increased due to the COVID-19 pandemic and candidates were unable to obtain a driving licence even after a long time. In this connection, please advise this Committee of the following:

1. the situation of operation of the driving test centres (DTCs) of the four designated driving schools (DDSs), including the waiting time of road tests for various vehicle types at their DTCs in 2023;
2. whether the Government allocated additional resources and recruited more staff to expedite the processing of various driving tests in 2023; if yes, what are the details and the expenditure involved? In future, will the Government continue to implement measures that can enhance efficiency until the waiting time is effectively shortened?
3. The Government launched the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade to address the problem of labour shortage in the public light bus and coach trades. Mainland minibuses drivers will receive driving training upon arrival in Hong Kong and take the driving tests and obtain driving licences subsequently. Please advise on the expenditure involved up to February 2024 and whether this has affected the waiting time for Hong Kong candidates.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 33)

Reply:

1. The numbers of opening days of the DTCs in the four DDSs in 2023 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, the operational needs of DDSs and the deployment of the Transport Department's (TD) manpower resources.

<b>DTC</b>	<b>Number of Opening Days in 2023<sup>Note 1</sup></b>
Yuen Long DTC	261
Siu Lek Yuen DTC	262
Ap Lei Chau DTC	207
New Kwun Tong DTC	98 <sup>Note 2</sup>

Note 1: The DTCs of TD are open from Monday to Friday (except public holidays). To shorten the waiting time, TD has arranged additional driving tests on Saturdays since March 2023. Therefore, the Saturdays with DTCs opened are counted as opening days.

Note 2: The four DTCs are located in four DDSs. Since the New Kwun Tong Driving School is of a smaller scale than the other three DDSs, and is providing driving training and practice during the daytime, the number of opening days of the DTC is subject to the school's operational needs.

As at 31 December 2023, the waiting time for each type of road tests at the four DDSs are tabulated below:

<b>Type of Road Tests</b>		<b>Waiting Time (No. of Calendar Days)</b>			
		<b>Yuen Long Driving School</b>	<b>Siu Lek Yuen Driving School</b>	<b>Ap Lei Chau Driving School</b>	<b>New Kwun Tong Driving School</b>
Private Car	Combined	298	296	278	N/A <sup>Note</sup>
	Part B	47	59	80	173
	Part C	257	332	313	199
Motor Cycle	Part B (Competence Test)	124	101	120	159
	Part C (Road Test)	220	235	192	157
Light Goods Vehicle	Combined	305	295	278	N/A <sup>Note</sup>
	Part B	47	59	80	166
	Part C	257	332	313	213
Medium Goods Vehicle		80	81	N/A <sup>Note</sup>	N/A <sup>Note</sup>
Public/Private Bus		51	78	N/A <sup>Note</sup>	N/A <sup>Note</sup>
Articulated Vehicle		82	N/A <sup>Note</sup>	N/A <sup>Note</sup>	N/A <sup>Note</sup>

Note: There was no relevant road test held at the DDS concerned.

2. In order to increase the number of road tests and shorten the waiting time for driving tests, TD will continue to fully use the electronic driving test form and utilise the time saved to provide around 190 additional road tests (for early tests appointments) per month. In addition, TD has made arrangements for driving examiners to perform additional duties on Saturdays to increase the number of test sessions starting from late March 2023. TD has also completed the latest round of recruitment exercise for driving examiners in late 2023 for filling vacancies. After the implementation of the

above measures, the waiting time for various driving tests has been shortened, among which the waiting time for the combined test of private cars and light goods vehicles in non-DDSs has been reduced from more than 300 days during the peak in early 2023 to about 240 days now.

For the long term, 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.

3. The Government endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of labour to fill vacancies for drivers. To facilitate the implementation of the Scheme, TD has flexibly deployed existing resources, such as by arranging for driving examiners to take up additional work on Saturdays, providing additional sessions for imported drivers to take driving tests without affecting local candidates.

The additional workload arising from the Scheme is undertaken by the existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure could be provided.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB186**

**(Question Serial No. 2721)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Public Transport Fare Subsidy Scheme by the Government from 2019 onwards, please advise this Committee of the following:

1. the total amount of subsidy provided by the Government each year;
2. the total number of beneficiaries each year; and
3. the total amounts and percentages of subsidies for various modes of transport such as railway, bus, tram and ferry each year.

Asked by: Hon HONG Wen, Wendy (LegCo internal reference no.: 8)

Reply:

1. & 2. The Government introduced the Public Transport Fare Subsidy Scheme (the Scheme) in 2019 to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. The Scheme was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly subsidy amount and average monthly number of beneficiaries from 2019 to 2023 are set out in the table below:

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average monthly subsidy amount (\$ million)</b>	<b>Average monthly number of beneficiaries (rounded off to the nearest thousand)</b>
2019	1,874	156.1	2 143 000
2020	2,147	178.9	1 982 000
2021	3,709	309.1	2 999 000
2022	2,837	236.4	2 274 000
2023	3,909	325.7	3 036 000

3. Subsidies under the Scheme will only be disbursed to the benefitted commuters, not the public transport operators.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB187**

**(Question Serial No. 1153)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 227 of the Budget Speech that the Government will review the mode of operation of the Public Transport Fare Subsidy Scheme (the Scheme) within the year, aiming at enabling the continued provision of subsidies of the Scheme in a financially sustainable manner. In this connection, will the Government inform this Committee of the following:

1. Please provide a detailed breakdown of the types of public transport modes and operators covered each year since the implementation of the Scheme. Please provide the amount of subsidies involved, with a breakdown by operator, and their respective percentages in the total amount of subsidies disbursed;
2. Please provide a detailed breakdown of the total amount of subsidies granted each year since the implementation of the Scheme, and the rates of increase/decrease as compared with the previous year; and
3. Please provide the estimated expenditure, staff establishment and implementation timetable of the review.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 2)

Reply:

- 1.&2. The Government introduced the Scheme in 2019 to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. The Scheme was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus. Subsidies under the Scheme will only be disbursed to the benefitted commuters, not the public transport operators.



To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount and the year-on-year change from 2019 to 2023 are set out in the table below:

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Year-on-year Change (%)<sup>Note</sup></b>
2019	1,874	N/A
2020	2,147	+14.6%
2021	3,709	+72.8%
2022	2,837	-23.5%
2023	3,909	+37.8%

Note: Apart from the temporary special measures, the patronage of public transport services, which saw a significant drop during the COVID-19 pandemic, also impacted on the changes in the total subsidy amount.

3. The work of Transport Department in relation to the review of the Scheme is undertaken by its existing staff and there is no separate breakdown of the expenditure and manpower involved. The Government anticipates that the review of the Scheme will be completed within this year.

- End -

**CONTROLLING OFFICER'S REPLY****TLB188****(Question Serial No. 3159)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), will the Government inform this Committee of the following:

- 1) Numbers of quotas applied for and quotas allocated under the Scheme as at 31 March 2024 (with a breakdown by type of post).
- 2) Further to the above, the total number of applications rejected and the reasons for rejection.
- 3) Number of imported drivers who have completed training and successfully obtained a local driving licence, and number of drivers who have commenced service.
- 4) When does the Government plan to put up the remaining quotas for application by the transport sectors? Will a mid-term review be conducted within the coming year?

Asked by: Hon LAM Lam, Nixie (LegCo internal reference no.: 41)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the trades and enhancing the stability of the transport workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

- 1) The application period for the first round of the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-departmental liaison group comprising representatives from the Transport and Logistics

Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at **Annex**.

- 2) Among the 20 cases rejected in the first round of applications, four were withdrawn voluntarily by the applicants, and the remaining 16 were not approved as the applicants failed to meet the basic requirements of the Scheme, with reasons including not satisfying the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. Among the 98 applications approved, 15 were not allocated with all the quotas applied for as they failed to meet the manning ratio requirement of full-time local staff and imported labour (i.e. 2:1).
- 3) The imported drivers are required to pass the driving test for the relevant vehicle class and obtain a certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate route training for the imported drivers for sufficient familiarisation with the routes before service commencement. As at 7 March 2024, a total of 186 imported drivers have been granted a full driving licence of the relevant vehicle class, and among them, 109 have taken up various driving jobs to serve the public.
- 4) TD already announced on 20 March 2024 that the application period for the second round of the Scheme is from 25 March to 26 April. The application procedures and detailed handling arrangement will be similar to those of the first round. While implementing the Scheme, TD will maintain liaison with the transport sectors through a stakeholder consultative group set up under the Scheme to engage representatives of both employees and employers, to understand their views on the Scheme, and will review the Scheme as and when necessary.

**Numbers of applications and quotas allocated in the first round under the Labour  
Importation Scheme for Transport Sector - PLB/Coach Trade  
with a breakdown by job type**

<b>Driver job type</b>	<b>Number of applications received</b>	<b>Number of driver quotas involved</b>	<b>Number of applications approved</b>	<b>Number of driver quotas allocated</b>
PLB Driver	68	547	59	461
Local coach Driver	32	689	23	262
Cross-boundary Coach Driver	18	365	16	246
<b>Total</b>	<b>118</b>	<b>1 601</b>	<b>98</b>	<b>969</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB189**

**(Question Serial No. 3272)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) will continue to support the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (E-taxis)”. Please inform this Committee of the following:

- 1) the number of applications received and the amount of loans granted under the Scheme as at 29 February 2024;
- 2) the average time taken for processing each application and the average amount granted for each application;
- 3) the total number of default cases so far and the follow-up measures taken by the Government;
- 4) the estimated number of e-taxis to be introduced each year;

Asked by: Hon LAM Lam, Nixie (LegCo internal reference no.: 43)

Reply:

- 1) to 2) On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications. Among them, four applications have been approved, involving a total loan amount of \$1.32 million. The remaining one application is being processed.

The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and loans will be originated by PLIs. In general, HKMCI can approve a loan within a week upon receipt of a PLI's submission of application with all the required documents.

- 3) In general, where a borrower defaults on repayment under the Loan Scheme, as a servicer of the loan, the PLI concerned will initiate recovery actions having regard to its own policy, usual commercial practice, as well as the terms and conditions of the scheme. As at 29 February 2024, there was no default case under the Loan Scheme.
- 4) The Government's target is to introduce 3 000 e-taxis by the end of 2027. The Government has been adopting a multi-pronged approach to promote the use of e-taxis, which includes launching the Loan Scheme. The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary. We have not set a specific target for the number of applications to be received each year under the Loan Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB190**

**(Question Serial No. 0591)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, 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. Under the operating account, the revised estimated expenditure for 2023-24 is \$130 million. Please advise this Committee of the following:

Since the launch of the Fund, how many enterprises have been funded to conduct research and application of innovation and technology? How many projects have been successfully developed? What is the impact on road traffic in Hong Kong? Have road space efficiency and driving safety been significantly enhanced?

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

Reply:

The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, increasing efficiency of the road network or road space, and improving driving safety.

As at February 2024, the Fund has received 83 applications and approved 50 of them, involving a total funding amount of about \$335 million. Among the approved projects, 26 are research and application projects which involve a total funding of about \$246 million, while 24 are pure research projects which involve a total funding of about \$89 million. Details of the approved projects are at [Annex](#).

Six of the approved research and application projects have already completed the researches. Among them, two projects undertaken by local R&D centres aiming at developing a crane position monitoring system and a departure safety checking system for minibus have been

granted patents, and arrangements are being made to commercialise the research deliverables. Besides, a project relating to the management and safety of tramway has completed the research and the relevant technologies will be applied in the Hong Kong tramway system to enhance tramway management and improve driving safety. The Secretariat for the Fund is following up with the applicants of other completed projects with a view to facilitating commercialisation of the research deliverables. Meanwhile, the Management Committee of the Fund will continue to closely monitor the progress of the approved projects.



**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Network-wide Traffic Speed-Flow Estimator <sup>1</sup>	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
HKSafeDriver <sup>2</sup>	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
Development of Departure Safety Checking System for Minibus <sup>2</sup>	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
Development of Crane Position Monitoring System <sup>2</sup>	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
Intelligent traffic control with use of IoT and reinforcement learning technologies <sup>1</sup>	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data <sup>1</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Advanced C-V2X Applications to Enhance Hong Kong's Mobility Competence and Road Safety <sup>2</sup>	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
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model <sup>1</sup>	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
Development of an A.I. Intelligent Traffic Enforcement Robot (ITER) <sup>2</sup>	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
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway <sup>2</sup>	This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Big data AI system for taxi safe driving <sup>2</sup>	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
Development of Adaptive Traffic Control System – Dynamic Intersection Signal Control Optimization (DISCO) <sup>1</sup>	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	\$7,982,521.45

Project Title	Project Summary	Approved Funding
	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.	
Automatic On-The-Move Anti-Congestion System <sup>2</sup>	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
Prediction of Traffic Speed and Volume considering Malfunction Detectors using Deep Learning <sup>1</sup>	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
AI driven Barrier-Free Smart mobility platform - BoBo <sup>2</sup>	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
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park <sup>2</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
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 <sup>1</sup>	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
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera <sup>1</sup>	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
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
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles <sup>1</sup>	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
Using Generalised Linear Model (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident <sup>2</sup>	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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of an Augmented Reality-Assisted Head-up Display (AR-HUD) mechanism for recommending driving strategy <sup>1</sup>	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
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 <sup>1</sup>	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
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services <sup>1</sup>	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 <sup>2</sup>	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
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience <sup>2</sup>	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
Virtual Reality-based Driving Training System <sup>2</sup>	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	\$3,820,680.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	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.	
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles <sup>2</sup>	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 <sup>1</sup>	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 Advanced Bollard with Smart Materials for Improving Road Safety <sup>2</sup>	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
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies <sup>1</sup>	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
Designing of an Intelligent Human-machine Cooperative Driving System <sup>1</sup>	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 an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons <sup>2</sup>	The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public	\$1,514,000.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	transport by the visually impaired persons and thus improve road efficiency.	
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving <sup>1</sup>	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
Smart Minibus 2.0 <sup>2</sup>	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
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses <sup>1</sup>	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
Development of a Personalized and Connected Advanced Driver Assistance System <sup>1</sup>	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
Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) <sup>2</sup>	The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety.	\$13,440,750.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Intelligent Information-based Transport System for Smarter Traffic and Safer Mobility <sup>1</sup>	The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions.	\$7,629,654.94
Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic <sup>2</sup>	This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong.	\$19,998,500.00
Smart Cloud Taximeter System <sup>2</sup>	The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners.	\$10,634,000.00
A Smart Planning Platform for Safe and Efficient MiC Module Transport <sup>2</sup>	This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The	\$19,326,900.00



<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong.	
Dedicated Line Connected Autonomous Bus <sup>2</sup>	The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange.	\$19,995,050.00
An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data <sup>1</sup>	This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety.	\$2,742,898.70
Multi-modal Hyperlocal Delivery system <sup>2</sup>	This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage.	\$3,916,070.00
Traffic-aware Truck Platooning Technology and Its Impact on the Road Network <sup>1</sup>	The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road.	\$1,741,655.16

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Digital Twin-based Long-span Bridge Health Monitoring <sup>2</sup>	The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety.	\$13,404,400.00
Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service <sup>1</sup>	This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight.	\$6,697,542.56
Blockchain-enabled Cyber Physical System for the City-wide Parking Management <sup>1</sup>	This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to car parks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces.	\$3,953,542.31
AI model for Generating High-definition Maps of Hong Kong based	The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to	\$7,186,008.45

Project Title	Project Summary	Approved Funding
on Ground-Aerial-Sky Multi-Sensor Data <sup>1</sup>	providing accurate road attributes which are valuable for enhancing efficiency of road space and the safety of the assisted and automated driving vehicles.	

Note 1: Pure Research Project

Note 2: Research and Application Project

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB191**

**(Question Serial No. 0598)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The performance measures in respect of planning and development include public transport forward planning programmes processed and processing of bus service rationalisation packages. Will the Government inform this Committee of the following:

1. How many commuters in total will be affected by the rationalisation of 298 bus routes in this financial year?
2. Has the effectiveness of bus service rationalisation been reviewed? If yes, what are the districts that have completed the review and what are the results? If no, how does the Government know about its effectiveness?
3. What are the details of the public transport forward planning programmes? Are there any initial plans?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 19)

Reply:

The franchised bus companies <sup>(Note 1)</sup> are required to submit annually to the Transport Department (TD) their Forward Planning Programmes (FPPs) for the following five years. The FPPs cover a series of operational matters, such as the proposed programmes for the purchase and replacement of buses, the provision and equipment of bus depots, the maintenance and servicing of buses, etc. Of particular importance in the FPPs is the bus route planning programme. TD will review the service levels of franchised bus routes and passenger demand of each district to plan for the improvement and rationalisation of franchised bus services, and consult the local community's views on the bus route planning programmes for the coming year.

TD and the franchised bus companies have proposed about 100 service improvement and service rationalisation items under the 2024-25 bus route planning programmes, and have been consulting District Councils since March 2024. TD anticipates that 298 service

rationalisation items, including those settled but pending for implementation under the bus route planning programmes, will be implemented in 2024-25.

Bus route rationalisation aims to cater for the passengers' latest travelling patterns and allocate resources more effectively for those services with higher demand or for the introduction of new routes, so as to improve the efficiency of the franchised bus network and the sustainability of bus services, thereby benefitting commuters generally. The routes rationalised are mainly those with a significant drop in passenger demand due to various reasons such as demographic changes, commissioning of new transport infrastructure, overlapping with other public transport services, etc. In general, reasonable alternative services, including other existing public transport services or interchange services, are available for most of the passengers taking the original bus routes. The number of passengers significantly affected without reasonable alternative services is small.

After route rationalisation, TD will review the effectiveness through various channels, including examining the operating returns submitted by franchised bus companies and conducting regular surveys. As part of its day-to-day duties, TD will also closely monitor the service level and passenger demand of franchised bus services, review such services when handling complaints and suggestions from passengers and representatives from the local community, and work with the franchised bus companies to adjust the services as necessary to better meet passenger demand.

Apart from franchised bus services, the operator of franchised ferry services <sup>(Note 2)</sup> is also required to submit annually, in accordance with the franchise terms, to TD its Forward Plan for the next five years, which covers proposals for ferry service adjustments, financial forecasts and improvements of ferry services or pier facilities, etc. TD will review the Forward Plan according to the established procedures and continue to maintain close contact with the franchised ferry operator to facilitate its implementation of the proposals for enhancing ferry services (such as improving ancillary facilities of piers and introducing more e-payments means, etc.).

The MTR Corporation Limited is also required to submit annually to TD a five-year programme of operations for the North-west Railway and MTR bus services within the North-west Transit Service Area. The programme of operations covers the route development for the North-west Railway and bus services within the North-west Transit Service Area, showing, among others, the proposed new routes, frequency of service, and plans for the purchase and replacement of vehicles. In addition, the MTR Corporation Limited will include in its programme of operations the proposal on the upgrade or provision of station facilities, such as those for enhancing the safety of crossings at LRT stations and thus improving passenger experience.

(Note 1) At present, there are four franchised bus companies, namely The Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, Citybus Limited and New Lantau Bus Company (1973) Limited.

(Note 2) At present, there is one franchised ferry operator, namely the "Star" Ferry Company, Limited.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB192**

**(Question Serial No. 0605)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding "Implementation of free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area" under "Plant, vehicles and equipment" of Capital Account, will the Government inform this Committee:

1. in response to the current need for road construction, whether it has comprehensively considered regulating vehicular flow by electronic road system so as to alleviate traffic congestion; and
2. whether it will review the necessity and priority of the construction of new roads or main routes based on the actual vehicular flow upon implementation of the electronic road management system?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 26)

Reply:

1. and 2. As one of the major initiatives under smart mobility, we have implemented the free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area to allow motorists to pay tunnel tolls by means of a toll tag without stopping or queueing up at toll booths, resulting in time saving and convenience. Moreover, our ongoing Traffic and Transport Strategy Study recommends harnessing technology to implement traffic management more effectively, such as introducing the concept of a smart motorway management system (SMMS). The conceptual SMMS will leverage technology to fully utilise limited road resources and increase the capability of handling and diverting vehicular traffic at major roads, thereby facilitating a smoother traffic flow. The SMMS will provide real-time data on traffic flow and road usage for traffic management, so that drivers can make appropriate trip planning according to the real-time road conditions, enhancing transport efficiency and improving the experience of road users.

We will consider introducing the design of the SMMS suitably in the major road projects under planning to flexibly enhance road carrying efficiency with the least

amount of additional land and construction cost for meeting the future needs of transport development. With regard to the existing major roads, we will take the opportunity of replacing the Traffic Control and Surveillance System in the future to incorporate suitable smart motorway elements. Subject to the pace of developing the SMMS, we will have a more accurate understanding of the traffic situation and bottlenecks as the technology matures and becomes widely adopted, thereby enabling the comprehensive consideration of the necessity and priority of constructing new roads or main routes.

- End -

**CONTROLLING OFFICER'S REPLY****TLB193****(Question Serial No. 0534)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

There have been comments from organisations that there is room for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) to improve its current support services for persons with disabilities. Examples are the inadequacy of wheelchair parking spaces in train compartments and the lack of concessionary fares. In this connection, will the Government inform this Committee whether it will consider communicating with the Mainland authorities and the MTR Corporation Limited (MTRCL) on enhancing the barrier-free services of XRL in order to better facilitate barrier-free cross-boundary travel for persons with disabilities?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 28)

Reply:

It is the Government's policy to provide a barrier-free and accessible public transport system to facilitate the use of barrier-free public transport by persons with disabilities (PwD), thereby enabling them to participate and integrate into the community. The Transport Department (TD) has been working closely with the MTR Corporation Limited (MTRCL) to enhance its services and facilities for PwD. MTRCL has already provided a series of barrier-free services and facilities for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). Major measures taken include:

- (a) Some of the main exits at the West Kowloon Station of XRL are equipped with barrier-free access, and 64 lifts have been installed at the station to connect various floor levels with the ground level for the convenience of PwD and other people in need in accessing the station and using various facilities;
- (b) At the concourse on B1 level of the West Kowloon Station of XRL, a barrier-free ticket counter designed to bring convenience to wheelchair users and an induction loop system to assist hearing-impaired passengers in handling ticketing tissues or making enquiries are provided. Concurrently, there is a priority lane at the concourse on B1 level for passengers in need for their easy completion of real-name checking and ticket verification, as well as security and baggage checks. When wheelchair users take XRL at West Kowloon Station, their wheelchairs, including collapsible and electric wheelchairs, will not be regarded as baggage to suit their travel needs; and



- (c) The MTR Vibrant Express operated by MTRCL provides wheelchair spaces and a barrier-free toilet in the seventh compartment to cater for the needs of people with mobility disabilities. When more than two wheelchair users are taking the same train, the staff will try to make the best arrangements to meet their needs having regard to train space. Trains run by the Mainland high-speed rail operator are equipped variously depending on the train type.

The Government notes that MTRCL regularly communicates with organisations of PwD to understand their needs for facilities or services inside train stations, with a view to continuously enhancing the barrier-free services of the railway (including XRL).

On another front, the Hong Kong section of XRL is a cross-boundary railway jointly run by operators of the Mainland and Hong Kong (i.e. MTRCL on the Hong Kong side). Therefore, MTRCL is also required to align its operation of XRL with relevant policies and regulations of the Mainland. As the Hong Kong operator responsible for the Hong Kong section of XRL, MTRCL will continue to engage in active communication and close collaboration with the Mainland railway authorities, and carry out ongoing enhancement of various operational arrangements and facilities in light of the operating conditions of XRL and passenger needs, with a view to bringing more convenient experience to passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB194**

**(Question Serial No. 0535)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In recent years, exchanges between Hong Kong and the Greater Bay Area have been further strengthened with the introduction of various schemes including the Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge. However, without adequate cross-boundary ancillary facilities and support for various types of wheelchair accessible barrier-free vehicles, it is difficult for local wheelchair users in general (including many elderly people) to travel to and from the Mainland conveniently for medical treatment, elderly care, family visits or sightseeing activities. In this connection, will the Government inform this Committee of the following: At present, what supporting resources and plans does the Government have to enable persons with disabilities (PWDs) in need to use various transport means (including public transport, or barrier-free/rehabilitation vehicles) to travel to and from the Mainland?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 29)

Reply:

It is the Government's policy to provide a barrier-free and accessible public transport system to facilitate PwD to participate and integrate into the community. The Transport Department has all along been working closely with public transport operators to enhance facilities for PwD and the elderly.

At present, all franchised buses and cross-boundary shuttle buses (i.e. Yellow Bus<sup>Note 1</sup> and Gold Bus<sup>Note 2</sup>) connecting to the land boundary crossings are low-floor buses equipped with wheelchair parking spaces for carriage of wheelchair bound passengers. All railway stations are equipped with barrier-free facilities to facilitate the use of railway services by PwD (including wheelchair users) to reach rail-based border crossings. In addition, wheelchair users may book wheelchair accessible taxis and Rehabus Dial-a-ride service for travelling to and from Shenzhen Bay Port, Lok Ma Chau Spur Line Control Point, Lok Ma Chau Control Point, Heung Yuen Wai Control Point and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, etc.

- Note 1: Lok Ma Chau-Huanggang cross-boundary shuttle bus  
Note 2: Hong Kong-Zhuhai-Macao Bridge shuttle bus

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB195**

**(Question Serial No. 1493)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The “Northbound Travel for Hong Kong Vehicles” (the Scheme) has been implemented since 1 July 2023. Currently, the daily limit on the number of applications to be processed is 300. With the increasingly close connection between Hong Kong and the Greater Bay Area, the Government plans to develop automated car parks on the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge to prepare for the Southbound Travel for Guangdong Vehicles. In this connection, please advise on the following:

1. What are the numbers of applications in each round since the implementation of the Scheme? What is the average processing time for balloting? Will the Government consider streamlining the application procedures to shorten the processing time? If yes, what are the details? If no, what are the reasons?
2. What are the additional staff cost incurred by the Transport Department (TD) since the implementation of the Scheme and that to be incurred in future? Can TD manage if the daily limit on the number of applications to be processed is removed? If yes, what is the maximum number of applications that the Department can process? If no, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 23)

Reply:

Since the launch of the Scheme in July 2023, we have been closely monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. Under the present arrangement, when TD receives an online application under the Scheme, it takes about two working days to verify the information and supporting documents submitted by the applicant for preliminary assessment. The application will then be referred to the Mainland authorities for further processing. TD will follow up with the Mainland authorities and/or the applicant as necessary on individual cases. Upon receiving the assessment results from the Mainland authorities, TD will send the “closed road permit” to the applicant by post on the next working day.

The numbers of successful balloting applicants in respective rounds of balloting under the Scheme are set out at Annex. As at 29 February this year, TD has conducted a total of 21 rounds of balloting under the Scheme, providing about 70 000 balloting quotas for participation by interested applicants. Regarding the number of applications to be accepted, upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day and is sufficient to meet demand. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota. As such, since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications.

The tasks under the Scheme are mainly undertaken by the existing staff of TD and the expenditure involved is absorbed under the overall provision and establishment for TD. Thus, no separate breakdown can be provided. To enhance the capability and efficiency in processing the applications, TD created a total of 15 posts to be filled by outsourced workers in 2023-24, estimated salary expenses for which is about \$1.85 million. In 2024-25, the estimated outsourced manpower and salary expenses are similar to that in 2023-24.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangement of the Scheme in a timely manner.

**Numbers of successful balloting applicants in respective rounds of balloting  
under the “Northbound Travel for Hong Kong Vehicles”**

<b>Balloting</b>	<b>Dates</b>	<b>Number of applicants registered for balloting</b>	<b>Number of successful balloting applicants</b>
Round 1	29 to 30 May 2023	17 261	1 600
Round 2	5 to 8 June 2023	13 476	2 700
Round 3	19 to 22 June 2023	11 319	3 442
Round 4	3 to 6 July 2023	10 523	3 557
Round 5	17 to 20 July 2023	8 576	3 533
Round 6	31 July to 3 August 2023	7 401	3 680
Round 7	14 to 17 August 2023	7 387	3 571
Round 8	28 to 31 August 2023	6 087	3 618
Round 9	11 to 14 September 2023	4 834	3 728
Round 10	25 to 28 September 2023	4 215	3 495
Round 11	9 to 12 October 2023	3 527	3 452
Round 12	23 to 26 October 2023	3 784	3 784
Round 13	6 to 9 November 2023	3 871	3 871
Round 14	20 to 23 November 2023	3 924	3 924
Round 15	4 to 7 December 2023	4 068	4 068
Round 16	18 to 21 December 2023	3 641	3 641
Round 17	1 to 4 January 2024	4 000	4 000
Round 18	15 to 18 January 2024	4 012	4 012
Round 19	29 January to 1 February 2024	3 095	3 095
Round 20	12 to 15 February 2024	2 449	2 449
Round 21	26 to 29 February 2024	4 592	4 592

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB196**

**(Question Serial No. 1926)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has indicated that it will continue to monitor the traffic conditions upon implementing the time-varying tolls at the three road harbour crossings (RHCs) and determine how the Electronic Road Pricing Pilot Scheme (the ERP Pilot Scheme) in Central should be taken forward. In this connection, will the Government inform this Committee of:

1. the current daily utilisation rate of the three RHCs at different time slots and their original design capacities;
2. the manpower and expenditure saved upon implementing the time-varying tolls; and
3. the progress of implementing the ERP Pilot Scheme in Central?

Asked by: Hon LEE Chun-keung (LegCo internal reference no.: 10)

Reply:

1. The Government has implemented time-varying tolls since 17 December 2023 at the three RHCs, namely the Western Harbour Crossing (WHC), the Cross Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC). The traffic flows of the three RHCs on weekdays after the implementation of time-varying tolls are set out at **Annex**.

The design capacities (per hour per direction) of the WHC, the CHT and the EHC are 4 200, 2 600 and 2 600 vehicles respectively.

2. The tasks in relation to the implementation of time-varying tolls are mainly conducted by existing staff of the Transport Department (TD) as part of their overall duties and therefore no separate breakdown of expenditure and manpower could be provided.
3. Time-varying tolls are a new toll arrangement which has only been implemented for about three months and the cross-harbour traffic situation may not have stabilised. Motorists will need more time to adjust their commuting patterns, including route choices, travel timing and transport modes. The TD will have to continue to monitor

the cross-harbour traffic as well as the impact of time-varying tolls on the traffic in various districts on the northern part of Hong Kong Island (including Central). No comprehensive data is available at this stage for making a sound assessment of the impact on the traffic in Central after the implementation of time-varying tolls. The Government must carefully assess the impact of the scheme on the traffic and the community, taking into account the changes in local traffic arising from the implementation of time-varying tolls, the impact of the scheme on road users and local residents, as well as the prevailing overall economic situation of the society. Hence, there is no timetable for the implementation of ERP in Central and its neighbouring areas.



**Average Traffic Flows (two-way) of the Three RHCs on Weekdays (in Vehicles)<sup>1</sup>**

		WHC			CHT			EHC		
		Motorcycles <sup>5</sup> and private cars	Taxis	Other commercial vehicles	Motorcycles <sup>5</sup> and private cars	Taxis	Other commercial vehicles	Motorcycles <sup>5</sup> and private cars	Taxis	Other commercial vehicles
After Time- varying Tolls Plan <sup>2</sup>	Peak hours <sup>3</sup>	20 200	8 100	10 500	21 300	3 200	6 700	19 200	4 200	6 000
	Outside peak hours <sup>4</sup>	31 900	15 200	14 900	36 000	13 800	13 900	25 800	9 500	9 600

## Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not included in the traffic flow.
2. That is, Monday to Friday in February 2024 excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year).
3. "Peak hours" refers to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
4. "Outside peak hours" refers to 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 on weekdays (a total of 18 hours).
5. "Motorcycles" include motor tricycles.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB197**

**(Question Serial No. 2537)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Following the six-month pilot trial on the use of electric mobility devices (EMDs) in 2022, the Transport Department (TD) collaborated with Locolla Limited (LocoBike) to launch a one-year trial scheme on the shared use of EMDs (the trial scheme) in Pak Shek Kok from March last year. In this connection, will the Government inform this Committee of the following:

1. the number of shared power-assisted pedal cycles (PAPCs) provided by LocoBike;
2. the number of shared PAPCs with permits for use within the specified trial period and extent;
3. the number of registered participants;
4. the revised estimated expenditure for the trial scheme;
5. the speed limit under the trial scheme; and
6. the numbers and details of complaints received and accidents occurred since the launch of the trial scheme.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 5)

Reply:

1. to 3.

TD launched the trial scheme on the shared use of PAPCs on cycle tracks in Pak Shek Kok in March 2023, with the aims of understanding the relevant operational arrangements for possible future adoption in Hong Kong, as well as public acceptance of the shared use of EMDs. TD has issued movement permits to 21 shared PAPCs for use within a specified area under the trial scheme. There are about 180 participants.

4. The PAPCs are provided by the contractor. The related expenses incurred by TD under the trial scheme (including publicity, pamphlets, promotion ambassadors, etc.) are about \$140,000.
5. The speed limit for PAPCs is 25 kilometres per hour (km/hr). Motorised assistance will be ceased once the speed of 25 km/hr is reached.
6. TD's trial scheme on the shared use of PAPCs on cycle tracks in Pak Shek Kok has ended. The operation of the trial was generally smooth. TD did not receive any complaint during the trial period and no incident has occurred.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB198**

**(Question Serial No. 2538)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

With the first trial diagonal crossings open for use in Hong Kong at the junction of Sha Kok Street and Yat Tai Street in Sha Tin on 31 January this year, will the Government inform this Committee:

1. of the expenditure involved in the trial, including but not limited to the cost of marking the pedestrian crossings with diagonal yellow stripes and retrofitting them with traffic signals;
2. of the duration of the trial;
3. of the distance of the original crossings at the junction under the trial;
4. of the distance of the new diagonal crossings under the trial;
5. whether there is a plan to develop the diagonal crossings at junction of Sha Kok Street and Yat Tai Street in Sha Tin into a famous landmark like the diagonal crossings in front of Shibuya Station in Tokyo, Japan; if yes, the details; if no, the reasons; and
6. whether there is a plan for trial diagonal crossings at the junction of Tin Sam Tsuen and Lung Hang Estate; if yes, the details; if no, the reasons?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 6)

Reply:

1. The expenditure involved in the trial of diagonal crossings carried out at the junction of Sha Kok Street and Yat Tai Street (the trial junction) is around \$450,000;

2. The Transport Department (TD) will monitor the operation at the trial junction for about six to nine months and consider pedestrians and motorists' views on the facilities to review the performance of the diagonal crossings;
3. The average walking distance from one end of the junction to the diagonal side is about 35 metres with the use of the original crossings;
4. The walking distance is about 22 metres with the use of the diagonal crossings at the trial junction; and
5. and 6. The trial of diagonal crossings allows pedestrians to use diagonal crossings to reach the diagonal side of the junction within a shorter distance and time. Apart from the above trial junction, TD also plans to launch the same trial at the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui in mid-2024; and

TD will carefully study the results of the two trial points in Sha Tin and Tsim Sha Tsui and review the trial performance before considering the future direction. Currently, TD has no plan to trial diagonal crossings at the junction of Tin Sam Tsuen and Lung Hang Estate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB199**

**(Question Serial No. 2543)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In recent years, the Transport Department (TD) has been planning and implementing a number of automated parking system (APS) projects for private cars in Hong Kong. In this regard, will the Government inform this Committee of the following:

1. Those APS projects taken forward by the Government in the past three years and those being planned for the future, and the respective APS types adopted, commencement dates of construction, commissioning dates of APS, total numbers of parking spaces provided, and estimated or actual expenditures involved.
2. The respective existing monthly parking fees of parking spaces at the APS projects and the average time taken for parking.
3. The 2023-24 revised estimate of expenditure for engaging a consultant to provide technical advice on the APS projects, and details of the technical advice provided.
4. Will the Government engage a consultant again in 2024-25 for the APS projects? If yes, what is the estimate of expenditures?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 11)

Reply:

1. TD has kept under review the latest developments in the application of APS worldwide. With the technology of APS for private cars reaching a mature stage, TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable short-term tenancy (STT) car parks. At present, some APS in STT car parks are already in operation while public works projects with APS obtaining funding approval from the Legislative Council are expected to come into operation starting from 2025. Information of the current APS projects is listed at Annex.

2. APS projects commissioned include STT car parks at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po, which provide 245 and 250 parking spaces (including both conventional and APS parking spaces) respectively. According to the information from the car park operator, the monthly parking fee is around \$2,900 to \$3,200 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 \$3,600 to \$4,400 depending on which level the parking space is located at. The average parking time for these APSs is around two to three minutes.
3. The revised estimated expenditure in 2023-24 is \$0.7 million for TD's engagement of consultants to offer technical advice on implementation of APS projects. The technical advice offered includes the professional advice provided for the preliminary feasibility study and in the course of planning and design of APS projects.
4. The estimated expenditure in 2024-25 is \$1.2 million for TD's engagement of consultants to offer technical advice on implementation of APS projects.

Project	APS Type	Commencement of Construction	Expected Commissioning of APS	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
<b>A. APS in STT car parks</b>					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	Commissioned in November 2021	245	Funded by the STT operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	Commissioned in December 2022	250	Funded by the STT operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	2024 (Tentative)	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2024 (Tentative)	About 200	Funded by the STT operator
<b>B. APS in public works projects</b>					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380	\$5,228.4 M <sup>1</sup> 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	May 2022	2026 (Tentative)	About 300	\$1,605.0 M <sup>2</sup> in MOD prices
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200	\$777.9 M <sup>3</sup> in MOD prices



<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction</b>	<b>Expected Commissioning of APS</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
Main works of Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	To be determined*		About 350	To be determined *
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	To be determined#		About 450	To be determined #
Hoi Ting Road Joint User Complex	Puzzle stacking	To be determined#		About 170	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 : The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

\* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction, expected commissioning date and estimated expenditure are to be determined.

# The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and estimated expenditure are to be determined.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB200**

**(Question Serial No. 2551)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

A few years ago, the Government introduced the mobile application “HKeMeter”, which allows remote top-up of parking fees for up to twice the longest parking period, and provides real-time vacancy information. In this connection, will the Government inform this Committee of the following:

1. the numbers of downloads of “HKeMeter”, the numbers of transactions, and the proportions of transactions using “HKeMeter” in the past three years;
2. the number of incidents in which the “HKeMeter” service was affected in the past three years, and the dates of these incidents, the time required for service resumption, and the causes of incidents;
3. the measures to be taken to enhance the user-friendliness of “HKeMeter”; and
4. the amount of recurrent expenditure on the parking meter system in the past three years; and whether there is any plan to record separately the maintenance cost of “HKeMeter”; if yes, the details; if no, the reasons.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 19)

Reply:

1. To tie in with the implementation of the new parking meter system in January 2021, the Transport Department (TD) has introduced the “HKeMeter” mobile application, providing real-time vacancy information and allowing remote top-up of parking fees for up to twice the longest parking period. A breakdown of the numbers of downloads of “HKeMeter”, the numbers of transactions, and the proportions of transactions using “HKeMeter” in the past three years is provided as follows:

	<b>2021</b>	<b>2022</b>	<b>2023</b>
Cumulative number of downloads <sup>Note</sup>	About 400 000	About 610 000	About 760 000
Number of transactions ('000) by year end	About 18 000	About 46 480	About 54 460
Proportion of transactions using “HKeMeter”	38%	48%	56%

Note: Only the number of first-time downloads is counted.

2. and 3.

From 2021 to 2022, there were four occasions that the transactions made through “HKeMeter” were affected by mobile network transmission or temporary system breakdowns which were mostly fixed within the same day. Having said that, the parking meter system could still provide uninterrupted services to the motorists through the payment device (e.g. Octopus or credit card readers) at on-site parking meters during these occasions. TD has, in conjunction with the Electrical and Mechanical Services Department and the parking meter contractor, already completed a series of system upgrading works and deployed extra backend resources, and the system reliability has been continuously improved. In 2023, “HKeMeter” has not recorded any system incident.

TD will continue to monitor the performance of the parking meter system, gauge users’ feedback from various channels e.g. social media, mobile app stores and the hotline, keep in view the relevant technology developments and explore the feasibility of introducing the latest electronic payment means, with a view to further enhancing the system performance and users’ experience.

4. In the past three financial years, the annual recurrent expenditures on the parking meter system (including the maintenance cost for “HKeMeter”) are as follows:

	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>
Recurrent expenditure	\$30.09 million	\$36.52 million	\$46.61 million

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB201**

**(Question Serial No. 2559)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) set up 34 HKeToll consultation counters in Hong Kong in last February and more of them at Home Affairs Department's enquiry centres in last July, and closed 25 consultation counters at MTR stations in late January this year. In this connection, will the Government inform this Committee, since last February:

1. of the total number of HKeToll consultation counters set up in Hong Kong since last February and their commencement and cessation dates of service;
2. of the revised estimated expenditure or estimated expenditure for setting up multiple HKeToll consultation counters and the expenditure of the respective major items; and
3. whether records are kept on the number of assistance cases by each HKeToll consultation counter for vehicle owners in applying for HKeToll services, including but not limited to applying for a vehicle tag, opening of an HKeToll account, associating a vehicle to the account, setting up a payment means and updating their e-contact means currently registered with TD; if yes, of the details; if no, of the ways to evaluate the effectiveness of HKeToll consultation counters?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 27)

Reply:

1. HKeToll, the free-flow tolling service, was successfully implemented at seven government tolled tunnels and the Tsing Sha Control Area (TSCA) (namely the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023.

To assist vehicle owners in applying for vehicle tags, opening HKeToll accounts and setting up payment means, setting up electronic notifications, as well as making payment for tolls in arrears online, the Transport Department (TD) has engaged service providers following open tender exercises to set up HKeToll consultation counters at 25 designated MTR stations and nine Home Affairs Enquiry Counters (HAECs) throughout the territory since 24 February 2023.

MTR HKeToll consultation counters were set up in stations including Sai Ying Pun, Wan Chai, Shau Kei Wan, Wong Chuk Hang, North Point, Wong Tai Sin, Kai Tak, Ngau Tau Kok, Nam Cheong, Hung Hom, Kowloon, Prince Edward, Kowloon Tong, Ho Man Tin, Long Ping, Sheung Shui, Wu Kai Sha, Tai Wai, Tsuen Wan West, Siu Hong, Tai Po Market, Tung Chung, Tsing Yi, Kwai Fong and Tiu Keng Leng. Subsequently, the consultation counters at Kai Tak, Hung Hom, Kowloon and Tai Wai stations ceased operation from 8 May 2023 due to service adjustments. With the successful implementation of HKeToll at all government tolled tunnels and TSCA, and more than 90% of the vehicles and owners having been issued with vehicle tags and having opened HKeToll accounts respectively, TD announced in January 2024 that all HKeToll MTR consultation counters terminated their services from 1 February 2024 onwards.

HAEC HKeToll consultation counters were located at HAECs in the Sai Kung, North, Tai Po, Sha Tin, Outlying Islands (Tung Chung), Tuen Mun, Yuen Long and Kwai Tsing districts as well as the multi-purpose activity room in Tsuen Wan (which was changed to Tsuen Wan HAEC from 5 May 2023). The nine HAECs provided service from 24 February 2023 onwards. Subsequently, TD extended HAEC consultation counters to Hong Kong Island and Kowloon from 17 July 2023 and adjusted the locations of the consultation counters accordingly by adding new HKeToll consultation counters at HAECs in the Central and Western, Eastern, Southern, Yau Tsim Mong, Kwun Tong and Kowloon City districts, while retaining three HKeToll consultation counters in the North, Sha Tin and Yuen Long districts respectively. From 1 November 2023 onwards, all HKeToll consultation counters at HAECs terminated their services.

2. TD's expenditure on HKeToll consultation counters was about \$22 million, of which about \$20 million was spent on the MTR consultation counters and about \$2 million on HAEC consultation counters.
3. HKeToll consultation counters effectively assisted vehicle owners in applying for using HKeToll and provided them with immediate support. With the assistance of the staff, vehicle owners could generally complete the application process within five to ten minutes. In total, the consultation counters received about 120 000 users and handled over 210 000 enquiries and assistance cases.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB202**

**(Question Serial No. 3299)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the rationalisation of traffic distribution among the three road harbour crossings (RHCs) implemented in late December 2023, will the Government inform this Committee of the following:

- (1) the daily vehicular flows of Eagle's Nest Tunnel, Lion Rock Tunnel and Tate's Cairn Tunnel before the rationalisation;
- (2) the daily vehicular flows of these tunnels after the rationalisation; and
- (3) whether there are measures to alleviate the congestion at Tate's Cairn Tunnel during the morning and afternoon peak hours?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 44)

Reply:

- (1) and (2) The average vehicular flows of Eagle's Nest Tunnel, Lion Rock Tunnel and Tate's Cairn Tunnel on weekdays before and after the implementation of time-varying tolls plan at the three road harbour crossings are set out in **Annex 1**; and
- (3) The Government has been closely monitoring the traffic conditions and changes in demand in various districts in Hong Kong, and timely implementing relevant traffic improvement measures.

The free-flow tolling service of HKEToll was smoothly implemented at seven government tolled tunnels and the Tsing Sha Control Area (TSCA) (including the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023. Motorists can pay tunnel tolls remotely using toll tags without having to stop or queue at toll booths for payment. This saves time and efforts for motorists, hence delivering a smoother driving experience for

them, whilst reducing weaving near the toll booths and thus improving the general traffic around the toll plazas.

In response to the traffic demand arising from the future housing developments in New Territories East and the overall long-term development needs of Hong Kong, the Government has been taking forward a number of infrastructure projects to improve the traffic conditions between New Territories East and Kowloon. The Trunk Road T4, which is seeking funding approval, will link the existing trunk roads on both sides of Shing Mun River Channel in Sha Tin, enabling vehicles to travel directly between Sha Tin East/Ma On Shan and Tsuen Wan/West Kowloon, as well as rationalising the traffic between Sha Tin and the urban areas of Kowloon. Moreover, the Improvement of Lion Rock Tunnel, which is undergoing first stage design and site investigation, will take the opportunity of the tunnel rehabilitation to enhance the capacity by increasing the number of traffic lanes in Lion Rock Tunnel and its connecting roads, in addition to alleviating the pressure on the three existing tunnels connecting Sha Tin and the urban areas of Kowloon. In the long run, the Shatin Bypass under planning will serve as a more direct north-south corridor, connecting the northeast New Territories with the urban areas of Kowloon and effectively diverting the traffic of northeast New Territories to and from the urban areas of Kowloon via Sha Tin.

We will continue to look into more efficient ways to use public resources and achieve the cost-effectiveness of works expenditure, review the order of priority of the projects under planning, and adjust the progress of implementation, taking into account the latest situation, including policy development, the Government's financial position etc..

**Average Vehicular Flows (Two-way) of Eagle's Nest Tunnel, Lion Rock Tunnel and Tate's Cairn Tunnel on Weekdays (in Vehicles)**

<b>Average vehicular flow (two-way) on weekdays (in vehicles)</b>	<b>Eagle's Nest Tunnel</b>	<b>Lion Rock Tunnel</b>	<b>Tate's Cairn Tunnel</b>
Before time-varying tolling <sup>1</sup>	67 000	90 400	62 000
After time-varying tolling <sup>2</sup>	67 600	89 800	60 500

Note:

1. The period from 4 December 2023 to 8 December 2023
2. From Mondays to Fridays between 8 January and 31 January 2024

- End -



**CONTROLLING OFFICER'S REPLY****TLB203****(Question Serial No. 1149)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that the Public Transport Fare Subsidy Scheme (the Scheme) will be reviewed. In this regard, please set out the information on the following for the past five years:

1. Annual total amount of subsidy disbursed under the Scheme, as well as number of beneficiaries broken down by ranges of subsidy amount received and average amount of subsidy per beneficiary; and
2. Details and timetable of the work plan for reviewing the Scheme.

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 35)

Reply:

1. The Government introduced the Scheme in 2019, which was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary under the Scheme in the past five years are set out in **Table 1**.

**Table 1:**

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average monthly number of beneficiaries (rounded off to the nearest thousand)</b>	<b>Average amount of monthly subsidy per beneficiary (\$)</b>
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
2023	3,909	3 036 000	107

The distribution of beneficiaries by monthly subsidy amount by year in the past five years is set out in **Table 2**.

**Table 2:**

<b>Monthly subsidy amount</b>	<b>Average monthly number of beneficiaries<sup>Note</sup> (rounded off to the nearest thousand)</b>				
	2019	2020	2021	2022	2023
\$0.1 to \$100.0	1 583 000	1 291 000	1 756 000	1 327 000	1 732 000
\$100.1 to \$200.0	438 000	490 000	837 000	625 000	836 000
\$200.1 to \$300.0	117 000	148 000	293 000	226 000	321 000
\$300.1 or above	N/A	49 000	108 000	91 000	140 000

Note: Due to rounding, the average monthly numbers of beneficiaries for each year do not add up to the totals shown in Table 1.

2. The Government anticipates that the review of the Scheme will be completed within this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2456)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To promote adoption of information and communications technology among the public, the Office of the Government Chief Information Officer (OGCIO) had set up mobile support stations at 25 MTR stations to assist members of the public in using the LeaveHomeSafe mobile app since December 2021. Afterwards, the mobile support stations were used instead as HKEToll consultation counters until end January 2024. Will the Government inform this Committee:

1. after the mobile support stations for LeaveHomeSafe were switched to HKEToll consultation counters, whether the relevant expenditure was absorbed by OGCIO or the Transport Department;
2. of the monthly average expenditure of the mobile support stations at the 25 MTR stations; and
3. as HKEToll consultation counters had terminated their services in end January 2024, of the arrangements for their ad hoc employees?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 152)

Reply:

HKEToll, the free-flow tolling service, was smoothly implemented at the seven government tolled tunnels and the Tsing Sha Control Area (namely, the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023.

To assist vehicle owners in applying for vehicle tags, opening HKEToll accounts and setting up payment means, setting up electronic notifications, as well as making toll payment in arrears online, the Transport Department (TD) has earlier engaged service contractors following open tender exercises to set up HKEToll consultation counters at 25 designated MTR stations throughout the territory starting from 24 February 2023. The service was subsequently adjusted and provided at 21 designated MTR stations. TD announced in January 2024 that since HKEToll had been smoothly implemented at all government tolled tunnels

and the Tsing Sha Control Area, and that more than 90% of the vehicles and owners had been issued with vehicle tags and had opened HKeToll accounts respectively, all HKeToll MTR consultation counters terminated their services from 1 February 2024 onwards. For the period from 24 February 2023 to 31 January 2024, the expenditure for the HKeToll MTR consultation counters was borne by TD. The total expenditure is about \$20 million.

As the frontline staff at the HKeToll MTR consultation counters were employed by the service contractors, TD does not have the relevant information on the subsequent work arrangements for their employees.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB205**

**(Question Serial No. 3170)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government inform this Committee of the following:

1. The manpower involved in administering and monitoring the Scheme this year.
2. The numbers and effectiveness of the regular assurance exercises and field inspections on operators' systems of internal controls, and transport surveys conducted by the Government last year, and the targets for this year.
3. The number of cases involving abuse of the Scheme by operators and the investigation progress since last year.
4. In respect of views that the effectiveness of the regular monitoring work of the Government is limited, has the Government evaluated the success rates of the two monitoring methods in uncovering cases of abuse? Will the Government strengthen its efforts in conducting spot checks? If yes, what are the details? If no, what are the reasons?
5. The Government's progress on taking forward the inclusion of suitable e-payment platforms into the Scheme and whether the work will be completed within this year, and the target number of e-payment platforms to be included and the selection criteria.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 92)

Reply:

1. As at February 2024, the Transport Department (TD)'s staff establishment involved in administering and monitoring the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	4
	Transport Officer I	1
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	1
Accounting Officer	Accounting Officer II	1
<b>Total</b>		<b>12</b>

2. to 4. TD has adopted a series of monitoring measures to ensure proper use of public funds and minimise risks of abuse. The participating public transport operators are required to establish a set of audit and assurance standards to strengthen their internal control and submit to the Government assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants on a yearly basis. In addition, the monitoring measures taken by TD also include conducting regular transport surveys to gather operational data and passenger statistics, verifying the operational data submitted by the operators and checking the transaction records in Octopus payment system, etc.

Transport fare subsidies under the Scheme are disbursed to the benefitted commuters, not the public transport operators. In 2023-24, TD conducted an average of about 170 field inspections and monitoring surveys per month, during which no cases involving abuse of subsidies by operators were identified. In 2024-25, TD will continue with the aforesaid monitoring work and maintain a similar level of monthly output of field inspections and monitoring surveys.

5. We note the increasing popularity of various e-payment platforms. The Government is now actively discussing with individual e-payment system operators and making preparations for the incorporation of new e-payment systems into the Scheme. When incorporating suitable e-payment systems into the Scheme, we need to consider whether the relevant e-payment platform has been generally adopted by various public transport service operators for the collection of transport fares. Besides, as the Scheme involves processing a large volume of transaction data every day, e-payment platforms to be incorporated will need to meet certain operational requirements, including those concerning the uploading and verification of transaction records of the payment systems, subsidy calculation and disbursement, monitoring mechanism, etc. so as to ensure the smooth operation of the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB206**

**(Question Serial No. 2648)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the hillside escalator links and elevator systems (HEL), please inform this Committee of the following:

1. What are the progress, expenditure and budget of the 20 first-batch projects shortlisted under the revised mechanism in the first quarter of 2020?
2. Will the Government set a target timeframe on different construction processes of a proposed HEL project? What measures will the Government take to expedite the implementation of the projects and supervise the works to ensure timely completion?
3. What are the number and details of other new proposals received in the past three years? Does the Government have any plan to take forward the remaining proposals and other new proposals received?
4. Will the Government regular review the assessment mechanism for HEL proposals?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 29)

Reply:

1. & 2. The Government completed initial screening, shortlisting and prioritisation of the HEL suggestions received in the past based on the revised assessment mechanism. After prioritisation of these proposals with their integrated scores, 11 HEL proposals with evident benefits were accorded priority for implementation. The Transport Department (TD) consulted the respective district councils or their relevant committees and obtained their support for the preliminary alignments and conceptual designs of these 11 priority projects. Details of the implementation progress of these 11 priority projects are as follows:

District	No.	Preliminary Alignment	Implementation Progress
Central & Western	HKI03	From Smithfield along Pokfield Path to Pokfield Road	TD and the Highways Department (HyD) are carrying out preparatory work for the preliminary technical feasibility study.
Southern	HKI44	From Yue Fai Road to Yue Kwong Road	
Wan Chai	HKI23	From Wood Road to Queen's Road East near St Joseph's Primary School	HyD completed the preliminary technical feasibility study and is carrying out investigation and design.
	HKI30	From Lau Sin Street to Tin Hau Temple Road	
Eastern	HKI34	From Sai Wan Ho Street to Holy Cross Church, Sai Wan Ho	
	HKI35	From Healthy Street East to Pak Fuk Road	
Sham Shui Po	KLN04	From Ching Cheung Road footbridge near Mei Foo MTR Station to Lai King Hill Road near Ching Lai Commercial Centre	
Sha Tin	NTE04	From the footway near Greenview Garden to Sha Tin Tau Road	
Tsuen Wan	NTE12	From Kwok Shui Road Park to Kwok Shui Road	
Kwai Tsing	NTW10	From Wah Sing Street to Castle Peak Road - Kwai Chung	
	NTW11	From Shek Yam Road near Kam Shek Building to Tai Pak Tin Street	

The above projects are still in the investigation and design stage. The time required for construction hinges on various circumstances such as the geotechnical conditions, land ownership, and complexity of each project. We will keep examining how to use public resources more effectively and the cost effectiveness of works projects, while keep reviewing the priority of projects under planning in light of the latest developments, including policy development and financial situation of the Government, etc., and will adjust the implementation schedule as appropriate. The project cost estimates and construction programme are not available at this moment.

As for measures to expedite the construction process, HyD will adopt a multi-pronged approach, including using appropriate design and construction technologies such as Building Information Modelling (BIM) and Modular Integrated Construction (MiC) to shorten the construction time. During construction, the project team will conduct regular site inspections and hold regular meetings to monitor the works progress and ensure that the works proceed as scheduled.

3. In the past three years, TD received a total of 19 new suggestions for the construction of HEL in various districts. Details are as follows:



<b>District</b>	<b>Number of new suggestions received in the past three years</b>
Central & Western	1
Southern	1
Kowloon City	1
Wong Tai Sin	2
Kwun Tong	4
Sha Tin	4
Kwai Tsing	4
Tsuen Wan	1
Tuen Mun	1
<b>Total</b>	<b>19</b>

Taking into account the available resources, the Government is taking forward the above 11 priority projects in an orderly manner. Subject to the implementation progress of the 11 priority projects and factors such as the allocation of available resources, the Government will carry out preliminary feasibility studies and shortlisting of the new suggestions received pursuant to the relevant assessment mechanism in a timely manner. The shortlisted proposals will be followed up and assessed together with the other proposals that have not been selected earlier as priority projects later, with the aim of selecting the remaining nine proposals for implementation.

4. Different from the previous assessment mechanism, the revised assessment mechanism will conduct more comprehensive preliminary technical assessments in the initial screening stage to better ascertain the feasibility of proposals, and appraise “social benefits” and “cost-effectiveness” independently in the detailed scoring stage to ascertain that the selected proposal not only has evident benefits to and recognition from the local residents but also is cost effective. The current assessment mechanism has improved the assessment criteria and prioritisation method of proposals, as compared with the previous mechanism. The Government has no plan to review it at this stage.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB207**

**(Question Serial No. 1436)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2024-25 under Programme (2) that the Bureau will continue to oversee the progress and development of various smart mobility initiatives including the implementation of the Smart Traffic Fund (the Fund) and automated parking system projects. In this connection, will the Government inform the Committee of the following:

1. (a) in 2023 and (b) 2024, (i) the projects approved under the Fund, (ii) the respective amounts of approved funding for each project, and (iii) the commencement and completion dates for each project;
2. whether key performance indicators have been set for the projects approved under the Fund (e.g. commencement/completion of projects within a specific timeframe; application of research deliverables, etc.); if yes, the details; if no, the reasons; and
3. (a) in 2023-24 and (b) 2024-25, (i) the dedicated manpower for supporting the Fund and (ii) the salary expenditure involved.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 1)

Reply:

1. The \$1 billion Fund was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, increasing efficiency of the road network or road space, and improving driving safety. As at February 2024, the Fund has approved 50 applications, with a total funding amount of about \$335 million.

Moreover, as at the end of February 2024, the Fund has approved 14 applications in 2023-24, involving a funding of about \$132.2 million. Details of the approved projects are at Annex. As for 2024-25, the Fund has so far received eight formal applications,

involving a funding of about \$86.5 million. The Secretariat for the Fund is now examining the applications received, and will arrange for vetting of applications at the Management Committee's meetings if all required information is in order.

2. For each project, there will be key performance indicators (e.g. accuracy of forecast, number of future users, etc.) relating to the research content and project characteristics. The Secretariat and the Management Committee will also take these indicators into account during the vetting stage. Upon completion of the project, the Secretariat and the Management Committee will assess whether the research deliverables meet the expected outcomes of the applicant.
3. 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 total amount of the Fund.

**Projects Approved in 2023-24 (as of the end of Feb 2024) under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Development of an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons <sup>2</sup>	The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public transport by the visually impaired persons and thus improve road efficiency.	\$1,514,000.00	August 2023	July 2024
Intelligent Information-based Transport System for Smarter Traffic and Safer Mobility <sup>1</sup>	The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions.	\$7,629,654.94	September 2023	August 2025

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic <sup>2</sup>	This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong.	\$19,998,500.00	October 2023	October 2025
Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) <sup>2</sup>	The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety.	\$13,440,750.00	December 2023	May 2025

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Smart Cloud Taximeter System <sup>2</sup>	The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners.	\$10,634,000.00	December 2023	November 2024
A Smart Planning Platform for Safe and Efficient MiC Module Transport <sup>2</sup>	This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong.	\$19,326,900.00	December 2023	November 2025

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Dedicated Line Connected Autonomous Bus <sup>2</sup>	The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange.	\$19,995,050.00	December 2023	December 2025
An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data <sup>1</sup>	This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety.	\$2,742,898.70	January 2024	December 2025
Multi-modal Hyperlocal Delivery system <sup>2</sup>	This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage.	\$3,916,070.00	January 2024	December 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Traffic-aware Truck Platooning Technology and Its Impact on the Road Network <sup>1</sup>	The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road.	\$1,741,655.16	February 2024	January 2026
Digital Twin-based Long-span Bridge Health Monitoring <sup>2</sup>	The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety.	\$13,404,400.00	February 2024	January 2026



<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service <sup>1</sup>	This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight.	\$6,697,542.56	April 2024	April 2026
Blockchain-enabled Cyber Physical System for the City-wide Parking Management <sup>1</sup>	This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to car parks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces.	\$3,953,542.31	May 2024	April 2026
AI model for Generating High-definition Maps of Hong Kong based on Ground-Aerial-Sky Multi-Sensor Data <sup>1</sup>	The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to providing accurate road attributes which are valuable for enhancing	\$7,186,008.45	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commence- ment date</b>	<b>Completion Date</b>
	efficiency of road space and the safety of the assisted and automated driving vehicles.			

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**

**TLB208**

**(Question Serial No. 1437)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2024-25 under Programme (2) that the Transport and Logistics Bureau will continue to oversee the progress and development of various smart mobility initiatives including the implementation of the Smart Traffic Fund and automated parking system (APS) projects. In this connection, will the Government inform this Committee of the following:

1. In (a) 2023 and (b) 2024, what are the (i) locations, (ii) number of parking spaces, (iii) construction costs and (iv) parking charges of the newly commissioned APSs? (v) Has the Government granted any subsidy for the system?
2. At present, are there charging facilities for APSs in the market to allow electric vehicles (EVs) to be charged while parking? If yes, will the Bureau consider introducing such facilities in Hong Kong?
3. In (a) 2023-24 and (b) 2024-25, in supporting the implementation of the APS projects, what are the (i) dedicated manpower and (2) staff salaries involved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 2)

Reply:

1. The APSs in short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan and at Pak Shek Kok, Tai Po were commissioned in November 2021 and December 2022 respectively. We expect that, in 2024, the APSs in STT car parks at junction of Tung Chau Street and Yen Chow Street, Sham Shui Po and at Hoi Wang Road, Yau Ma Tei will also be commissioned successively, providing about 210 and 200 parking spaces (including both conventional and APS parking spaces) respectively. As APS in STT car parks are funded and operated by STT tenant on a commercial basis and it is the tenant who determines the parking fee, the Transport Department (TD) does not have information on the construction costs and has not granted any subsidy for the system.

2. There are currently no mature EV charging facilities proven to be reliable available in the market that can be installed for multi-storey or multidirectional APSs, and internationally there are no specific standards at present for the installation of EV charging facilities in APSs. Relevant departments are actively reviewing the latest developments in the application of APSs in different regions. When the technologies become more mature, the Government will explore provision of APS parking spaces with charging facilities.
3. The implementation work for APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB209**

**(Question Serial No. 1438)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the “HKeMobility” mobile application, will the Government inform this Committee of the following:

1. The (i) number of downloads, (ii) usage count and (iii) new functions of “HKeMobility” in (a) 2023 and (b) 2024 (estimates);
2. The (i) staff establishment, (ii) salary expenses and (iii) maintenance cost relating to “HKeMobility” in (a) 2023-24 and (b) 2024-25 (estimates); and
3. Given public comments that the push notifications of traffic news from “HKeMobility” are belated and the application fails to provide the numbers of available parking spaces in all privately-operated car parks, how will the Transport Department (TD) address the issues?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 3)

Reply:

1. As at February 2024, the cumulative number of downloads of “HKeMobility” mobile application (“HKeMobility” app) was over 2.6 million and the average daily hit rate was about 160 000. We expect that the cumulative number of downloads will increase to about 2.7 million in 2024-25 and the average daily hit rate to about 180 000.

In 2023, the enhanced functions and new functions of “HKeMobility” app include enhancements of the control point transport information thematic pages and the bookmark function on the homepage, as well as provision of real-time toll information of road harbour crossings.

Looking ahead, we will continue to improve its existing functions, including enhancing the dissemination of real-time traffic information of the “Northbound Travel” control point areas, adding home screen widgets for various functions and uplifting user

experience, etc. The Transport Department (TD) will also continue to monitor the implementation progress of various smart mobility projects and develop new functions in a timely manner to complement, promote and facilitate the development of smart mobility in Hong Kong.

2. The tasks relating to “HKeMobility” are conducted by existing staff of TD and therefore no separate breakdown of manpower and salary expenditure could be provided for these tasks.

The operating expenditures incurred for maintaining “HKeMobility” app (including maintenance, system hosting services and system enhancement) in 2023-24, and the estimated operating expenditures to be incurred in 2024-25 are set out below:

<b>Financial Year</b>	<b>Operating Expenditure (\$)</b>
2023-24	3,420,000
2024-25	4,300,000 (estimate)

Remark: Expenditure rounded to nearest \$10,000

3. The push notifications of traffic news of “HKeMobility” cover various types of information including road incidents, heavy traffic condition, railway incidents, public transport services news, traffic arrangement, TD’s news, weather warnings and other news, etc. With the personalised settings, users can receive various push messages of traffic news according to their choice of districts, time, message types, etc. to meet their travelling needs. Depending on the situation, “HKeMobility” will push selected information to users within minutes according to their personalised settings.

With regard to information on available parking spaces in privately-operated car parks, as at the end of February 2024, “HKeMobility” disseminated information on available parking spaces in 654 car parks, of which 474 are privately-operated car parks, involving more than 91 600 parking spaces in privately-operated car parks.

The Lands Department has since mid-2018 included conditions in new short-term tenancy agreements of public car parks, requiring operators to provide real-time parking vacancy information for dissemination through “HKeMobility”.

The Government has incorporated relevant conditions in appropriate new land leases since 11 February 2021, requiring owners to provide real-time parking information to TD for dissemination through “HKeMobility” upon completion of new developments. TD will continue to encourage private car park operators who signed land leases before 11 February 2021 but have not released their real-time parking vacancy information to provide such information.

- End -

**CONTROLLING OFFICER'S REPLY****TLB210****(Question Serial No. 1439)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the Transport Department's driving test services, will the Government inform this Committee of the following:

1. Numbers of driving tests conducted in (a) 2023 and (b) 2024 (estimates) by the Driving Services Section of the Transport Department (TD) for various vehicle types (to be set out in the table below and counting each candidate's attendance as one test)

	(a)	(b)
(i) Part A (computerised written test)		
(ii) Private car (combined test)		
(iii) Private car (Part B test)		
(iv) Private car (Part C test)		
(v) Motor cycle (Part B test)		
(vi) Motor cycle (Part C test)		
(vii) Light goods vehicle (combined test)		
(viii) Light goods vehicle (Part B test)		
(ix) Light goods vehicle (Part C test)		
(x) Medium goods vehicle		
(xi) Light bus		
(xii) Bus		
(xiii) Taxi (computerised written test)		
(xiv) Heavy goods vehicle		
(xv) Articulated vehicle		

2. Numbers of opening days of the driving test centres (DTCs) of TD in (a) 2023 and (b) 2024 (estimates) (to be set out in the table below and counting each morning/afternoon as 0.5 day)

	(a)	(b)
(i) Happy Valley DTC		
(ii) So Kon Po DTC		
(iii) Sheung On DTC		
(iv) DTC in New Horizon School of Motoring (Ap Lei Chau)		
(v) Chung Yee Street DTC		
(vi) Tin Kwong Road DTC		
(vii) Yau Tong DTC		
(viii) Pui Ching Road DTC		
(ix) Pak Wan Street DTC		
(x) DTC in New Kwun Tong Driving School		
(xi) Wing Hau Street DTC		
(xii) Tsuen Wan DTC		
(xiii) Shek Yam DTC		
(xiv) Yuen On DTC (mobile DTC)		
(xv) Container Port Road South DTC (mobile DTC)		
(xvi) DTC in Hong Kong School of Motoring (Sha Tin)		
(xvii) DTC in Hong Kong School of Motoring (Yuen Long)		

3. What are the (1) staff establishment and (2) salary expenses of (i) Driving Examiner I and (ii) Driving Examiner II of TD in (a) 2023-24 and (b) 2024-25 (estimates)?
4. Now with TD providing driving test services on Saturdays also, are Driving Examiners required to work overtime as a result? If yes, what are the (a) salary expenses on overtime work and (b) average work hours per week of Driving Examiners?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 4)

Reply:

1. The numbers of driving tests for various vehicle types conducted in 2023 and the corresponding estimates for 2024 are tabulated below (please refer to the next page):



<b>Type of Driving Test</b>	<b>Number of Driving Tests conducted in 2023<sup>Note 1</sup></b>	<b>Estimated Number of Driving Tests to be arranged in 2024<sup>Note 2</sup></b>
(i) Part A (computerised written test)	52 654	56 000
(ii) Private car (combined test)	30 221	61 000
(iii) Private car (Part B test)	2 298	
(iv) Private car (Part C test)	23 434	
(v) Motor cycle (Part B test)	10 230	31 500
(vi) Motor cycle (Part C test)	13 440	
(vii) Light goods vehicle (combined test)	29 599	64 500
(viii) Light goods vehicle (Part B test)	1 987	
(ix) Light goods vehicle (Part C test)	26 839	
(x) Taxi (computerised written test)	11 398	14 500
(xi) Medium goods vehicle	7 316	21 400
(xii) Light bus	253	
(xiii) Bus	4 073	
(xiv) Heavy goods vehicle	3 893	
(xv) Articulated vehicle	1 793	

Note 1: Given that driving tests may be cancelled or aborted due to weather conditions or other special reasons (such as traffic accidents), and that candidates may fail to turn up for the driving tests for which they have registered because of personal reasons, the actual number of driving tests conducted are usually smaller than the number of driving tests arranged.

Note 2: For the estimated number of driving tests for private cars, motor cycles and light goods vehicles in 2024, there is no separate breakdown into combined tests, Part B tests or Part C tests. Relevant arrangements will depend on actual needs.

2. The numbers of opening days of the driving test centres (DTCs) in 2023 and the corresponding estimates for 2024 are tabulated below:

DTC	Number of Opening Days <sup>Note 1</sup>	
	2023	2024
(i) Happy Valley DTC	152	It is estimated that the number of opening days in 2024 will be comparable to that in 2023.
(ii) So Kon Po DTC	203	
(iii) Sheung On DTC	147	
(iv) DTC in Ap Lei Chau Driving School	207	
(v) Chung Yee Street DTC	260	
(vi) Tin Kwong Road DTC	260	
(vii) Yau Tong DTC	257	
(viii) Pui Ching Road DTC	241	
(ix) Pak Wan Street DTC <sup>Note 2</sup>	30	
(x) DTC in New Kwun Tong Driving School	98	
(xi) Wing Hau Street DTC	152	
(xii) Tsuen Wan DTC	242	
(xiii) Shek Yam DTC	157	
(xiv) Yuen On DTC (mobile DTC)	70	
(xv) Container Port Road South DTC (mobile DTC)	15	
(xvi) DTC in Siu Lek Yuen Driving School	262	
(xvii) DTC in Yuen Long Driving School	261	

Note 1: The DTCs of TD are open from Monday to Friday (except public holidays). To shorten the waiting time, TD has arranged additional driving tests on Saturdays since March 2023. Therefore, the Saturdays with DTCs opened are counted as opening days.

Note 2: Pak Wan Street DTC was commissioned on 4 September 2023.

- 3(a). As at 1 March 2024, there were 69 Driving Examiners II (DEIIs) and 14 Driving Examiners I (DEIs) in TD. The annual staff cost (notional annual mid-point salary) is about \$32.65 million and \$9.21 million respectively.
- (b). It is estimated that in 2024-25, there will be 70 DEIIs and 14 DEIs in TD. The annual staff cost (notional annual mid-point salary) will be about \$33.13 million and \$9.21 million respectively.
4. TD will arrange for its staff to work overtime under various circumstances having regard to actual operational needs. To increase the number of driving test sessions and shorten the waiting time for repeaters, TD has arranged for some of its staff to take up additional work on Saturdays. In 2023-24 (as at February 2024), the relevant number of overtime work hours was about 10 300, and the staff cost involved was about \$2.2 million.

- End -

**CONTROLLING OFFICER'S REPLY****TLB211****(Question Serial No. 1440)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Transport Department (TD) has revealed its progressive implementation of HKeToll (i.e. free-flow tolling system) at government tolled tunnels and the Tsing Sha Control Area in 2023 to enable motorists to pay tolls by remote means without stopping at toll booths. In this connection, will the Government inform this Committee of the following:

1. the number of errors in toll collection at various tunnels since the implementation of HKeToll (with a breakdown by month and vehicle class);
2. given that reportedly in December 2023, an HKeToll contractor applied an incorrect toll schedule, resulting in some 4 700 vehicles using the Western Harbour Crossing being overcharged for the tolls, whether the TD has penalised the contractor; if it has, the details; if not, the reasons for that; and
3. (i) the manpower, (ii) the salary expenses and (iii) the system maintenance expenses of the TD in respect of HKeMobility in (a) 2023-24 and (b) the foreseeable 2024-25?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 5)Reply:

1. From the implementation of HKeToll to February 2024, there were about 68 toll related enquiries/complaints on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. The numbers of cases per month are tabulated below (TD does not have the breakdown of the number of cases by vehicle class and tunnel).

Month	Number of Enquiries/Complaints Related to Toll Payment
May 2023	524
June 2023	1 527

Month	Number of Enquiries/Complaints Related to Toll Payment
July 2023	2 395
August 2023	2 476
September 2023	2 165
October 2023	2 162
November 2023	2 596
December 2023	2 649
January 2024	2 194
February 2024	1 688
Total	20 376

After investigation, it was found that the cases did not involve system problem. The main causes are as follows:

- (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In these cases, manual image review would be carried out by the toll service provider (TSP), and human errors occasionally occur during the process; and
- (b) some cases involved private cars using class tags or taxis using driver cards with failure to install the class tags/driver cards correctly as instructed in the guidelines, thereby affecting the accurate detection of relevant class tags/driver cards by the HKEToll system.

In light of the above, TSP has taken the following corresponding measures, including:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
  - (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKEToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.
2. Since the implementation of HKEToll, there has been one incident of charging toll incorrectly at the Western Harbour Crossing for a short time on 18 December 2023 due to human negligence. TD immediately requested TSP to make refunds, conducted a serious investigation and immediately plugged the loophole. TSP took internal disciplinary actions, including issuing written warnings to the staff concerned and terminating the duties of the supervisory staff. TD issued a press release to give a detailed account of the incident on 22 December 2023. TD is also closely monitoring TSP's follow-up improvement actions, including arranging for an independent audit to review the operation of TSP to ensure that similar incidents will not recur.
  3. The tasks relating to HKEMobility are conducted by existing staff of TD and therefore no separate breakdown of manpower and salary expenditure could be provided for these tasks.

The operating expenditure incurred for maintaining the HKeMobility app (including maintenance, system hosting services and system enhancement) in 2023-24, and the estimated operating expenditure to be incurred in 2024-25 are set out below:

Financial Year	Operating Expenditure (\$)
2023-24	3,420,000
2024-25	4,300,000(estimate)

Remark: Expenditure rounded to nearest \$10,000

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB212**

**(Question Serial No. 1443)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) mentioned in the Matters Requiring Special Attention in 2024-25 under Programme (1) that TD will continue with the Traffic and Transport Strategy Study to formulate a long-term strategy blueprint. According to LC Paper No. CB(4)1067/2023(02) submitted by TD to the Panel on Transport of the Legislative Council on 15 December 2023, one of the recommendations was “moving towards the application of smart motorway management”. In this connection, will the Government inform this Committee of the following:

1. according to the initial recommendations of TD on the existing roads, (a) the kind of road sections for implementation; (b) the type of application of smart motorway management; (c) the estimated commissioning date; and (d) the costs;
2. whether TD will consider fully implementing the application of smart motorway management on new expressways or major roads; if yes, the plans; if no, the reasons; and
3. the ways TD's measures of application of smart motorway management co-ordinate with the Area Traffic Control (ATC) System and the real-time adaptive traffic signal system to achieve better synergy effect and smoother traffic flow?

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

Reply:

1. To test the relevant technology and understand the driving habits of motorists when using smart motorways, the Transport Department (TD) has proposed taking forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that road section to enhance its capabilities in responding to traffic incidents.

The aforesaid pilot scheme will be carried out at Ting Kau Bridge southbound. Under the first phase of the scheme, the existing hard shoulder will be converted into a reserve

traffic lane for unexpected incidents or emergency. We aim to launch the pilot scheme in 2024 with an estimated expenditure of \$38.2 million for the whole project;

2. Regarding new roads, we will consider suitably introducing the design of smart motorways management system into the major road projects under planning to flexibly enhance road carrying efficiency with the least amount of additional land and construction cost for meeting the future needs of transport development; and
3. Following the progressive implementation of smart motorways at major roads, TD can collect and analyse traffic data more extensively with a view to implementing more comprehensive and effective traffic management, including coordinating with the area traffic control systems and real-time adaptive traffic signal systems, for the purposes of enhancing the efficiency of the road network and its resilience in responding to incidents.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB213**

**(Question Serial No. 1445)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In Matters Requiring Special Attention in 2024-25 under Programme (2), it is mentioned that the Government will continue to oversee the facilitation of trial and use of autonomous vehicles (AVs) in Hong Kong, and the provision and implementation of a new regulatory regime. In this regard, will the Government inform this Committee of the following:

1. What are the (a) staff establishment, (b) salary expenses, (c) equipment expenses and (d) consultant fees (if any) relating to the overseeing of AV matters in (a) 2023-24 and (b) 2024-25 (estimates)?
2. What are the (i) private roads and (ii) public roads in Hong Kong that had been or will be open to the trial of AVs as at (a) end of 2023 and (b) end of 2024 (estimates)?

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

Reply:

1. The Government completed the legislative amendments of the “Road Traffic (Amendment) (Autonomous Vehicles) Ordinance 2023” and “Road Traffic (Autonomous Vehicles) Regulation (Cap. 374AA)” in May 2023 and January 2024 respectively to provide a flexible regulatory framework for further trial and use of AVs in Hong Kong, allowing wider trial and application of AVs by the industry in Hong Kong while ensuring public safety. The new regulatory regime for AVs came into operation on 1 March 2024, and the Transport Department (TD) issued the Code of Practice for Trial and Pilot Use of Autonomous Vehicles (the CoP) on the same day, setting out the detailed technical, safety and operational requirements of trial and use of AVs.

In 2022, TD commissioned a consultancy study on the latest developments of the regulatory regime and relevant technical standards for AVs in the Mainland and overseas jurisdictions with a view to finalising the technical details in the CoP and making timely updates in future. The expenditure on the consultancy study in 2023-



24 was \$75,000 and the consultancy fee is expected to be roughly the same in 2024-25. The other relevant tasks are undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved.

2. Since 2017, TD has issued movement permits (MPs) to individual AVs for conducting AV trials under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), and imposed specific conditions on a case-by-case basis to facilitate the trial and application of AVs in Hong Kong. As at February 2024, TD has issued MPs to 19 AVs for carrying out trials at ten locations, including university campuses, the West Kowloon Cultural District, the Hong Kong Science Park and individual private housing estates, etc. Nine of them are still conducting road trials.

The new regulatory regime implemented on 1 March 2024 does not limit the area or scale of AV trials. Applicants may consider the areas or routes based on the objectives of their trial or use of AVs and apply to TD for a pilot licence.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB214**

**(Question Serial No. 1446)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) has mentioned in Matters Requiring Special Attention in 2024-25 under Programme (2) that it will continue to assist the Transport and Logistics Bureau (TLB) through handling licensing matters to facilitate self-drive visitors from Guangdong and Macao driving their cars via the HZMB to park at the automated car parks to be developed by the Airport Authority on the Hong Kong Boundary Crossing Facilities Island; and continue to oversee the efforts of supporting the implementation of the “Northbound Travel for Hong Kong Vehicles” (the Scheme) and formulation of “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

1. In (a) 2023-24 and (b) 2024-25, what are the (a) manpower, (b) wages, (c) system maintenance cost and (d) consultancy fee (if any) involved in handling applications for the Scheme?
2. Has the HKSAR Government discussed with the Guangdong Province and the Macao SAR Government on enhancing the application procedures for the Scheme, including using the Cross-boundary Public Services for one-stop access to complete the application? If yes, what are the plan and implementation timetable? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 11)

Reply:

1. The tasks under the Scheme are mainly undertaken by the existing staff of TD. As the expenses involved are already absorbed under the overall provision and establishment for TD, no separate breakdown can be provided, and there is no consultancy fee either. To enhance its capacity and efficiency in processing applications of the Scheme, TD created a total of 15 posts to be filled by outsourced workers in 2023-24, the estimated salary expenses for which is about \$1.85 million. As the expenses of the relevant system in the first year after commissioning are already included in the system development

expenses, there is no other system maintenance cost. For 2024-25, it is expected that the outsourced manpower and salary expenses required will be similar to that of 2023-24 while the system maintenance cost will be about \$960,000.

2. Since the launch of “Northbound Travel for Hong Kong Vehicles” (the Scheme) in July last year, the governments of Guangdong and Hong Kong have been maintaining close liaison in monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. These measures include:
  - (a) Number of applications to be accepted: Upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day and is sufficient to meet demand. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota;
  - (b) Travel booking: To allow greater flexibility in travel arrangements, the number of travel booking timeslots of the Scheme has been adjusted from six to four since October last year while arrangements under the “Specified Dates Booking System” have also been enhanced since February this year by shortening the period of booking for departure and the period of cancellation of booking for departure (from two and three calendar days before departure respectively to at or before noon on one calendar day before departure); and
  - (c) Vehicle inspection: The number of vehicle inspection centres designated for the Scheme in Hong Kong has increased from one at the beginning to three at present, while the service hours have also been extended to cover evenings and weekends. In addition, starting from March this year, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities.

To facilitate the application for the Scheme by members of the public, TD has launched a one-stop online application system ([www.hzmbqfs.gov.hk](http://www.hzmbqfs.gov.hk)) to process balloting, application and travel booking. Regarding the application procedures, eligible applicants may submit their applications via the aforesaid website designated by TD. After preliminary vetting, TD will directly upload the applications for the Mainland authorities’ assessment. The Mainland also has a one-stop online system (Mainland Information System) (the System) in place to process the vetting procedures on their part. The applicants will continue with the application procedures with the Mainland authorities via the System, including vehicle inspection as required by the Mainland authorities. The applicants may choose among the designated centres for vehicle inspection services. To streamline the procedures, the vehicle inspection results will be uploaded directly by the centres for the Mainland authorities’ processing. Upon endorsement of the vehicle inspection results, the applicants will be notified via the System about taking out insurance. Applicants may choose to take out “Compulsory Traffic Accident Liability Insurance for Motor Vehicles” or “unilateral recognition”

insurance from various insurance companies and upload the insurance documents to the System for approval by the Mainland authorities.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangements of the Scheme in a timely manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB215**

**(Question Serial No. 0055)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To ensure pedestrians' safety at crossings, the Transport Department (TD) is working with the Electrical and Mechanical Services Department to install auxiliary devices which project red light at signalised crossings at about 100 locations across various districts, which are black sites or where a relatively high number of vehicle-to-pedestrian collisions have occurred. In this connection, will the Government inform this Committee:

1. of the number and effectiveness of pedestrian crossings installed with the new auxiliary devices by the Government so far;
2. seeing that elsewhere in Seoul, South Korea, for instance, and many cities in the Mainland with no lack of similar pedestrian crossing devices, which seldom project bright red light onto the waiting area of the road direct, but are installed with LED lights on the ground or along the roadside instead to provide a better look without directly projecting strong light onto pedestrians waiting to cross the road, or causing any discomfort, whether the Government will consider upgrading or improving the devices in the future, and what is the estimated cost; and
3. regarding the cost in terms of purchase and installation of each set of new auxiliary device at approximately HK\$16,000, as there are different views in the community that find the cost is on the high side and even question the necessity of the auxiliary devices, whether the Government will install the auxiliary devices in specific locations in a more targeted manner with regard to the actual circumstances in future?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 5)

Reply:

- (1) As at end February 2024, a total of 21 locations have been installed with new auxiliary devices with red light beam projections at pedestrian crossing (the auxiliary devices), including the four locations where the auxiliary devices were installed for trial by TD in July 2022. According to the assessment conducted by the University of Hong Kong in early 2023, the overall proportion of red-light

running by pedestrians at crossings had been reduced by about a quarter after the installation of the auxiliary devices, showing a positive effect.

- (2) & (3) TD has been keeping in view the auxiliary devices with similar functions in different countries/places. In view of the fact that the footpaths in Hong Kong are generally rather narrow with high utilisation, auxiliary device installed on the ground will more prone to worn-out. Therefore, the auxiliary device projecting harmless red light from the above was preferred for being more suitable for the road environment in Hong Kong. At present, there are nearly 2 000 locations installed with signal-controlled crossings. Following the installation of the auxiliary devices at four pedestrian crossings for trial in 2022 with positive effect, TD has chosen at this stage 100 signal-controlled crossing blackspots with a relatively high occurrence of vehicle-to-pedestrian collisions for progressive installation of auxiliary devices in order to enhance pedestrian safety. The installation is now in progress. The material and installation costs of each auxiliary device are around \$16,000.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB216**

**(Question Serial No. 2370)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under the existing mechanism of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), eligible elderly persons and people with disabilities only have to pay HK\$2 for the rides of transport services participating in the \$2 Scheme, with the relevant fare differentials subsidised by the Government. The Financial Secretary has stated in his Budget Speech this year that the Government has requested the relevant bureaux to review the \$2 Scheme and the Public Transport Fare Subsidy Scheme (the Fare Subsidy Scheme), with a view to enabling the continued provision of subsidies of the schemes in a financially sustainable manner. In this connection, will the Government inform this Committee of the following:

The total expenditure of the Fare Subsidy Scheme and the total amount of subsidy received by commuters in the past year.

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 17)

Reply:

In 2022-23, actual total expenditure of the Public Transport Fare Subsidy Scheme (the Scheme) was \$3.162 billion. Among this, \$3.125 billion was the amount of subsidy disbursed to the beneficiaries, accounting for 99% of the total expenditure. The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditure for the Scheme (excluding the subsidy amount) in 2022-23 was \$37 million, accounting for about 1% of the actual total expenditure in that year.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB217**

**(Question Serial No. 0741)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2024-25, the Transport Department (TD) will continue to assist the Transport and Logistics Bureau in formulating measures to enhance taxi service quality. Will the Government inform this Committee of the details and timetable of the relevant work plan?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 28)

Reply:

The Government has earlier reviewed the overall taxi operation and management, and put forward a series of measures to enhance the overall quality and image of personalised point-to-point transport services and promote the healthy development of the taxi trade in the long run. These measures include introducing a taxi fleet regime, as well as a Taxi-Driver-Offence Points (TDOP) system and a two-tier penalty system for certain taxi-driver-related offences. The relevant legislative amendments were passed by the Legislative Council in December 2023 and gazetted on 22 December.

Among the aforesaid measures, the taxi fleet regime is a new regulatory regime, under which the Transport Department (TD) may issue taxi fleet licences and monitor the performance of the fleet licensees through statutory requirements and licence conditions, and require the fleet licensees to fulfil various requirements concerning fleet taxis or drivers. TD is actively carrying out the preparatory work and plans to invite the trade to apply for taxi fleet licences in April this year. TD will continue to actively promote and assist the trade to form taxi fleets so that fleet taxis may commence operation as soon as possible.

To strengthen combatting taxi drivers' malpractices, a two-tier penalty system has already come into force, while the TDOP system will take effect on 22 September this year. The two-tier penalty system covers four taxi-driver-related offences which are of a more serious nature under the existing legislation (including overcharging; two offences concerning refusal to accept a hire; and defacing, damaging or altering a taximeter), while the TDOP system covers 11 existing taxi-driver-related offences. Under the TDOP system, depending on the seriousness of the offence, 3, 5 or 10 points will be incurred. If a taxi driver incurs 10 points or more within a two-year period, the Commissioner for Transport will require the driver to



attend and complete a taxi service improvement course (TSIC) at his own cost within a specified period of time. A taxi driver will be disqualified from driving a taxi for a certain period of time if accumulating 15 points or more. TD will brief the taxi trade on the implementation details of the legislation before the TDOP system comes into force to enable the trade to fully understand the operation of the system. Besides, TD is carrying out the preparatory work for the TSIC, including selection of organisations for provision of the TSIC. The relevant preparatory work is expected to be completed in the first half of 2024.

Moreover, during the earlier discussion of the bills relating to the above measures at the LegCo Bills Committee meetings, some Members advised that the Government should consider mandating the installation of a centralized cloud-based CCTV system in all taxi compartments, so as to facilitate the retrieval of relevant video files by law enforcement authorities as objective corroborative evidence to protect the interests of both drivers and passengers in case of disputes, and help improve the driving safety of taxis. In view of the above, TD has commenced a study earlier this year to explore the feasibility of such recommendation and other related matters, and plans to consult the taxi trade within this year with a view to reaching a consensus on whether this mandatory measure should be implemented.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB218**

**(Question Serial No. 0742)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2024-25, the Transport Department will continue to facilitate the planning and smooth operation of cross-boundary traffic and transport services and facilities at land-based boundary control points. In this connection, will the Government inform this Committee of the following:

1. It has been reported that the number of travellers using the Man Kam To (MKT) Control Point to cross the boundary is relatively small at present. Will the Government consider allocating additional resources to improve the public transport system between the area and the urban regions, so as to encourage members of the public and travellers to use the MKT Control Point, with a view to relieving the pressure on other road-based boundary control points?
2. Has the Government formulated contingency plans and reserved a certain amount of estimated expenditure and manpower for transport coordination during major festivals and events, so as to meet the upsurge of cross-boundary transport demand? If yes, what are the details?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 29)

Reply:

1. The Man Kam To Boundary Control Point (MKT BCP) provides clearance services for cross-boundary vehicles and passengers, as well as cargos, including the goods vehicles carrying fresh foods. Currently, goods vehicles carrying fresh foods from the Mainland mainly enter Hong Kong via MKT BCP and are subject to inspection by the staff of the Centre for Food Safety (CFS). Goods vehicles transporting livestock from the Mainland must enter Hong Kong via MKT BCP for examination by CFS staff. According to the figures of 2023, the average daily number of passengers using MKT BCP was about 3 600. Given the design capacity of passenger facilities at MKT BCP, the passenger transport services of the BCP at present are provided mainly by cross-boundary coaches (CBCs), including a whole-day CBC route plying between Sheung

Shui Town Centre and MKT to facilitate members of the public to travel to and from Shenzhen via the BCP. The concerned service could meet the demand.

2. For major festivals, celebrations and mega events, the Transport Department (TD) will draw up plans in advance with public transport operators to ensure that the relevant public transport services can cope with the additional passenger demand. The Emergency Transport Coordination Centre of TD will also operate 24 hours to monitor the traffic conditions of various districts, in particular the boundary control points and major public transport interchanges during festivals and mega events, so as to implement contingency measures and disseminate the latest traffic information through various channels timely. In addition, when the Security Bureau activates the Emergency Monitoring and Support Centre, TD will participate and support its work.

The above tasks are conducted by the existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure and manpower can be provided.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB219**

**(Question Serial No. 1207)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is the duty of the Transport Department (TD) to monitor existing railway services, assess the impact of new railways on other public transport modes and maintain a co-ordinated network of public transport services along rail corridors. In this connection, will the Government advise this Committee of the following:

- (a) the maximum carrying capacity of each MTR line in 2023, including both the heavy rail and the Light Rail (loading at four persons (standing) per square metre (ppsm));
- (b) the patronage of each MTR line in 2023, including both the heavy rail and the Light Rail (loading at four ppsm);
- (c) the patronage of each MTR line during peak hours in 2023, including both the heavy rail and the Light Rail (loading at four ppsm);
- (d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines in 2023, including both the heavy rail and the Light Rail;
- (e) the numbers of maintenance staff, on establishment and supernumerary, of each MTR line in the past three years, including both the heavy rail and the Light Rail;
- (f) the numbers of trains and cars of each MTR line in the past three years, including both the heavy rail and the Light Rail;
- (g) the nature and numbers of MTR incidents lasting 30 minutes or less, 31 minutes to 3 hours, 3 to 4 hours and more than 4 hours, and resulting penalty (if any) in the past five years;
- (h) the number of signalling failure in MTR in each of the past five years, and the respective numbers of failure stemming from hardware and software problems?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 18)

Reply:

(a) to (d)

The carrying capacities, patronage and loading during the busiest one hour in the morning per direction for critical links, and critical links of various heavy rail lines and Light Rail routes in 2023 are set out respectively at **Annexes 1 & 2**.

(e) The staff establishment for system maintenance of the MTR Corporation Limited (MTRCL) for the heavy rail and light rail systems in the past three years (as at 31 December of each year) are 5 580 (2021), 5 687 (2022) and 5 839 (2023) respectively.

MTRCL has adopted various arrangements to temporarily fill staff vacancies, including arranging term labour to assist in maintenance work under the supervision of MTR staff. The actual numbers of term labour engaged in the past three years (as at 31 December of each year) are 468 (2021), 440 (2022) and 432 (2023) respectively.

(f) The numbers of trains and cars for heavy rail and light rail in the past three years are set out at **Annex 3**.

(g) The numbers of incidents which caused service disruption due to factors under the MTRCL's control, the causes and the amounts set aside under the Service Performance-Linked Arrangement and the enhanced Service Performance Rebate for the incidents in the past five years are set out at **Annex 4**.

(h) According to the existing railway incident reporting mechanism, MTRCL is required to notify TD of any railway incident which has caused train service disruption of eight minutes or is expected to cause disruption of eight minutes or more. If the incident is caused by factors under the control of the MTRCL, it should also be categorised as either equipment failure (including signalling system failure) or human factor. TD does not have statistics on the breakdown of service disruption caused by signalling failures.

**2023 Statistics for the Heavy Rail System**  
**(the busiest one hour in the morning per direction for critical links)**

		<b>East Rail Line</b>	<b>Tuen Ma Line</b>	<b>Tseung Kwan O Line</b>	<b>Island Line</b>	<b>South Island Line</b>	<b>Kwun Tong Line</b>	<b>Tsuen Wan Line</b>	<b>Disneyland Resort Line</b>	<b>Tracks sharing at some sections</b>	
										<b>Tung Chung Line</b> (Note 1)	<b>Airport Express</b> (Notes 1 and 2)
1.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (a) (Note 3)	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) (Note 3)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 300	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	1 300	2 500	600

		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 1)	Airport Express (Notes 1 and 2)
4.	Current patronage (c)	42 400	35 700	40 400	46 300	9 800	34 500	38 800	3 200	21 200	1 700
5.	Current loading (1) (6 ppsm) [(c)/(b)] { } critical link	68% { Tai Wai to Kowloon Tong }	61% { Tsuen Wan West to Mei Foo }	60% { Yau Tong to Quarry Bay }	58% { Tin Hau to Causeway Bay }	58% { Admiralty to Ocean Park }	48% { Choi Hung to Kowloon Bay }	52% { Sham Shui Po to Prince Edward }	39% { Sunny Bay to Disneyland Resort }	50% { Olympic to Kowloon }	40% { Tsing Yi to Airport }
6.	Current loading (2) (4 ppsm) (Note 5)	94%	85%	84%	81%	82%	68%	73%	54%	70%	N/A

Note 1: As Airport Express and Tung Chung Line share tracks at some sections, the overall capacity of the railway lines is affected by the train service pattern.

Note 2: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on existing carrying capacity.

Note 3: All train compartments of the existing MTR lines are designed based on the industry standard design adopted at the time of the construction of railway lines, which can accommodate a passenger density of six ppsm. In actual operation, as passengers are less willing to board a train that looks crowded even when there is still room available, trains only achieve a passenger density of only around four ppsm. Therefore, TD provides the carrying capacity of six ppsm to reflect the maximum level of train capacity, as well as the loading of four ppsm to reflect the situation in actual operation.

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

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



**2023 Statistics for the Light Rail System**  
**(the busiest one hour in the morning per direction for critical links)**

<b>Light Rail route</b>	<b>Maximum carrying capacity</b>	<b>Passenger loading <sup>(Note 1)</sup></b>
505	2 993	66%
506P	424	70%
507	2 827	83%
507P	212	90%
610	2 056	93%
614	1 122	77% <sup>(Note 2)</sup>
614P	1 363	
615	960	74% <sup>(Note 2)</sup>
615P	1 600	
705	4 240	63%
706	5 088	63%
751	2 993	64%
751P	398	60%
761P	4 240	64%

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. The exact loading or patronage of individual Light Rail routes cannot be worked out 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. MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observations and surveys. The passenger density standard of 4 ppsm or 6 ppsm adopted in the calculation of heavy rail loading is not applicable.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. Within 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 serving Siu Hong Station. The critical links 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 Numbers of Trains and Cars for Heavy Rail and Light Rail**

<b>As at December of the year</b>	<b>2021</b>		<b>2022</b>		<b>2023</b>	
	Trains	Cars per train	Trains	Cars per train	Trains	Cars per train
East Rail Line	36	12 or 9	36	9	37	9
Tuen Ma Line	56	8	59	8	65	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	41	8	39	8
Tsuen Wan Line	35	8	35	8	35	8
Disneyland 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

Light rail system is operated by single-set or coupled-set LRVs, the latter of which is formed by two cars. There were 145, 146 and 149 light rail cars in 2021, 2022 and 2023 respectively.

**Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under MTRCL's Control**

Year	Number Of incidents	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				Half an hour or less <sup>Note 1</sup>		31 minutes to 3 hours		3 to 4 hours		Over 4 hours		
		Equipment failure <sup>Note 2</sup>	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
2019	121	102	19	92	19	6	0	0	0	4	0	86.5
2020	100	93	7	86	6	6	1	1	0	0	0	15
2021	143	137	6	121	6	16	0	0	0	0	0	19
2022	112	103	9	95	9	5	0	0	0	3	0	103
2023	101	94	7	86	5	8	1	0	0	0	1	25

Note 1 : According to the existing railway incident reporting mechanism, MTRCL is required to notify TD within eight minutes of any railway incident which has caused train service disruption of eight minutes or is expected to cause disruption of eight minutes or more. For service disruption of less than eight minutes, the impact on passengers is comparatively minimal and MTRCL is not required to notify TD. Hence TD does not have the number of incidents with service disruption of less than eight minutes.

Note 2 : Equipment failure includes failure in station equipment, infrastructure, rolling stock, etc.

Note 3 : After the review of 2023 Fare Adjustment Mechanism, there is an increase in the amount to be set aside for incidents that cause disruptions of more than three hours and the maximum amount to be set aside per incident, as well as an introduction of a peak hour multiplier under the Service Performance Rebate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB220**

**(Question Serial No. 1208)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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) Franchised buses and minibuses are retrofitted with safety devices including but not limited to seat belts and alarm systems, electronic stability systems, smart driver monitoring systems and speed limiting retarders, etc. annually in view of drivers' performance. What are the expenditures and the number and types of devices involved in the past three years (set out in tabular form by company and by subsidised item)?
- (b) Franchised bus and minibus operators invested in "ensuring facilities" annually to ensure that the above safety devices installed operate at maximum efficiency. What are the expenditures and the number and types of devices involved in the past three years (set out in tabular form by company and by subsidised item)?
- (c) What is the schedule for the completion of the retrofitting of existing franchised buses with the above safety devices and "ensuring facilities" (if any)?
- (d) What is the total amount of subsidy for retrofitting existing franchised buses with the safety devices and "ensuring facilities" (if any) in the past three years?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 19)

Reply:

(a) to (d)

To further enhance safety of franchised bus services, from July 2018, 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 findings of the cost-benefit analyses, the franchised bus operators are installing seat belts on all the seats on the upper deck of around 1 900 double-deck buses and retrofitting ESC and speed limiting retarder on around 4 000 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 from the third quarter of 2020 and is targeted for completion by 2024. The number of buses installed with the safety devices by the respective franchised bus operators in financial years 2021-22, 2022-23 and 2023-24 (up to end-February 2024), is set out in the table below:

Franchised Bus Company	Total Number of Buses Installed with Safety Devices (in Financial Year)								
	Seat Belt			ESC			Speed Limiting Retarder		
	2021-22	2022-23	2023-24	2021-22	2022-23	2023-24	2021-22	2022-23	2023-24
Citybus Limited (CTB)	186	74	4	297	299	93	297	299	93
New World First Bus Services Limited (NWFB) (Note)	149	115		138	178		138	178	
Long Win Bus Company Limited (LWB)	65	51	0	65	51	0	65	51	0
The Kowloon Motor Bus Company (1933) Limited (KMB)	444	221	164	812	991	264	832	993	264
The New Lantau Bus Company (1973) Limited (NLB)	11	11	0	3	4	0	4	35	0
<b>Total</b>	<b>855</b>	<b>472</b>	<b>168</b>	<b>1 315</b>	<b>1 523</b>	<b>357</b>	<b>1 336</b>	<b>1 556</b>	<b>357</b>
<b>Grand Total</b>	<b>1 495</b>			<b>3 195</b>			<b>3 249</b>		

Note: The franchises of NWFB and CTB (Franchise for the Hong Kong Island and Cross-Harbour bus network) were merged on 1 July 2023. The total number of buses installed with safety devices by NWFB after the merger has been included under CTB.

The total amount of government subsidy for retrofitting existing franchised buses with the above three types of safety devices in financial years 2021-22, 2022-23 and 2023-24 (up to the end of February 2024) is set out in the table below:

<b>Financial Year</b>	<b>Total Amount of Subsidy (\$ million)</b>
2021-2022	180.1
2022-2023	127.1
2023-2024 (up to the end of February 2024)	45.5
<b>Total</b>	<b>352.7</b>

In addition to the above three types of safety devices, the franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane deviation warning systems, as well as driver monitoring system, all at their own costs. As at the end-2023, KMB and NLB have installed such devices on about 1 600 and 30 buses respectively, while CTB and LWB have installed such devices on their full fleet of buses operating on the Airport/North Lantau routes, and all new buses procured will be equipped with the above systems. To further enhance bus safety, KMB, LWB and CTB have also installed driver management systems on their full fleet for monitoring the driving behaviour of their bus captains, and all their new buses will be equipped with such systems.

For public light buses (PLBs), with effect from 1 September 2023, all newly registered PLBs are required to be installed with a Seat Belt Fastening Detection and Alert System pursuant to an additional licensing condition for PLB imposed by the Commissioner for Transport with the power under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E). As at the end-February 2024, a total of 54 first registered PLBs have been installed with such systems. PLB owners or operators are to install such systems at their own costs and bear the maintenance expenses. No government subsidy is involved. As such, we do not have statistics on the expenditure involved in the installation of such systems.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB221**

**(Question Serial No. 1212)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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) the numbers of various motor vehicles and non-motor vehicles registered and licensed respectively in 2022 and 2023;
- (b) the total lengths of carriageways in Hong Kong in 2022 and 2023;
- (c) regarding APS projects already completed and commissioned in the territory, their locations, construction costs, parking fees charged, total numbers of parking spaces provided, and numbers of system failures recorded;
- (d) regarding the APS projects already approved for construction, their locations, types, completion timetables, construction costs and total numbers of parking spaces provided;
- (e) regarding parking spaces for various types of vehicles including but not limited to motorcycles, private cars and coaches, the total numbers of those provided on-street, in government car parks and in privately-operated car parks, set out by District Council district in the past five years; and
- (f) the number of Disabled Person's Parking Permits (DPPPs) issued as at January 2024 and the numbers of car parking spaces for the disabled and their utilisation rates, set out by District Council district.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 23)



Reply:

- (a) The numbers of various motor vehicles and non-motor vehicles registered and licensed in 2022 and 2023 are listed below:

Motorised Vehicles	As at the end of 2022		As at the end of 2023	
	Registered	Licensed	Registered	Licensed
Motor Cycles	106 205	75 229	108 674	74 417
Private Cars	649 540	571 412	645 351	577 908
Taxis	18 163	17 892	18 163	17 806
Franchised Buses	6 198	5 827	6 230	5 899
Non-franchised Public Buses	6 905	6 460	6 921	6 571
Private Buses	815	802	853	841
Public Light Buses	4 349	4 143	4 343	4 109
Private Light Buses	3 473	3 426	3 422	3 370
Goods Vehicles	120 475	116 396	119 758	115 803
Special Purpose Vehicles	2 233	1 981	2 250	1 965
Government Vehicles	6 815	6 815	6 939	6 939
<b>Sub-total (i):</b>	<b>925 171</b>	<b>810 383</b>	<b>922 904</b>	<b>815 628</b>
Non-Motorised Vehicles	As at the end of 2022		As at the end of 2023	
	Registered	Licensed	Registered	Licensed
Trailers	14 396	10 552	14 233	11 153
<b>Sub-total (ii):</b>	<b>14 396</b>	<b>10 552</b>	<b>14 233</b>	<b>11 153</b>
<b>Total (i) + (ii):</b>	<b>939 567</b>	<b>820 935</b>	<b>937 137</b>	<b>826 781</b>

- (b) The total lengths of carriageways in Hong Kong are about 2 223 and 2 239 km (Note) in 2022 and 2023 respectively.

Note: Only carriageways maintained by the Highways Department are included.

- (c) APS projects commissioned include short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po, which provide 245 and 250 parking spaces (including both conventional and APS parking spaces) respectively. According to the information from the car park operator, the monthly parking fee is around \$2,900 to \$3,200 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 \$3,600 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 tenants on a commercial basis, the Transport Department (TD) does not have information on the construction costs and system failure records.
- (d) In response to the question, the information of public vehicle park (PVP) projects with APS already approved for construction is set out at **Annex 1**.
- (e) The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in the 18 districts by vehicle type in the past five years are tabulated in **Annex 2**, **Annex 3** and **Annex 4** respectively.

- (f) As at January 2024, the number of valid DPPP's was 1 656. Information on the numbers and utilisation rates of on-street disabled parking spaces in various districts (by District Council district) are set out at **Annex 5** and **Annex 6**.

Project	APS Type	Commencement of Construction	Commissioning of APS	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
<b>A. APS in STT car parks</b>					
STT Car Park at the junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	2024 (Tentative)	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2024 (Tentative)	About 200	Funded by the STT operator
<b>B. APS in public works projects</b>					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380	\$5,228.4 M <sup>1</sup> 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	May 2022	2026 (Tentative)	About 300	\$1,605.0 M <sup>2</sup> in MOD prices
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200	\$777.9 M <sup>3</sup> in MOD prices

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: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

**Numbers of on-street parking spaces in 18 districts  
by vehicle type in the past five years**

<b>District</b>	<b>Situation as at end- February of each year</b>	<b>Private Car*</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total#</b>
Central & Western	2024	509	193	11	651	1 364
	2023	522	193	11	628	1 354
	2022	520	191	14	609	1 334
	2021	472	199	11	601	1 283
	2020	470	200	11	587	1 268
Wan Chai	2024	1 020	24	48	761	1 853
	2023	1 008	24	22	729	1 783
	2022	991	25	17	684	1 717
	2021	1 000	24	20	686	1 730
	2020	1 003	22	20	687	1 732
Eastern	2024	538	101	65	801	1 505
	2023	525	91	62	777	1 455
	2022	514	91	62	779	1 446
	2021	443	78	59	753	1 333
	2020	441	66	64	685	1 256
Southern	2024	648	53	85	447	1 233
	2023	647	53	85	447	1 232
	2022	625	53	135	442	1 255
	2021	655	55	137	421	1 268
	2020	662	53	137	415	1 267
Yau Tsim Mong	2024	1 613	371	141	1 309	3 434
	2023	1 608	374	141	1 299	3 422
	2022	1 491	368	137	1 311	3 307
	2021	1 531	370	155	1 300	3 356
	2020	1 522	369	155	1 275	3 321
Sham Shui Po	2024	1 245	228	9	876	2 358
	2023	1 219	227	9	876	2 331
	2022	1 213	223	15	801	2 252
	2021	1 238	215	7	778	2 238
	2020	1 236	212	7	764	2 219
Kowloon City	2024	2 336	141	135	991	3 603
	2023	2 325	144	134	967	3 570
	2022	2 274	135	143	931	3 483
	2021	2 241	136	106	912	3 395
	2020	2 242	136	106	889	3 373
Wong Tai Sin	2024	306	131	0	519	956
	2023	304	131	0	475	910
	2022	301	144	0	463	908
	2021	300	141	0	440	881

District	Situation as at end-February of each year	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
	2020	298	142	0	440	880
Kwun Tong	2024	543	117	40	839	1 539
	2023	501	120	40	794	1 455
	2022	446	117	37	769	1 369
	2021	437	106	34	761	1 338
	2020	437	106	40	741	1 324
Tsuen Wan	2024	833	68	31	657	1 589
	2023	832	68	31	618	1 549
	2022	814	52	31	600	1 497
	2021	786	42	33	592	1 453
	2020	793	40	34	592	1 459
Tuen Mun	2024	1 291	331	113	886	2 621
	2023	1 287	331	112	886	2 616
	2022	1 302	332	44	869	2 547
	2021	1 278	328	55	834	2 495
	2020	1 278	328	47	816	2 469
Yuen Long	2024	1 266	426	115	626	2 433
	2023	1 275	426	114	617	2 432
	2022	1 216	431	87	681	2 415
	2021	1 192	433	87	632	2 344
	2020	1 197	440	89	560	2 286
North	2024	1 277	359	27	424	2 087
	2023	1 226	357	27	424	2 034
	2022	1 258	380	21	426	2 085
	2021	1 242	382	21	419	2 064
	2020	1 310	427	21	398	2 156
Tai Po	2024	1 549	358	84	270	2 261
	2023	1 558	354	83	259	2 254
	2022	1 539	336	84	218	2 177
	2021	1 478	337	80	203	2 098
	2020	1 487	331	75	202	2 095
Sai Kung	2024	1 914	307	155	491	2 867
	2023	1 962	320	160	479	2 921
	2022	1 993	385	165	439	2 982
	2021	1 940	331	157	429	2 857
	2020	1 939	331	150	417	2 837
Sha Tin	2024	1 594	337	69	550	2 550
	2023	1 579	337	69	506	2 491
	2022	1 548	310	66	511	2 435
	2021	1 541	305	56	496	2 398
	2020	1 540	287	49	470	2 346
Kwai Tsing	2024	430	360	39	751	1 580
	2023	416	364	21	721	1 522
	2022	393	368	21	694	1 476

<b>District</b>	<b>Situation as at end- February of each year</b>	<b>Private Car*</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total#</b>
	2021	411	361	21	694	1 487
	2020	411	361	22	585	1 379
Islands	2024	517	55	78	205	855
	2023	510	56	78	152	796
	2022	496	44	65	175	780
	2021	466	58	74	148	746
	2020	460	58	74	148	740
<b>Total#</b>	<b>2024</b>	<b>19 429</b>	<b>3 960</b>	<b>1 245</b>	<b>12 054</b>	<b>36 688</b>
	<b>2023</b>	<b>19 304</b>	<b>3 970</b>	<b>1 199</b>	<b>11 654</b>	<b>36 127</b>
	<b>2022</b>	<b>18 934</b>	<b>3 985</b>	<b>1 144</b>	<b>11 402</b>	<b>35 465</b>
	<b>2021</b>	<b>18 651</b>	<b>3 901</b>	<b>1 113</b>	<b>11 099</b>	<b>34 764</b>
	<b>2020</b>	<b>18 726</b>	<b>3 909</b>	<b>1 101</b>	<b>10 671</b>	<b>34 407</b>

\* The figures refer to on-street parking spaces for vehicles such as private cars, taxis, light buses, tricycles and light goods vehicles with similar vehicle dimensions.

# 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<sup>^</sup>**

<b>District</b>	<b>Situation as at end-February of each year</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
Central & Western	2024	3 901	426	13	345	4 685
	2023	3 921	427	13	351	4 712
	2022	3 926	428	14	335	4 703
	2021	3 915	470	13	345	4 743
	2020	4 134	470	12	345	4 961
Wan Chai	2024	2 578	230	11	263	3 082
	2023	2 581	227	11	262	3 081
	2022	2 754	227	11	280	3 272
	2021	2 705	200	17	262	3 184
	2020	2 766	301	17	267	3 351
Eastern	2024	3 165	346	33	382	3 926
	2023	3 143	351	33	374	3 901
	2022	3 150	351	33	373	3 907
	2021	3 161	347	26	364	3 898
	2020	3 147	322	26	356	3 851
Southern	2024	2 681	182	10	488	3 361
	2023	2 670	182	11	483	3 346
	2022	2 670	182	11	483	3 346
	2021	2 668	184	11	483	3 346
	2020	2 725	182	11	482	3 400
Yau Tsim Mong	2024	976	253	20	34	1 283
	2023	1 066	254	20	39	1 379
	2022	1 064	254	20	39	1 377
	2021	932	244	18	39	1 233
	2020	1 652	244	18	115	2 029
Sham Shui Po	2024	4 060	1 175	33	504	5 772
	2023	4 073	1 178	33	498	5 782
	2022	3 844	1 183	33	481	5 541
	2021	4 003	1 163	33	466	5 665
	2020	4 003	1 791	48	438	6 280
Kowloon City	2024	3 178	134	7	247	3 566
	2023	3 183	134	7	247	3 571
	2022	3 198	134	5	237	3 574
	2021	3 161	135	5	222	3 523
	2020	2 842	135	5	191	3 173
Wong Tai Sin	2024	4 194	285	44	561	5 084
	2023	4 209	282	29	552	5 072
	2022	4 245	296	25	563	5 129
	2021	4 213	291	25	550	5 079
	2020	4 180	291	44	536	5 051

District	Situation as at end-February of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	2024	7 698	511	34	1 482	9 725
	2023	7 696	469	36	1 449	9 650
	2022	7 744	468	37	1 425	9 674
	2021	7 643	495	37	1 383	9 558
	2020	7 422	486	36	1 346	9 290
Tsuen Wan	2024	1 874	121	4	244	2 243
	2023	1 914	124	4	242	2 284
	2022	1 906	122	4	232	2 264
	2021	1 948	122	4	221	2 295
	2020	1 948	122	4	221	2 295
Tuen Mun	2024	3 769	179	46	232	4 226
	2023	3 501	142	46	166	3 855
	2022	3 494	142	46	166	3 848
	2021	3 488	144	48	166	3 846
	2020	3 480	150	53	163	3 846
Yuen Long	2024	3 301	112	46	238	3 697
	2023	3 315	107	49	238	3 709
	2022	3 353	104	39	236	3 732
	2021	3 315	103	36	236	3 690
	2020	3 363	103	36	208	3 710
North	2024	3 820	411	55	254	4 540
	2023	3 475	374	42	126	4 017
	2022	2 687	374	27	113	3 201
	2021	2 609	388	26	115	3 138
	2020	2 552	384	28	105	3 069
Tai Po	2024	1 110	208	15	96	1 429
	2023	897	213	8	80	1 198
	2022	787	210	8	73	1 078
	2021	802	212	11	74	1 099
	2020	804	212	11	74	1 101
Sai Kung	2024	1 941	73	66	206	2 286
	2023	1 938	73	61	206	2 278
	2022	1 841	70	62	167	2 140
	2021	1 700	70	67	158	1 995
	2020	1 674	70	67	155	1 966
Sha Tin	2024	4 479	179	31	482	5 171
	2023	4 420	183	33	481	5 117
	2022	4 378	170	33	441	5 022
	2021	4 062	167	33	410	4 672
	2020	3 968	165	45	389	4 567
Kwai Tsing	2024	4 915	564	12	855	6 346
	2023	4 836	563	12	845	6 256
	2022	4 836	563	10	840	6 249
	2021	4 830	563	10	840	6 243
	2020	4 785	564	10	837	6 196



<b>District</b>	<b>Situation as at end-February of each year</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
<b>Islands</b>	2024	2 204	247	17	131	2 599
	2023	1 601	115	17	109	1 842
	2022	1 717	181	17	102	2 017
	2021	1 632	42	18	102	1 794
	2020	1 653	36	18	87	1 794
<b>Total</b>	<b>2024</b>	<b>59 844</b>	<b>5 636</b>	<b>497</b>	<b>7 044</b>	<b>73 021</b>
	<b>2023</b>	<b>58 439</b>	<b>5 398</b>	<b>465</b>	<b>6 748</b>	<b>71 050</b>
	<b>2022</b>	<b>57 594</b>	<b>5 459</b>	<b>435</b>	<b>6 586</b>	<b>70 074</b>
	<b>2021</b>	<b>56 787</b>	<b>5 340</b>	<b>438</b>	<b>6 436</b>	<b>69 001</b>
	<b>2020</b>	<b>57 098</b>	<b>6 028</b>	<b>489</b>	<b>6 315</b>	<b>69 930</b>

^ 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 end- February of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	34 058	385	58	483	34 984
	2023	34 065	457	58	483	35 063
	2022	34 065	464	57	480	35 066
	2021	34 109	480	57	473	35 119
	2020	34 102	472	57	483	35 114
Wan Chai	2024	35 123	83	97	321	35 624
	2023	35 209	83	98	323	35 713
	2022	35 483	85	97	352	36 017
	2021	35 423	88	97	355	35 963
	2020	35 872	97	93	351	36 413
Eastern	2024	43 136	1 389	227	1 455	46 207
	2023	43 112	1 379	238	1 440	46 169
	2022	42 750	1 388	238	1 451	45 827
	2021	43 033	1 443	239	1 456	46 171
	2020	43 049	1 451	250	1 432	46 182
Southern	2024	36 751	892	177	1 053	38 873
	2023	37 144	861	188	1 021	39 214
	2022	36 610	877	189	1 008	38 684
	2021	36 057	916	208	989	38 170
	2020	36 029	922	208	967	38 126
Yau Tsim Mong	2024	33 421	774	101	797	35 093
	2023	33 259	770	94	796	34 919
	2022	33 351	869	107	747	35 074
	2021	32 837	910	112	721	34 580
	2020	31 490	1 907	109	709	34 215
Sham Shui Po	2024	25 696	1 914	387	868	28 865
	2023	24 973	1 890	387	838	28 088
	2022	25 133	1 900	362	794	28 189
	2021	24 272	1 901	378	791	27 342
	2020	24 043	1 254	358	788	26 443
Kowloon City	2024	46 565	1 060	113	1 045	48 783
	2023	45 989	977	91	930	47 987
	2022	44 296	962	112	848	46 218
	2021	43 575	991	161	842	45 569
	2020	43 736	1 022	121	868	45 747
Wong Tai Sin	2024	16 472	865	45	1 328	18 710
	2023	16 403	877	73	1 311	18 664
	2022	16 192	880	63	1 285	18 420

District	Situation as at end- February of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
	2021	16 355	880	63	1 297	18 595
	2020	16 386	855	116	1 300	18 657
Kwun Tong	2024	40 906	2 884	45	2 447	46 282
	2023	41 058	2 765	45	2 368	46 236
	2022	40 159	2 766	45	2 323	45 293
	2021	39 628	2 752	109	2 258	44 747
	2020	39 169	2 684	100	2 192	44 145
Tsuen Wan	2024	35 826	1 960	362	886	39 034
	2023	35 777	1 866	362	807	38 812
	2022	35 108	1 817	387	773	38 085
	2021	35 078	1 783	380	744	37 985
	2020	34 330	1 784	377	678	37 169
Tuen Mun	2024	38 656	2 036	93	958	41 743
	2023	38 143	2 012	93	872	41 120
	2022	37 595	2 007	93	808	40 503
	2021	37 356	2 009	93	780	40 238
	2020	36 571	2 080	91	758	39 500
Yuen Long	2024	39 192	1 676	287	1 110	42 265
	2023	39 322	1 513	284	1 119	42 238
	2022	38 001	1 516	236	989	40 742
	2021	37 837	1 516	233	977	40 563
	2020	37 128	1 562	232	1 003	39 925
North	2024	17 768	966	32	380	19 146
	2023	17 804	884	32	377	19 097
	2022	17 610	825	30	343	18 808
	2021	17 630	871	30	340	18 871
	2020	17 763	903	28	339	19 033
Tai Po	2024	29 763	641	54	850	31 308
	2023	29 432	638	54	845	30 969
	2022	28 674	619	54	827	30 174
	2021	28 720	612	54	808	30 194
	2020	27 233	590	54	756	28 633
Sai Kung	2024	40 436	1 076	148	2 759	44 419
	2023	40 472	1 103	139	2 673	44 387
	2022	40 273	1 129	132	2 553	44 087
	2021	38 868	1 136	112	2 428	42 544
	2020	38 283	1 162	113	2 451	42 009
Sha Tin	2024	71 024	2 310	101	2 376	75 811
	2023	70 191	2 234	101	2 210	74 736
	2022	68 768	2 224	144	2 139	73 275
	2021	68 539	2 232	144	2 107	73 022
	2020	68 046	2 224	138	2 106	72 514
	2024	30 841	8 464	396	1 378	41 079

<b>District</b>	<b>Situation as at end-February of each year</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
<b>Kwai Tsing</b>	2023	30 887	9 883	399	1 362	42 531
	2022	30 808	9 876	399	1 350	42 433
	2021	30 694	10 106	412	1 314	42 526
	2020	30 741	10 163	369	1 280	42 553
<b>Islands</b>	2024	17 579	708	176	371	18 834
	2023	13 835	700	190	386	15 111
	2022	13 732	697	190	370	14 989
	2021	13 813	837	190	360	15 200
	2020	14 597	697	195	375	15 864
<b>Total</b>	<b>2024</b>	<b>633 213</b>	<b>30 083</b>	<b>2 899</b>	<b>20 865</b>	<b>687 060</b>
	<b>2023</b>	<b>627 075</b>	<b>30 892</b>	<b>2 926</b>	<b>20 161</b>	<b>681 054</b>
	<b>2022</b>	<b>618 608</b>	<b>30 901</b>	<b>2 935</b>	<b>19 440</b>	<b>671 884</b>
	<b>2021</b>	<b>613 824</b>	<b>31 463</b>	<b>3 072</b>	<b>19 040</b>	<b>667 399</b>
	<b>2020</b>	<b>608 568</b>	<b>31 829</b>	<b>3 009</b>	<b>18 836</b>	<b>662 242</b>

^ 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 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.

**Numbers of on-street disabled parking spaces in 18 districts  
(as at January 2024)**

<b>District</b>	<b>Number of On-street Disabled Parking Spaces</b>
Central & Western	28
Wan Chai	51
Eastern	39
Southern	27
Yau Tsim Mong	60
Sham Shui Po	38
Kowloon City	44
Wong Tai Sin	23
Kwun Tong	34
Tsuen Wan	37
Tuen Mun	17
Yuen Long	29
North	12
Tai Po	17
Sai Kung	22
Sha Tin	25
Kwai Tsing	31
Islands	12
<b>Total</b>	<b>546</b>

**Utilisation rates of on-street disabled parking spaces in 18 districts**

<b>District</b>	<b>Number of on-street disabled parking spaces during “snapshot surveys” from September to December 2023</b>	<b>Utilisation rate<sup>Note 1</sup></b>
Central & Western	28	57%
Wan Chai	50	68%
Eastern	39	79%
Southern	27	44%
Yau Tsim Mong	60	70%
Sham Shui Po	37	73%
Kowloon City	44	43%
Wong Tai Sin	23	57%
Kwun Tong	33	55%
Tsuen Wan	35	60%
Tuen Mun	16	50%
Yuen Long	29	45%
North	12	33%
Tai Po	15	60%
Sai Kung	22	50%
Sha Tin	25	60%
Kwai Tsing	31	52%
Islands	13	38%
<b>Total</b>	<b>539<sup>Note 2</sup></b>	<b>58%</b>

Note:

- (1) The surveys on on-street disabled parking spaces are “snapshot surveys”. The above table reflects the utilisation of the spaces at the time of the survey conducted from September to December 2023, and the “utilisation” of disabled parking spaces excludes illegal uses of the spaces.
- (2) As at January 2024, the number of on-street disabled parking spaces has increased to 546.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB222**

**(Question Serial No. 1213)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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 (BCPs) to ensure that the transport needs of local residents and visitors are met. This includes resuming local and cross-boundary public transport services after the pandemic so as to support the full resumption of normal travel between Hong Kong and the Mainland/Macao. In this connection, please provide information on the following in tables:

- (a) All public transport routes connecting to the BCPs, including their fares, carrying capacities and frequencies, since the resumption of normal cross-boundary travel in February last year; and
- (b) The monthly number of inbound and outbound travellers of each BCP during weekdays and weekends since the resumption of normal cross-boundary travel in February last year.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 24)

Reply:

- (a) At present, BCPs are served by various public transport modes, including railway, local franchised buses, green minibuses (GMB) and cross-boundary coach services<sup>(Note 1)</sup>. As at 6 March 2024, the regular public transport services operating at BCPs are tabulated as below:

<b>Type of Service</b>	<b>Route</b> <sup>(Note 2)</sup>	<b>Full Fare</b> <sup>(Note3)</sup> (\$)	<b>Daily Patronage</b> <sup>(Note4)</sup> (Number of passengers)	<b>Frequency</b> <sup>(Note5)</sup> (Minutes)
<b><u>Lo Wu BCP</u></b>				
Railway Service	East Rail Line	27 - 109.5	167 700	4.7 - 10
<b><u>Lok Ma Chau (LMC) BCP</u></b>				
Short-haul Cross-boundary Coach Service	Mong Kok Route (Arran Street (Outside Golden Plaza) - LMC BCP)	45 - 50	3 470	15 - 60
	Yau Tsim Route (Austin Road Cross Border Coach Terminus - LMC BCP)	45 - 50	1 442	20 - 45
	Kwun Tong Route (Lam Tin Station Public Transport Interchange - LMC BCP)	50 - 55	3 443	20 - 45
	Wan Chai Route (Exhibition Centre Station Public Transport Interchange - LMC BCP)	57 - 63	1 881	20 - 60
	Tsuen Wan Route (Tsuen Wan Discovery Park Public Transport Interchange - LMC BCP)	45 - 48	3 455	15 - 30



<b>Type of Service</b>	<b>Route</b> <sup>(Note 2)</sup>	<b>Full Fare</b> <sup>(Note3)</sup> (\$)	<b>Daily Patronage</b> <sup>(Note4)</sup> (Number of passengers)	<b>Frequency</b> <sup>(Note5)</sup> (Minutes)
Cross-boundary Shuttle Bus Service	LMC (San Tin) Public Transport Interchange - Huanggang	10	9 020	5 - 15
Green Minibus Service	GMB 44B (Overnight) (Tuen Mun Ferry Pier (Wu Shan Road) - LMC BCP)	14.9 - 20.5	184	60
	GMB 79S (Overnight) (Tin Shui Wai (Grandeur Terrace) - LMC BCP)	12.7	354	30 - 60
	GMB 616S (Overnight) (Mong Kok - LMC BCP)	25	448	30
<b><u>Heung Yuen Wai (HYW) BCP</u></b>				
Franchised Bus Service	CTB B7 (Fanling Station/Sheung Shui (Po Wan Road) - HYW BCP)	10	15 035	7 - 20
	CTB B8 (Tai Wai Station Public Transport Interchange - HYW BCP)	16.1	7 358	10 - 30
	KMB B9	20.2	4 825	25 - 30

<b>Type of Service</b>	<b>Route</b> <sup>(Note 2)</sup>	<b>Full Fare</b> <sup>(Note3)</sup> (\$)	<b>Daily Patronage</b> <sup>(Note4)</sup> (Number of passengers)	<b>Frequency</b> <sup>(Note5)</sup> (Minutes)
	(Tuen Mun Station - HYW BCP)			
Green Minibus Service	GMB 59S (Sheung Shui Station - HYW BCP)	9.1	12 036	3 - 8
<b><u>Lok Ma Chau Spur Line (LMCSL) BCP</u></b>				
Railway Service	East Rail Line	27 - 109.5	100 400	9.5 - 14.5
Franchised Bus Service	KMB B1 (Tin Tsz Estate - LMCSL Public Transport Interchange)	14.5	32 053	8 - 20
Green Minibus Service	GMB 75 (Yuen Long (Fuk Hong Street) - LMCSL Public Transport Interchange)	8.7	4 020	15 - 30
<b><u>Shenzhen Bay Port (SBP)</u></b>				
Franchised Bus Service	NLB B2 (Yuen Long Station - SBP)	14.4	5 979	20 - 30
	NLB B2P (Tin Tsz Estate Bus Terminus - SBP)	10.3	9 300	10 - 30
	CTB B3 (Tuen Mun Ferry Pier - SBP)	14.7	3 817	25 - 60

<b>Type of Service</b>	<b>Route</b> <sup>(Note 2)</sup>	<b>Full Fare</b> <sup>(Note3)</sup> (\$)	<b>Daily Patronage</b> <sup>(Note4)</sup> (Number of passengers)	<b>Frequency</b> <sup>(Note5)</sup> (Minutes)
	CTB B3X (Tuen Mun Town Centre - SBP)	14.7	14 836	15 - 25
	CTB B3A (Shan King Estate - SBP)	14.7	3 648	30 - 60
Green Minibus Service	GMB 618 (Tin Shui Wai (Tin Yan Estate) - SBP)	13.1	4 418	15 - 20
<b><u>Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port</u></b>				
Franchised Bus Service	NLB B4 (HZMB Hong Kong Port to Hong Kong International Airport (via SKYCITY Transport Terminal)(Circular))	9.1	2 454	15 - 30
	CTB B5 (Sunny Bay Public Transport Interchange - Hong Kong Port of HZMB)	6.1	5 876	15 - 35
	NLB B6 (Tung Chung Mun Tung Estate (Yu Tung Road) - Hong Kong Port of HZMB)	9.1	8 405	15 - 30

Type of Service	Route <sup>(Note 2)</sup>	Full Fare <sup>(Note3)</sup> (\$)	Daily Patronage <sup>(Note4)</sup> (Number of passengers)	Frequency <sup>(Note5)</sup> (Minutes)
Green Minibus Service	GMB 901 (HZMB to Tung Chung North (Circular))	8.4	361	30
Cross-boundary Shuttle Bus Service	HZMB Hong Kong Port – HZMB Zhuhai Port	65 - 70	23 127	5 - 30
	HZMB Hong Kong Port – HZMB Macao Port	65 - 70	37 104	
<b><u>Man Kam To (MKT) BCP</u></b>				
Cross-boundary Coach Service	Sheung Shui Landmark North - MKT BCP	20	3 035	10 - 15
<b><u>Hong Kong West Kowloon Station</u></b> <sup>(Note 6)</sup>				
High Speed Rail (XRL) Service	Hong Kong West Kowloon Station directly to 73 Mainland destinations	RMB¥68 - ¥3,907.5 <sup>(Note 7)</sup>	76 300	188 trains per day <sup>(Note 8)</sup>

Note 1: Cross-boundary coach services include both short-haul regular services and long-haul services. In respect of the former, the above table includes information on the short-haul services with fixed routeings, fixed fares and fixed frequencies. The routeings 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 the fares of different classes of services and services with various origins/destinations. Those ranges of fares of other road-based public transport services normally

reflect different fares for daytime and overnight services.

Note 4: Daily average two-bound patronage as at December 2023.

Note 5: The ranges of frequencies indicate those during peak, non-peak/overnight periods. The public transport operators would enhance their services subject to passenger demand.

Note 6: XRL resumed short haul services and long-haul services within Guangdong province on 15 January 2023 and 11 March 2023 respectively. Cross-provincial long-haul trains resumed on 1 April 2023.

Note 7: XRL fares are set by the China State Railway Group Company Limited in RMB with the HKD fares being adjusted monthly subject to the prevailing exchange rate. Adjusted HKD fares will be announced on the first day of every month.

Note 8: Train schedule effective from 11 October 2023.

- (b) The average daily numbers of inbound and outbound travellers <sup>(Note 1)</sup> at various BCPs from the full resumption of normal travel on 6 February 2023 to late February 2024 kept by the Immigration Department (with breakdown by weekdays <sup>(Note 2)</sup> on the one hand, and weekends and holidays <sup>(Note 3)</sup> on the other) are provided at Annex.

Control point	From 6 February to 28 February 2023				March 2023				April 2023			
	Weekdays		Weekends and holidays		Weekdays		Weekends and holidays		Weekdays		Weekends and holidays	
	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound
Airport	27 813	25 821	30 351	29 543	33 807	34 821	35 801	35 933	42 933	40 241	45 466	44 566
Lo Wu	44 670	47 249	66 331	66 302	54 402	59 048	75 204	78 592	56 230	61 023	79 553	79 858
LMCSL	33 788	34 647	51 160	50 328	40 932	42 541	60 355	59 224	43 554	45 939	66 160	64 677
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	14 201	13 509	19 222	17 671	17 390	17 121	23 414	21 724	28 223	26 754	39 572	36 999
LMC	6 605	5 671	10 722	8 460	8 695	7 958	13 105	12 079	10 452	9 359	14 981	12 785
MKT <sup>(Note 4)</sup>	1 721	1 411	1 664	1 319	2 210	1 995	1 896	1 520	2 124	1 976	2 196	1 864
SBP	19 059	19 649	28 204	26 359	23 069	24 094	33 461	32 195	28 208	28 648	40 019	37 349
HZMB Hong Kong Port	18 832	19 407	35 539	34 767	21 293	24 445	37 741	37 439	24 635	29 336	42 249	43 025
HYW <sup>(Note 5)</sup>	6 792	6 744	11 452	10 264	12 116	10 426	18 066	14 687	13 853	11 320	20 065	16 565

Control point	May 2023				June 2023				July 2023			
	Weekdays		Weekends and holidays		Weekdays		Weekends and holidays		Weekdays		Weekends and holidays	
	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound
Airport	39 375	39 209	43 134	41 243	44 454	43 800	47 952	46 030	47 938	49 725	52 303	53 386
Lo Wu	52 908	55 861	80 380	74 976	54 748	58 349	76 082	72 008	60 711	61 056	89 257	87 940
LMCSL	45 084	49 358	71 192	67 959	49 276	55 141	70 426	72 180	54 079	58 149	84 475	91 153
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	22 738	24 728	38 325	33 053	23 581	23 490	34 246	32 524	30 943	30 036	44 878	40 155
LMC	9 980	10 343	16 483	14 267	10 817	10 446	16 272	13 813	12 180	10 581	19 482	16 120
MKT <sup>(Note 4)</sup>	2 271	2 110	2 170	1 701	2 200	2 076	1 897	1 627	1 460	1 060	1 721	1 363
SBP	24 636	26 719	39 842	34 085	26 257	27 708	38 188	35 050	29 789	29 526	45 414	42 811
HZMB Hong Kong Port	20 697	24 846	38 294	35 616	21 292	25 958	33 154	32 870	26 055	30 016	42 158	43 107
HYW <sup>(Note 5)</sup>	13 495	11 752	21 820	17 411	13 894	12 957	21 981	18 581	17 152	14 282	26 928	23 190

Control point	August 2023				September 2023				October 2023			
	Weekdays		Weekends and holidays		Weekdays		Weekends and holidays		Weekdays		Weekends and holidays	
	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound
Airport	53 931	49 374	57 692	53 015	40 907	43 205	46 777	46 925	50 384	44 921	53 557	48 430
Lo Wu	68 537	68 622	99 819	101 125	55 230	59 907	77 829	80 976	64 699	66 272	95 379	87 706
LMCSL	60 154	63 281	94 969	102 881	50 103	53 392	75 341	78 753	55 966	58 873	83 990	78 283
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	37 966	34 365	52 895	45 010	23 056	22 447	32 748	30 148	28 275	28 698	40 871	37 412
LMC	13 812	12 332	21 407	18 411	11 891	10 524	18 497	15 238	12 689	12 562	21 805	18 242
MKT <sup>(Note 4)</sup>	1 665	1 513	2 069	1 853	417	385	248	169	0	0	0	0
SBP	34 994	33 668	53 307	50 706	28 270	28 658	42 969	41 267	32 669	34 008	51 527	45 561
HZMB Hong Kong Port	30 976	35 417	47 535	50 348	19 378	26 045	33 638	38 247	23 938	30 578	46 392	42 638
HYW <sup>(Note 5)</sup>	20 034	16 603	31 034	26 643	18 421	16 098	22 048	19 574	23 581	19 533	32 710	25 969



Control point	November 2023				December 2023			
	Weekdays		Weekends and holidays		Weekdays		Weekends and holidays	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Airport	50 538	48 644	54 714	54 765	55 611	56 849	61 312	59 498
Lo Wu	68 852	70 571	102 031	100 750	71 683	74 300	100 376	107 259
LMCSL	60 245	62 928	93 331	95 610	62 268	65 112	92 049	97 235
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	26 207	25 738	41 783	38 984	31 130	31 222	50 258	45 639
LMC	12 667	11 670	22 305	18 304	13 592	12 654	21 909	20 446
MKT <sup>(Note 4)</sup>	1 043	1 029	874	770	1 612	1 613	1 869	1 611
SBP	34 104	34 227	54 918	51 864	37 475	37 593	55 177	54 956
HZMB Hong Kong Port	25 516	33 005	43 916	44 769	31 975	36 591	49 030	55 482
HYW <sup>(Note 5)</sup>	27 963	23 816	39 140	33 016	27 057	24 198	34 868	31 080

Control point	January 2024				February 2024			
	Weekdays		Weekends and holidays		Weekdays		Weekends and holidays	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Airport	51 508	49 431	58 804	54 291	57 052	53 316	59 715	58 003
Lo Wu	72 489	73 903	104 217	101 506	71 884	77 484	97 380	94 345
LMCSL	61 873	63 062	92 587	91 178	59 941	63 075	81 683	81 462
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	30 697	28 359	48 019	40 372	35 026	37 091	50 203	45 621
LMC	13 247	12 614	22 821	20 856	13 648	13 633	19 780	16 503
MKT <sup>(Note 4)</sup>	1 869	1 811	1 921	1 676	1 718	1 683	1 612	1 392
SBP	37 474	36 247	58 929	51 714	40 179	42 280	58 659	53 095
HZMB Hong Kong Port	27 474	30 739	46 374	44 301	34 500	39 865	56 856	58 849
HYW <sup>(Note 5)</sup>	27 426	24 902	38 470	32 863	27 359	25 129	34 696	29 634

Note 1: The provisional figures are for reference only.

Note 2: “Weekdays” include Mondays to Fridays, except public holidays.

Note 3: “Weekends and holidays” include Saturdays, Sundays and public holidays.

Note 4: Due to an incident of ground subsidence, the northbound passenger and cargo clearance services at MKT BCP were suspended with effect from 10 July 2023. The northbound passenger and cargo clearance services resumed on 19 July 2023 and 28 July 2023 respectively. On the other hand, as some facilities at this BCP were flooded amidst the rainstorm, passenger and cargo clearance services were temporarily suspended on 8 September 2023. The clearance services gradually resumed as follows:

- Clearance services for goods vehicles carrying fresh foods resumed on 18 October 2023;
- Cargo clearance services resumed on 2 November 2023; and
- All clearance services resumed on 13 November 2023.

Note 5: As some facilities at HYW BCP were flooded amidst the rainstorm on 8 September 2023, passenger and cargo clearance services were suspended from 8 September 2023 to 10 September 2023.

- End -

**CONTROLLING OFFICER'S REPLY****TLB223****(Question Serial No. 1214)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

In connection with the Transport Department's duty to monitor the operation of HKEToll at government tolled tunnels and prepare for the implementation of HKEToll at Tai Lam Tunnel upon its return to the Government, please inform this Committee of the following:

- (a) the total number of applicants of HKEToll;
- (b) the distribution of vehicle classes and quantities involved in applying for HKEToll;
- (c) the number of vehicle tags issued;
- (d) the number of cases received on failing to receive vehicle tags;
- (e) a comparison of the vehicle flow with respect to private cars, motor cycles, taxis, other vehicles (goods vehicles, buses, etc) at the Cross Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing for the two months both before and after the implementation of traffic rationalisation among the three road harbour crossings last December; and
- (f) the number of faults, including but not limited to toll error, upon the implementation of HKEToll and time-varying toll.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 25)Reply:(a), (b) and (c)

As at 7 March 2024, the Transport Department (TD) has issued a cumulative of 810 223 toll tags to registered vehicle owners. The breakdown by vehicle class of toll tags applied and issued is tabulated below:

<b>Vehicle class</b>	<b>Number of toll tags applied and issued (Position as at 7 March 2024)</b>
Motor cycles and motor tricycles	73 556
Private cars	584 309
Taxis	18 283
Public light buses and private light buses	5 856
Light goods vehicles	73 708
Medium goods vehicles	33 269

<b>Vehicle class</b>	<b>Number of toll tags applied and issued (Position as at 7 March 2024)</b>
Heavy goods vehicles	7 544
Public buses (single-decked) and private buses (single-decked)	7 461
Public buses (double-decked) and private buses (double-decked)	6 237

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 for use on vehicle in the related vehicle class. Over 98% of toll tags in the table above are vehicle tags. The above data does not include that of “vehicle tag” for deregistered vehicles.

- (d) Between January and February 2024, the toll service provider (TSP) and TD received about a total of 150 cases from 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) 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 of vehicles; and
  - (ii) the toll tags were lost in transit during postage. TSP has re-issued the toll tags to the applicants.
- (e) For the two months before and after the implementation of time-varying tolls at the three road harbour crossings, the average daily numbers of vehicles with respect to private cars, motor cycles, taxis and other vehicles are set out below:

	<b>Average daily number of vehicles</b>			
	<b>Private cars</b>	<b>Motor cycles</b>	<b>Taxis</b>	<b>Other vehicles (Note)</b>
<b><u>(1) Two months before the implementation of time-varying tolls (that is 17 October to 16 December 2023)</u></b>				
Cross Harbour Tunnel	53 150	4 654	15 008	31 744
Eastern Harbour Crossing	44 845	2 733	13 742	14 235
Western Harbour Crossing	39 622	1 384	25 089	13 901
<b><u>(2) Two months after the implementation of time-varying tolls (that is 17 December 2023 to 16 February 2024)</u></b>				
Cross Harbour Tunnel	51 367	3 510	17 319	18 725
Eastern Harbour Crossing	39 276	2 408	12 326	12 892
Western Harbour Crossing	46 715	1 683	21 823	20 542

Note: Other vehicles include public light buses and private light buses, light goods vehicles, medium goods vehicles, heavy goods vehicles, public buses (single-decked) and private buses (single-decked), public buses (double-decked) and private buses (double-decked).

- (f) Since the implementation of HKEToll, there have been one incident of delay in charging toll and one incident of charging toll incorrectly. Details are as follows:
- (i) At a regular work review, TSP found that a time lag of some transaction data occurred at the Cross Harbour Tunnel between 17 and 19 October 2023. After investigation, it was found that the incident did not involve system error but a manual error in data processing by the frontline staff, resulting in the failure to upload the transaction data to the backend for instant processing. On 3 November 2023, TSP issued payment notifications to all affected vehicle owners, took appropriate remedial measures and reprimanded the staff concerned; and
  - (ii) There was an incident of charging toll incorrectly at the Western Harbour Crossing for a short time on 18 December 2023 due to human negligence. TD immediately requested TSP to make refunds, conducted a serious investigation and immediately plugged the loophole. TD issued a press release to give a detailed account of the incident on 22 December 2023. TD is also closely monitoring TSP's follow-up improvement actions, including arranging for an independent audit to review the operation of TSP, to ensure that similar incidents will not recur.

- End -

**CONTROLLING OFFICER'S REPLY****TLB224****(Question Serial No. 1215)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Transport Department processes service planning programmes and applications for fare adjustment for different public transport modes. In this regard, 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; and
- (b) for each public transport mode, the percentage of increase in the previous five occasions of fare increase, compared with the change in Composite Consumer Price Index (CCPI) in the relevant years.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 26)Reply:

The dates of the previous five occasions of fare adjustment, the respective rates of adjustment and the changes in CCPI in the corresponding periods in respect of the public transport modes of franchised bus, green minibus (GMB), taxi, franchised ferry and licensed ferry, and tram are provided in the following tables:

**(A) Franchised Bus**

<b>Franchise</b>	<b>Effective Date</b>	<b>Weighted Average Rate of Fare Increase</b>	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1))	1 December 1997	6.0%	10.3%
	8 June 2008	2.0%	-4.6%
	20 January 2019	7.0% <sup>(Note 1)</sup>	34.5%
	4 April 2021 2 January 2022	Phase one: 8.5% Phase two: 3.2%	4.1%
	18 June 2023	4.9% <sup>(Note 1, 2)</sup>	3.1%

Franchise	Effective Date	Weighted Average Rate of Fare Increase	Change in CCPI from the Date of Preceding Fare Increase
Citybus Limited (Franchise for the Airport and North Lantau Bus Network) (CTB(F2)) <sup>(Note 3)</sup>	18 June 2023	4.2% <sup>(Note 1)</sup>	47.1% <sup>(Note 4)</sup>
The Kowloon Motor Bus Company (1933) Limited (KMB)	17 March 2013	4.9%	7.4%
	6 July 2014	3.9%	5.6%
	20 January 2019	Jointly-operated cross-harbour routes under CTB(F1) and NWFB's fare increase only  KMB/CTB(F1) routes: 7.0% KMB/NWFB routes: 5.6%	10.5%
	4 April 2021	Solely operated routes: 5.8% <sup>(Note 1, 5)</sup>	15.0% <sup>(Note 6)</sup>
	18 June 2023	3.9% <sup>(Note 1, 2)</sup>	3.1%
Long Win Bus Company Limited (LW) <sup>(Note 7)</sup>	8 June 2008	4.5%	-2.3% <sup>(Note 4)</sup>
	15 May 2011	3.2%	7.3%
	18 June 2023	4.2% <sup>(Note 1)</sup>	34.6%
New Lantau Bus Co. (1973) Limited	1 February 1996	10.4%	21.1%
	1 April 1998	9.0%	12.5%
	8 June 2008	7.2%	-6.1%
	4 April 2021	9.8%	40.0%
	18 June 2023	7.0%	3.1%
New World First Bus Services Limited (NWFB)	22 April 2001	2.4%	-9.2% <sup>(Note 4)</sup>
	8 June 2008	5.0%	3.6%
	20 January 2019	5.6% <sup>(Note 1)</sup>	34.5%
	4 April 2021 2 January 2022	Phase one: 8.5% Phase two: 3.2%	4.1%
	18 June 2023	4.9% <sup>(Note 1, 2)</sup>	3.1%

Notes:

1. The overall actual weighted average rate of fare increase shouldered by the passengers taking into account the mitigating effect from the Franchised Bus Toll Exemption Funds.
2. The overall weighted average rate of fare increase of the solely operated routes and the jointly-operated cross-harbour routes.
3. Since the establishment of the franchise in June 1997, CTB(F2) has increased its fares only once.
4. As it was the first occasion of fare increase since the establishment of the franchise concerned, the cumulate rate of change in CCPI is calculated from the establishment of the franchise.



5. When CTB(F1) and NWFB fares were increased in two phases, by 8.5% on 4 April 2021 and 3.2% on 2 January 2022, the fares of KMB's cross-harbour routes jointly operated with CTB(F1)/NWFB were also increased by the same rates.
6. The cumulate rate of change in CCPI is calculated from the date of fare increase of KMB on 6 July 2014 because the fare increase on 20 January 2019 only involved its cross-harbour routes jointly operated with CTB(F1)/NWFB.
7. Since the establishment of the franchise in June 1997, LW has increased its fares only three times.

**(B) GMB** (Note 1)

Year	Number of GMB Routes with Fare Adjustment Implemented	Range of Fare Increase Rates Approved
2019	170	2.9% - 19.6%
2020	55	2.4% - 13.3%
2021	126	3.6% - 11.5%
2022	275	1.9% - 25.0%
2023	157	3.8% - 50.0% (Note 2)

Notes:

1. There are a large number of GMB packages and fare increase applications. There is no database to record CCPI adopted for each application and thus the information on the comparison of the fare increase rates and CCPI cannot be provided.
2. The higher range of fare increase rates relates to an overnight GMB route.

**(C) Taxi**

Effective Date	Average Fare Adjustment Rate			Change in CCPI from the Date of Preceding Fare Increase
	Urban	New Territories (NT)	Lantau	
30 November 2008	5.5%	-	7.7%	Urban Taxi: 1.5% Lantau Taxi: -6.2%
16 January 2009	-	5.0%	-	NT Taxi: 1.5%
10 July 2011	5.2%	8.2%	4.1%	7.9%
8 December 2013	7.1%	9.0%	8.8%	10.5%
9 April 2017	10.0%	11.2%	8.6%	9.3%
17 July 2022	11.5%	13.0%	13.8%	9.3%

**(D) Franchised Ferry**

Franchised Ferry Service	Effective Date	Fare Adjustment Level (Note 1)	Change in CCPI from the Date of Preceding Fare Increase
Tsim Sha Tsui – Central	29 March 2009	Phase one: 4.5% - 17.6%	- (Note 2)
	1 January 2010	Phase two: 8.7% - 20.0%	
	24 June 2012	13.3% - 16.7%	10.6%
	15 July 2017	8.0% - 10.7%	16.5%

<b>Franchised Ferry Service</b>	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 1)	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
	9 February 2021	13.5% - 18.5%	7.1%
	3 April 2023	53.8% - 56.3%	3.7%
Tsim Sha Tsui – Wan Chai	29 March 2009 1 January 2010	Phase one: 4.5% - 13.6% Phase two: 8.7% - 20.0%	– (Note 2)
	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%	3.7%

Notes:

1. Rate of fare adjustment for adult single ticket.
2. Given that fare adjustment records before 2008 are not readily available, there is no information on the change in CCPI.

**(E) Licensed Ferry**

<b>Licensed Ferry Service</b>	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 1)	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
Cheung Chau – Central	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%
	24 September 2023	3.8% - 4.2%	3.7%
Mui Wo – Central	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%
	24 September 2023	3.6% - 4.1%	3.7%
Inter-Islands	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%
	24 September 2023	3.6%	3.7%
Yung Shue Wan – Central	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%
	24 September 2023	18.8% - 18.9%	3.7%
Sok Kwu Wan – Central	1 July 2011	11.9% - 12.0%	7.0%
	1 July 2014	6.1% - 6.4%	13.0%
	1 July 2017	4.0% - 4.8%	7.0%
	1 April 2021	4.8% - 5.0%	7.5%
	24 September 2023	19.0% - 19.1%	3.7%

<b>Licensed Ferry Service</b>	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 1)	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
Peng Chau – Central	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%
	24 September 2023	18.8% - 19.3%	3.7%
Discovery Bay – Central	1 May 2009	8.3% - 14.8%	– (Note 2)
	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 (Note 3)	1 November 2009	14.6%	– (Note 2)
	11 January 2013	9.1%	13.5%
	4 January 2015	50.0%	8.8%
Sai Wan Ho – Sam Ka Tsuen (Note 3)	1 November 2009	14.6%	– (Note 2)
	11 January 2013	9.1%	13.5%
	4 January 2015	50.0%	8.8%
North Point – Hung Hom	1 April 2011	22.2%	– (Note 2)
	1 April 2014	18.2%	13.0%
	1 April 2017	15.4%	7.8%
	1 April 2021	13.3%	7.4%
	22 October 2023	17.6%	4.8%
North Point – Kowloon City	1 April 2011	22.2%	– (Note 2)
	1 April 2014	18.2%	13.0%
	1 April 2017	15.4%	7.8%
	1 April 2021	13.3%	7.4%
	22 October 2023	17.6%	4.8%
North Point – Kwun Tong – Kai Tak (Note 3)	26 March 2017	20.0%	– (Note 2)
	1 September 2019	16.7%	6.7%
	3 September 2023	18.6%	5.3%
Central – Hung Hom (Note 4)	3 September 2023	18.9%	–
Ma Wan – Central	25 July 2010	7.3%	– (Note 2)
	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%	13.5%
Ma Wan – Tsuen Wan	10 January 2010	25.0%	– (Note 2)
	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 –	27 September 2015	8.6%	– (Note 2)
	7 October 2018	10.5%	7.2%

<b>Licensed Ferry Service</b>	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 1)	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
Yung Shue Wan (Note 3)			
Aberdeen – Mo Tat – Sok Kwu Wan (Note 3)	3 June 2012	19.6%	– (Note 2)
	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 (Note 3)	26 January 2020	8.0%	– (Note 2)
“North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service	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%
	2 September 2023	60.0%	2.1%
	28 January 2024	20.2% - 31.0%	0.9%

Notes:

1. Rate of fare adjustment for adult single ticket (except “North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service).
2. As fare adjustment records before 2008 are not readily available, there is no information on the change in CCPI.
3. Fare adjustment records before 2008 are not readily available.
4. The Central – Hung Hom ferry route commenced service on 28 June 2020. The fare of the route has been adjusted less than five times since service commencement.

#### **(F) Tram**

<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note)	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
12 January 1997	33.3%	23.1%
21 March 1998	25.0%	5.9%
7 June 2011	15.0%	2.2%
2 July 2018	13.0%	23.6%
11 July 2022	15.4%	6.6%

Note: Rate of adjustment for fare for persons aged 12 or above.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB225**

**(Question Serial No. 0752)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The work of the Transport Department (TD) involves planning and developing public transport services, formulating regulatory measures for the services, and planning their related facilities, as well as planning and formulating bus route rationalisation proposals. In this regard, please advise this Committee of the following:

1. whether the Government would monitor and review the utilisation of the public transport interchanges/bus termini when planning and formulating bus route rationalisation proposals to avoid leaving abundant vacant space due to cancellation of bus routes, such as the case of the Kowloon Tong (Suffolk Road) Public Transport Interchange (PTI). If yes, what are the details? If no, what are the reasons?
2. the renovation of the Ma On Shan Public Transport Terminus on a pilot basis, which will provide passengers with a more comfortable waiting environment by enhancing its design and facilities, was originally planned to be completed in the second quarter of 2023. What are the current progress and the estimated expenditure for 2024-25?
3. as there are currently 49 government-owned covered interchanges which have been commissioned for over 20 years, whether the Government has any plans to renovate these interchanges. If yes, what are the schedule and estimated expenditure? And how to determine the priorities of their renovation? If no, what are the reasons?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 32)

Reply:

1. Having regard to local developments, completion of transport facilities, demographic changes and changes in passenger demand and commuting pattern in individual districts, TD will work out appropriate plans to improve or adjust the public transport services

therein. It will also suitably deploy and utilise the PTIs/bus termini concerned for better use of resources and support the latest operational needs.

Regarding the Kowloon Tong (Suffolk Road) PTI, there are 10 lanes, among which two are taken up by franchised bus services, two by cross-boundary coach services, five by green minibus (GMB) services, and one by the MTR emergency bus service. During the past epidemic years, cross-boundary coach services were suspended while franchised bus and GMB services were adjusted in response to the drop in passenger demand. As a result, utilisation of the Kowloon Tong (Suffolk Road) PTI was low at that time. With social and economic activities gradually returning to normalcy since 2023, utilisation of this PTI has now come back to the normal level.

2. The Government has earlier earmarked \$29 million for the upgrading works at the Ma On Shan Town Centre Public Transport Terminus, which include enhancement of lighting, conversion of the traditional parallel bus bays into saw-tooth bus bays to make better use of space, provision of air-conditioned bus regulator office with toilets and air-conditioned passenger waiting hall with seats, passenger information display panel and real-time bus arrival display panels. The above works have been completed, with the bus regulator office and the passenger waiting hall commissioned in February and March 2024 respectively.
3. Relevant government departments have all along taken up the management and maintenance of PTIs according to their areas of responsibility. For example, Architectural Services Department is responsible for structural maintenance, Electrical and Mechanical Services Department for repair and maintenance of the electrical and mechanical systems, and Highways Department for regular inspections and maintenance of the road surface, and traffic and lighting facilities, with TD playing a co-ordinating role. Taking into consideration the actual situation of the covered PTIs, the government departments involved will carry out the required maintenance work in accordance with the established mechanism to ensure that the facilities can meet the needs of their daily operation. At present, there are no other covered PTIs in need of major renovation. TD will continue to monitor closely the latest conditions of the PTIs and, when necessary, join hands with the relevant departments for implementing the works as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0753)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Transport Department's work on implementing and maintaining intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems and traffic detectors on strategic routes and major roads, and speed enforcement camera (SEC) system, etc. for enhancing traffic management and road safety enforcement, will the Government inform this Committee of the following:

1. Is the SEC system installed capable of differentiating the types of vehicles detected, such as heavy vehicles (medium and heavy goods vehicles as well as buses), determining whether such vehicles have exceeded the speed limit at the road section concerned, thereby facilitating targeted enforcement actions? If yes, what are the details? If no, is there any plan to upgrade or enhance the system with a view to achieving more effective enforcement?
2. What is the estimated expenditure relating to the aforesaid system in 2024-25?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 33)

Reply:

1. The SEC system currently in use in Hong Kong is capable of determining whether a vehicle is a heavy vehicle, and by comparing the applicable speed limit for heavy vehicles at the road section concerned, it can indicate speeding of vehicles and facilitate traffic enforcement by the Hong Kong Police Force (HKPF).
2. The HKPF appoints the Electrical and Mechanical Services Department to maintain the above SEC system with an estimated expenditure of about \$8.85 million in 2024-25.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB227**

**(Question Serial No. 0754)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

As regards the ongoing implementation improvement measures for cycle tracks and cycling facilities by the Transport Department (TD) in nine new towns in the New Territories in phases, will the TD inform this Committee of:

1. the current progress of improvement works, which have been implemented for more than five years; the date the remaining works are expected to be completed; and the estimated expenditure for 2024-25?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 34)

Reply:

The Transport Department (TD) has been implementing improvement measures for cycle tracks and cycling facilities in nine new towns in the New Territories in phases. The first batch of improvement works, covering about 100 locations, was completed in 2018 while the second batch, covering about 450 locations, was completed in 2021. As for the 160 locations covered in the third batch, which involve more extensive and complicated engineering works, 21 locations had their works completed as at end 2023. TD is liaising with the Highways Department to refine the design schemes of the remaining improvement works, which are expected to commence in 2025 and complete in about two years. The relevant estimated expenditure for 2024-25 is \$1.75 million.

- End -



**CONTROLLING OFFICER'S REPLY****TLB228****(Question Serial No. 2208)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

On combatting 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 Police Region;
2. the numbers of on-street, Government and privately operated parking spaces with a breakdown by District Council district and vehicle type in each of the past three years;
3. the numbers of newly registered vehicles in each of the past three years with a breakdown by vehicle class and fuel type; and
4. whether the Government will examine increasing the amount of fixed penalty for traffic offences, and actively carry out territory-wide enforcement actions against illegal parking to combat the problem of illegal parking; if yes, the details; if no, the reasons.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 13)

Reply:

1. The figures on FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF by Police Region in the past three years are tabulated below:

Police Region	Number of FPNs issued against illegal parking		
	2021	2022	2023
Hong Kong Island	688 592	624 000	523 167
Kowloon East	570 466	555 417	443 038
Kowloon West	862 992	1 011 084	960 276
New Territories South	584 706	570 895	471 527

Police Region	Number of FPNs issued against illegal parking		
	2021	2022	2023
New Territories North	595 404	602 075	615 011
Total	3 302 160	3 363 471	3 013 019

2. The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in each of the 18 districts by vehicle type in the past three years are tabulated at **Annex 1**, **Annex 2** and **Annex 3** respectively.
3. The numbers of first registered vehicles from 2021 to 2023 with breakdown by vehicle class and fuel type are at **Annex 4**.
4. The Government reviews from time to time whether there is room for adjustment of the level of fixed penalty for traffic offences (such as illegal parking, speeding), in order to safeguard road safety and tackle congestion. Factors taken into account include whether the penalties, which have not been adjusted for years, still have sufficient deterrent effect; the past inflation rates; and the situation and trend of contravention, etc. The Government will put forward proposals to the Legislative Council in due course.

On the enforcement front, the HKPF has spared no effort in formulating an overall traffic policing strategy with a results-oriented approach, aiming to reduce the number of persons killed or seriously injured in traffic accidents and change the irresponsible behavior of road users causing obstructions on roads. Despite carrying out traffic enforcement according to established guidelines, the HKPF will deploy resources flexibly and take appropriate control and enforcement actions in light of the circumstances of each case, thereby enhancing road safety.

**Numbers of on-street parking spaces in 18 districts by vehicle type in the past three years**

<b>District</b>	<b>Situation as at February</b>	<b>Private Car*</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total#</b>
Central & Western	2024	509	193	11	651	1 364
	2023	522	193	11	628	1 354
	2022	520	191	14	609	1 334
Wan Chai	2024	1 020	24	48	761	1 853
	2023	1 008	24	22	729	1 783
	2022	991	25	17	684	1 717
Eastern	2024	538	101	65	801	1 505
	2023	525	91	62	777	1 455
	2022	514	91	62	779	1 446
Southern	2024	648	53	85	447	1 233
	2023	647	53	85	447	1 232
	2022	625	53	135	442	1 255
Yau Tsim Mong	2024	1 613	371	141	1 309	3 434
	2023	1 608	374	141	1 299	3 422
	2022	1 491	368	137	1 311	3 307
Sham Shui Po	2024	1 245	228	9	876	2 358
	2023	1 219	227	9	876	2 331
	2022	1 213	223	15	801	2 252
Kowloon City	2024	2 336	141	135	991	3 603
	2023	2 325	144	134	967	3 570
	2022	2 274	135	143	931	3 483
Wong Tai Sin	2024	306	131	0	519	956
	2023	304	131	0	475	910
	2022	301	144	0	463	908
Kwun Tong	2024	543	117	40	839	1 539
	2023	501	120	40	794	1 455
	2022	446	117	37	769	1 369
Tsuen Wan	2024	833	68	31	657	1 589
	2023	832	68	31	618	1 549
	2022	814	52	31	600	1 497
Tuen Mun	2024	1 291	331	113	886	2 621
	2023	1 287	331	112	886	2 616
	2022	1 302	332	44	869	2 547
Yuen Long	2024	1 266	426	115	626	2 433
	2023	1 275	426	114	617	2 432
	2022	1 216	431	87	681	2 415
North	2024	1 277	359	27	424	2 087
	2023	1 226	357	27	424	2 034
	2022	1 258	380	21	426	2 085

District	Situation as at February	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
Tai Po	2024	1 549	358	84	270	2 261
	2023	1 558	354	83	259	2 254
	2022	1 539	336	84	218	2 177
Sai Kung	2024	1 914	307	155	491	2 867
	2023	1 962	320	160	479	2 921
	2022	1 993	385	165	439	2 982
Sha Tin	2024	1 594	337	69	550	2 550
	2023	1 579	337	69	506	2 491
	2022	1 548	310	66	511	2 435
Kwai Tsing	2024	430	360	39	751	1 580
	2023	416	364	21	721	1 522
	2022	393	368	21	694	1 476
Islands	2024	517	55	78	205	855
	2023	510	56	78	152	796
	2022	496	44	65	175	780
<b>Total#</b>	<b>2024</b>	<b>19 429</b>	<b>3 960</b>	<b>1 245</b>	<b>12 054</b>	<b>36 688</b>
	<b>2023</b>	<b>19 304</b>	<b>3 970</b>	<b>1 199</b>	<b>11 654</b>	<b>36 127</b>
	<b>2022</b>	<b>18 934</b>	<b>3 985</b>	<b>1 144</b>	<b>11 402</b>	<b>35 465</b>

\* The figures refer to on-street parking spaces for vehicles such as private cars, taxis, light buses, tricycles and light goods vehicles with similar vehicle dimensions.

# 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 three years<sup>^</sup>**

District	Situation as at February	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	3 901	426	13	345	4 685
	2023	3 921	427	13	351	4 712
	2022	3 926	428	14	335	4 703
Wan Chai	2024	2 578	230	11	263	3 082
	2023	2 581	227	11	262	3 081
	2022	2 754	227	11	280	3 272
Eastern	2024	3 165	346	33	382	3 926
	2023	3 143	351	33	374	3 901
	2022	3 150	351	33	373	3 907
Southern	2024	2 681	182	10	488	3 361
	2023	2 670	182	11	483	3 346
	2022	2 670	182	11	483	3 346
Yau Tsim Mong	2024	976	253	20	34	1 283
	2023	1 066	254	20	39	1 379
	2022	1 064	254	20	39	1 377
Sham Shui Po	2024	4 060	1 175	33	504	5 772
	2023	4 073	1 178	33	498	5 782
	2022	3 844	1 183	33	481	5 541
Kowloon City	2024	3 178	134	7	247	3 566
	2023	3 183	134	7	247	3 571
	2022	3 198	134	5	237	3 574
Wong Tai Sin	2024	4 194	285	44	561	5 084
	2023	4 209	282	29	552	5 072
	2022	4 245	296	25	563	5 129
Kwun Tong	2024	7 698	511	34	1 482	9 725
	2023	7 696	469	36	1 449	9 650
	2022	7 744	468	37	1 425	9 674
Tsuen Wan	2024	1 874	121	4	244	2 243
	2023	1 914	124	4	242	2 284
	2022	1 906	122	4	232	2 264
Tuen Mun	2024	3 769	179	46	232	4 226
	2023	3 501	142	46	166	3 855
	2022	3 494	142	46	166	3 848
Yuen Long	2024	3 301	112	46	238	3 697
	2023	3 315	107	49	238	3 709
	2022	3 353	104	39	236	3 732
North	2024	3 820	411	55	254	4 540
	2023	3 475	374	42	126	4 017
	2022	2 687	374	27	113	3 201

District	Situation as at February	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	2024	1 110	208	15	96	1 429
	2023	897	213	8	80	1 198
	2022	787	210	8	73	1 078
Sai Kung	2024	1 941	73	66	206	2 286
	2023	1 938	73	61	206	2 278
	2022	1 841	70	62	167	2 140
Sha Tin	2024	4 479	179	31	482	5 171
	2023	4 420	183	33	481	5 117
	2022	4 378	170	33	441	5 022
Kwai Tsing	2024	4 915	564	12	855	6 346
	2023	4 836	563	12	845	6 256
	2022	4 836	563	10	840	6 249
Islands	2024	2 204	247	17	131	2 599
	2023	1 601	115	17	109	1 842
	2022	1 717	181	17	102	2 017
<b>Total</b>	<b>2024</b>	<b>59 844</b>	<b>5 636</b>	<b>497</b>	<b>7 044</b>	<b>73 021</b>
	<b>2023</b>	<b>58 439</b>	<b>5 398</b>	<b>465</b>	<b>6 748</b>	<b>71 050</b>
	<b>2022</b>	<b>57 594</b>	<b>5 459</b>	<b>435</b>	<b>6 586</b>	<b>70 074</b>

^ 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 three years^**

District	Situation as at February	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	34 058	385	58	483	34 984
	2023	34 065	457	58	483	35 063
	2022	34 065	464	57	480	35 066
Wan Chai	2024	35 123	83	97	321	35 624
	2023	35 209	83	98	323	35 713
	2022	35 483	85	97	352	36 017
Eastern	2024	43 136	1 389	227	1 455	46 207
	2023	43 112	1 379	238	1 440	46 169
	2022	42 750	1 388	238	1 451	45 827
Southern	2024	36 751	892	177	1 053	38 873
	2023	37 144	861	188	1 021	39 214
	2022	36 610	877	189	1 008	38 684
Yau Tsim Mong	2024	33 421	774	101	797	35 093
	2023	33 259	770	94	796	34 919
	2022	33 351	869	107	747	35 074
Sham Shui Po	2024	25 696	1 914	387	868	28 865
	2023	24 973	1 890	387	838	28 088
	2022	25 133	1 900	362	794	28 189
Kowloon City	2024	46 565	1 060	113	1 045	48 783
	2023	45 989	977	91	930	47 987
	2022	44 296	962	112	848	46 218
Wong Tai Sin	2024	16 472	865	45	1 328	18 710
	2023	16 403	877	73	1 311	18 664
	2022	16 192	880	63	1 285	18 420
Kwun Tong	2024	40 906	2 884	45	2 447	46 282
	2023	41 058	2 765	45	2 368	46 236
	2022	40 159	2 766	45	2 323	45 293
Tsuen Wan	2024	35 826	1 960	362	886	39 034
	2023	35 777	1 866	362	807	38 812
	2022	35 108	1 817	387	773	38 085
Tuen Mun	2024	38 656	2 036	93	958	41 743
	2023	38 143	2 012	93	872	41 120
	2022	37 595	2 007	93	808	40 503
Yuen Long	2024	39 192	1 676	287	1 110	42 265
	2023	39 322	1 513	284	1 119	42 238
	2022	38 001	1 516	236	989	40 742
North	2024	17 768	966	32	380	19 146
	2023	17 804	884	32	377	19 097
	2022	17 610	825	30	343	18 808

District	Situation as at February	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	2024	29 763	641	54	850	31 308
	2023	29 432	638	54	845	30 969
	2022	28 674	619	54	827	30 174
Sai Kung	2024	40 436	1 076	148	2 759	44 419
	2023	40 472	1 103	139	2 673	44 387
	2022	40 273	1 129	132	2 553	44 087
Sha Tin	2024	71 024	2 310	101	2 376	75 811
	2023	70 191	2 234	101	2 210	74 736
	2022	68 768	2 224	144	2 139	73 275
Kwai Tsing	2024	30 841	8 464	396	1 378	41 079
	2023	30 887	9 883	399	1 362	42 531
	2022	30 808	9 876	399	1 350	42 433
Islands	2024	17 579	708	176	371	18 834
	2023	13 835	700	190	386	15 111
	2022	13 732	697	190	370	14 989
<b>Total</b>	<b>2024</b>	<b>633 213</b>	<b>30 083</b>	<b>2 899</b>	<b>20 865</b>	<b>687 060</b>
	<b>2023</b>	<b>627 075</b>	<b>30 892</b>	<b>2 926</b>	<b>20 161</b>	<b>681 054</b>
	<b>2022</b>	<b>618 608</b>	<b>30 901</b>	<b>2 935</b>	<b>19 440</b>	<b>671 884</b>

^ 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.



**Numbers of first registered vehicles in the past three years by vehicle class and fuel type**

**2021**

Vehicle class	Number of first 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 first 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

**2023**

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Motorcycle	4 632	0	211	0	0	4 843
Private car	15 628	0	28 541	0	0	44 169
Taxi	2	0	17	933	0	952
Franchised bus	0	108	24	0	1	133
Non-franchised public bus	0	401	15	0	0	416
Private bus	0	90	0	0	0	90
Public light bus	0	93	1	21	0	115
Private light bus	0	81	1	0	0	82
Goods vehicle	0	4 701	308	0	0	5 009
Special purpose vehicle	0	81	7	5	0	93

Note 1: Hybrid vehicles are included under their respective fuel types. Only pure electric vehicles are counted in the category of electric vehicles.

Note 2: Government vehicles are not included as they are not required for registration.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB229**

**(Question Serial No. 2209)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding efforts on combating the persistent unlawful occupation and abuse of parking spaces, will the Government inform this Committee of the following:

1. Number of Fixed Penalty Notice (FPN) cases relating to on-street parking spaces occupied by vehicles but without payment of parking fees in each of the past three years.
2. Number of complaints against unlawful occupation of on-street parking spaces received by the Transport Department (TD) in each of the past three years.
3. Are there any statistics maintained on locations of persistent occupation of on-street parking spaces by shops for commercial purposes? If yes, what are the locations of the parking spaces involved? If no, what are the reasons?
4. Since the introduction of the new generation of parking meters, what are the annual numbers of cases of such meters identifying the locations of parking spaces occupied by vehicles but without payment of parking fees and cases of frontline staff deployed by the Police for on-site enforcement actions?
5. Are there any measures in place to ensure that on-street parking spaces are used for short-duration parking? If yes, what are the details? If no, what are the reasons?
6. Does the Government know about the geomagnetic induction parking fee charging system and whether such system has been adopted in local car parks? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 14)

Reply:

1. In the past three years, the numbers of FPN cases relating to on-street parking spaces occupied by vehicles but without payment of parking fees are about 226 100, 260 000 and 259 500 in 2021, 2022 and 2023 respectively.

2., 3. and 4.

At present, the parking meter contractor engaged by TD regularly inspects on-street parking meters. If unlawful occupation of metered parking spaces is found, the contractor will inform the relevant government departments (e.g. the Hong Kong Police Force (HKPF), Lands Department and Food and Environmental Hygiene Department) of the situation for follow-up actions. TD does not have details on the number of complaints against unlawful occupation of on-street parking spaces or whether metered parking spaces have been occupied by shops for commercial purposes.

In addition, parking meters are equipped with space sensors to detect whether the relevant on-street parking spaces are occupied. The backend computer system can consolidate the occupancy and payment status of the metered parking spaces to identify parking spaces which are occupied without payment. TD has already shared the real-time information with the HKPF to facilitate its enforcement.

5. At present, TD will install parking meters at on-street parking spaces with higher utilisation rates to increase their turnover. Depending on the locations, the “longest parking period for each transaction” of parking meters will be set differently (i.e. 30 minutes, 1 hour or 2 hours). Moreover, “HKeMeter” restricts motorists to purchase up to a total of two sessions of “longest parking period for each transaction” of parking meters with the aim of managing the on-street parking spaces for short-term parking.
6. For public multi-storey car parks managed by TD, geomagnetic sensor and other overhead type sensor technologies have been adopted and electronic display panels have been installed on each floor to show the number of available parking spaces to facilitate motorists to locate vacant parking spaces. Moreover, vehicle licence plate recognition function provided at car park entrances/exits will also facilitate payment of parking fees. TD will continue to keep in view the development of relevant technologies with a view to enhancing the service level in a timely manner.

- End -

**CONTROLLING OFFICER'S REPLY****TLB230****(Question Serial No. 2210)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the HKeToll free-flow tolling service, will the Government inform this Committee of the following:

1. the number of vehicle tags issued by the Government at present and the number of vehicles which have opened HKeToll accounts;
2. the number of complaints received each month since the launch of HKeToll with a breakdown by type; and
3. whether it will enhance HKeToll to avoid the problem of charging toll incorrectly or failure of toll collection; if yes, the details; if not, the reasons for that?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 15)

Reply:

1. As at 7 March 2024, the Transport Department (TD) has issued 810 223 toll tags to registered vehicle owners. Among these, about 90% (737 501) have opened HKeToll accounts. Relevant statistics with a breakdown by vehicle class are set out below:

<b>Vehicle class</b>	<b>Number of toll tags applied and issued (as at 7 March 2024)</b>	<b>Number of vehicles with HKeToll accounts opened (as at 7 March 2024)</b>
Motor cycles and motor tricycles	73 556	56 544
Private cars	584 309	539 359
Taxis	18 283	17 924
Public light buses and private light buses	5 856	5 129
Light goods vehicles	73 708	67 652
Medium goods vehicles	33 269	30 744
Heavy goods vehicles	7 544	7 114

<b>Vehicle class</b>	<b>Number of toll tags applied and issued (as at 7 March 2024)</b>	<b>Number of vehicles with HKeToll accounts opened (as at 7 March 2024)</b>
Public buses (single-decked) and private buses (single-decked)	7 461	7 020
Public buses (double-decked) and private buses (double-decked)	6 237	6 015

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 vehicles in the related vehicle class. Over 98% of toll tags in the table above are vehicle tags. The above data does not include that of deregistered vehicle or its “vehicle tag”.

- Numbers of complaints received by TD and the toll service provider (TSP) since the implementation of HKeToll up to February 2024, with a breakdown by month and by type are set out below:

	<b>Number of complaint cases</b>	
	<b>Related to toll and surcharge payment</b>	<b>Not related to toll and surcharge payment</b>
May 2023	528	2 438
June 2023	1 622	1 200
July 2023	2 751	2 380
August 2023	2 807	1 268
September 2023	2 267	761
October 2023	2 260	922
November 2023	2 698	670
December 2023	2 825	565
January 2024	2 334	604
February 2024	1 794	501
Total	21 886	11 309

- Since the implementation of HKeToll up to 7 March 2024, there were about 68 toll related enquiries/complaints on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. After investigation, it was found that the cases did not involve a system problem. The main causes are as follows:

- some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In this case, manual image review would be carried out by the TSP, and human errors occasionally occur during the process; and
- some cases involved private cars using class tags or taxis using driver cards with failure to install the class tags/driver cards correctly as instructed in the guidelines,

thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, the TSP has taken the following corresponding measures:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
- (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.

- End -

**CONTROLLING OFFICER'S REPLY****TLB231****(Question Serial No. 2213)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the railway development of the MTR Corporation Limited (MTRCL), will the Government inform this Committee of the following in each of the past three years:

1. the monthly average patronage and total patronage, the carrying capacities and loading during the busiest one hour in the morning per direction for critical links, and the critical links of various railway lines; and
2. the number of incidents caused by factors under the MTRCL's control which led to service disruption of eight minutes or above with a breakdown by type of service disruption?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 18)

Reply:

1. The monthly average patronage, total patronage, the carrying capacities and loading during the busiest one hour in the morning per direction for critical links, and the critical links of various heavy rail lines and Light Rail routes in the past three years are set out at **Annexes 1 and 2** respectively.
2. The numbers of incidents which caused service disruption of eight minutes or larger due to factors within the MTR Corporation Limited (MTRCL)'s control in the past three years are set out below:

Year	Cause	Number of incidents
2021	equipment failure <sup>(Note)</sup>	137
	human factors	6
2022	equipment failure <sup>(Note)</sup>	103
	human factors	9
2023	equipment failure <sup>(Note)</sup>	94
	human factors	7

Note: Including station equipment failure, infrastructure, rolling stock failure, etc.



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

		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 <sup>(Note 1)</sup>	Airport Express <sup>(Notes 1 &amp; 2)</sup>
2021 <sup>(Note 3)</sup>											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (ppsm)) (a)	N/A <sup>(Note 6)</sup>	70 000	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
2.	Carrying capacity (6 ppsm) (b)	73 300	58 800	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
3.	Difference between (a) and (b) <sup>(Note 4)</sup>	N/A	11 200	0	0	10 200	0	0	5 300	2 500	1 600
4.	Patronage (c)	30 100	36 100 <sup>(Note 7)</sup>	43 300	47 800	9 200	40 000	52 200	1 700	23 600	800

		East Rail Line	Tuen Ma Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line <sup>(Note 1)</sup>	Airport Express <sup>(Notes 1 &amp; 2)</sup>
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	41% {Shatin to Tai Wai}	61% {Tsuen Wan West to Mei Foo}	64% {Yau Tong to Quarry Bay}	60% {Tin Hau to Causeway Bay}	55% {Admiralty to Ocean Park}	56% {Shek Kip Mei to Prince Edward}	70% {Yau Ma Tei to Jordan}	39% {Sunny Bay to Disneyland Resort}	55% {Kowloon to Hong Kong}	25% {Tsing Yi to Airport}
6.	Current loading (4 ppsm) <sup>(Note 5)</sup>	58%	86%	90%	84%	77%	79%	98%	55%	78%	N/A
7.	Monthly average patronage (million)	16.1	14.1 <sup>(Note 7)</sup>	9.4	22.9	1.9	17.2	25.3	0.3	5.6	0.2
8.	Total patronage (million)	193.7	169.0 <sup>(Note 7)</sup>	113.3	275.2	22.9	206.1	303.2	3.3	67.3	2.2
<b>2022</b> <sup>(Note 3)</sup>											
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.	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

		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 <sup>(Note 1)</sup>	Airport Express <sup>(Notes 1 &amp; 2)</sup>
3.	Difference between (a) and (b) <sup>(Note 4)</sup>	20 000	11 200	0	0	10 200	0	0	5 300	2 500	1 600
4.	Patronage (c)	37 700	34 500	40 200	44 800	9 100	34 200	37 200	2 200	20 100	1 100
5.	Loading (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}
6.	Loading (4 ppsm) <sup>(Note 5)</sup>	83%	82%	84%	79%	76%	67%	70%	72%	66%	N/A
7.	Monthly average patronage (million)	15.3	19.9	8.8	20.9	1.8	16.0	23.1	0.3	5.2	0.3
8.	Total patronage (million)	183.5	238.8	105.1	250.5	21.6	192.0	277.4	3.4	62.7	3.1
<b>2023</b>											
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

		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 <sup>(Note 1)</sup>	Airport Express <sup>(Notes 1 &amp; 2)</sup>
2.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 300	42 500	4 200
3.	Difference between (a) and (b) <sup>(Note 4)</sup>	20 000	11 200	0	0	10 200	0	0	1 300	2 500	600
4.	Patronage (c)	42 400	35 700	40 400	46 300	9 800	34 500	38 800	3 200	21 200	1 700
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	68% {Tai Wai to Kowloon Tong}	61% {Tsuen Wan West to Mei Foo}	60% {Yau Tong to Quarry Bay}	58% {Tin Hau to Causeway Bay}	58% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	52% {Sham Shui Po to Prince Edward}	39% {Sunny Bay to Disneyland Resort}	50% {Olympic to Kowloon}	40% {Tsing Yi to Airport}
6.	Loading (4 ppsm) <sup>(Note 5)</sup>	94%	85%	84%	81%	82%	68%	73%	54%	70%	N/A
7.	Monthly average patronage (million)	23.7	23.9	9.8	25.7	2.2	18.2	27.7	0.5	6.5	0.9
8.	Total patronage (million)	283.6	280.3	114.8	311.0	25.8	215.1	344.6	5.8	77.1	10.8

- Note 1: 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 2: The design of Airport Express is based on seat provision where the passenger density level in terms of number of standees does not apply. The figures are calculated based on existing carrying capacity.
- Note 3: In view of the pandemic, the figures tabulated are based on data obtained in those months when the pandemic has relatively eased.
- 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.
- Note 6: Since East Rail Line was operated with a mixed fleet of existing 12-car trains and new 9-car trains during the above period, the design carrying capacity and maximum carrying capacity are not applicable.
- Note 7: West Rail Line and Tuen Ma Line Phase 1 were integrated as Tuen Ma Line on 27 June 2021. The patronage in 2021 refer to those for Tuen Ma Line Phase 1 and Tuen Ma Line (commissioned on 27 June 2021). The monthly average patronage and total patronage of West Rail Line in the first six months of 2021 are 11.4 million and 68.3 million respectively.

**Statistics for the Light Rail System**  
(the busiest one hour in the morning per direction for critical links)

Light Rail route	Maximum carrying capacity			Passenger loading <sup>(Note 1)</sup>		
	2021	2022	2023	2021	2022	2023
505	2 993	2 993	2 993	81%	68%	66%
506P <sup>(Note 2)</sup>	N/A	N/A	424	N/A	N/A	70%
507	2 544	2 827	2 827	81%	74%	83%
507P <sup>(Note 2)</sup>	N/A	212	212	N/A	80%	90%
610	1 995	2 056	2 056	98%	80%	93%
614	873	1 372	1 122	84% <sup>(Note 3)</sup>	70% <sup>(Note 3)</sup>	77% <sup>(Note 3)</sup>
614P	1 388	1 156	1 363			
615	998	748	960	83% <sup>(Note 3)</sup>	85% <sup>(Note 3)</sup>	74% <sup>(Note 3)</sup>
615P	1 388	1 388	1 600			
705	4 240	4 240	4 240	78%	76%	63%
706	5 088	5 088	5 088	72%	85%	63%
751	2 650	2 857	2 993	79%	82%	64%
751P	205	398	398	40%	75%	60%
761P	4 625	4 240	4 240	70%	67%	64%

**Patronage (million)**

	2021	2022	2023
Monthly average patronage	11.8	11.0	12.5
Total patronage	141.6	131.7	150.0

Note 1 : Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. Hence, the exact loading or patronage of individual Light Rail routes could not be worked out by projecting the route chosen by passengers based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. MTRCL currently assesses the loading of Light Rail Vehicles by on-site observations and surveys. The passenger density standard of four or six ppsm adopted in the calculation of heavy rail loading is not applicable.

Note 2 : MTRCL introduced Routes 507P and 506P in September 2022 and September 2023 respectively to run in the 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 serving 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB232**

**(Question Serial No. 1261)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the work of overseeing the launch of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-taxis)” to encourage the taxi trade to switch to e-taxis, please advise this Committee of the latest progress since the launch of the Scheme, including the number of applications and approvals, the number of taxis involved and relevant expenditure.

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

Reply:

On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications, involving five taxis. Among them, four applications have been approved, involving four taxis and a total loan amount of about \$1.32 million. The remaining one application is being processed.

The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited and overseen by the Transport Department (TD). The overseeing work of the implementation of the Loan Scheme is 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**

**TLB233**

**(Question Serial No. 1262)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), which aims at alleviating manpower shortage in the transport sectors, please advise this Committee of the situation of applications from the eligible public transport operators since the launch of the Scheme, providing information on the number of applications received, number of cases approved, number of imported drivers involved and number of those who have commenced the service. What are the expenditures involved in the relevant work? Will the Government consider taking streamlining measures to expedite the processing of approvals for applications? 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:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of labour to fill vacancies for drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the transport sectors and enhancing the stability of the driver workforce, thus maintaining the reliability of public transport services. The application period for the first round of applications under the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-departmental liaison group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at the Annex.

The imported drivers are required to pass the driving test for the relevant vehicle class and obtain the certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate training

for the imported drivers for route familiarisation before service commencement. As at 7 March 2024, a total of 109 imported drivers have taken up various driving jobs to serve the local community.

The Government has, as far as possible, streamlined the application procedures so as to shorten the processing time. For the first round of applications, assessment was completed within seven weeks or so after the deadline. As for the arrangement of driving tests, depending on the situation of individual drivers, they can go through the steps of arriving in Hong Kong for training, completing the training course for the driving test and obtaining a full driving licence for the relevant vehicle class within one month or one month and a half at the soonest. Under the Scheme, TD has set up a stakeholder consultative group involving representatives of both employees and employers for maintaining liaison with the transport sectors and will review the Scheme as and when necessary.

The manpower and expenditure of TD involved in the implementation of the Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

**Numbers of applications and quotas allocated in the first round under the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade with a breakdown by job type**

<b>Driver job type</b>	<b>Number of applications received</b>	<b>Number of driver quotas involved</b>	<b>Number of applications approved</b>	<b>Number of driver quotas allocated</b>
Public Light Bus Driver	68	547	59	461
Local coach Driver	32	689	23	262
Cross-boundary Coach Driver	18	365	16	246
<b>Total</b>	<b>118</b>	<b>1 601</b>	<b>98</b>	<b>969</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB234**

**(Question Serial No. 1263)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please inform this Committee of the work to review the operating conditions of public light buses in 2023-2024, the measures involved to facilitate the sustainable development of red minibuses, the expenditure involved and the relevant work plan in 2024-2025.

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

Reply:

Public light buses (PLBs) play an important supplementary role by serving areas with relatively lower passenger demand or where the use of high carrying capacity transport modes is not suitable. The Transport Department (TD) has always been concerned of the operating conditions of red minibuses (RMBs). It has been the Government's established policy to encourage the conversion of RMBs to green minibuses (GMBs) for wider service coverage and more stable operating environment, with a view to improving their operating conditions and facilitating more effective monitoring by TD so as to ensure their service quality. To align with such policy, TD plans and develops new GMB route packages and makes public invitation for application from interested parties (including RMB operators) to run these routes through the annual Green Minibus Operators Selection Exercise. At present, when planning public transport services for major housing development projects, TD will adopt a holistic approach to consider whether a public transport network comprising various public transport modes including franchised bus and GMB services should be provided to appropriately meet the different transport needs of the residents and at the same time expedite the conversion of RMBs to GMBs. As at end 2023, the numbers of registered GMBs and RMBs were 3 393 and 950 respectively.

During the epidemic in the past three years, the Hong Kong Monetary Authority and the banking industry launched the Pre-approved Principal Payment Holiday Scheme to offer credit relief to eligible corporate customers (including the PLB trade). In addition, under the Anti-epidemic Fund, the Government provided various subsidies for the RMB trade, including fuel subsidies and non-accountable subsidies. While the relevant temporary measures have ended in an orderly manner as the society returns to normalcy, the application period of the Special 100% Loan Guarantee under the SME Financing Guarantee Scheme has been extended to the end of March this year. The Government provides 100% guarantee for the special loans, aiming at alleviating the cash flow difficulties of eligible small and medium enterprises (SMEs) including RMB operators.

On another front, the Government understands that the PLB trade, including the RMBs, has been facing a persistent and acute problem of driver shortage. To address the issue, the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade was launched in July 2023 to, on the prerequisite of safeguarding the priority for employment of local labour, suitably allow the eligible PLB operators to apply for importation of drivers.

As regards daily operation, TD will, consider the requests of the trade, and provide appropriate and practicable assistance, such as relaxing or rescinding some passenger pick-up/drop-off restricted zones and prohibited zones for RMBs as appropriate, having regard to actual road conditions at individual locations. Also, provided that road safety is not affected and road users not obstructed, some RMBs are permitted to park at designated PLB stands during night time so as to meet their operational needs.

The Government will continue to closely monitor the operating conditions of PLBs and maintain close communication with the stakeholders to explore more feasible measures to enhance the business environment of the trade and maintain the reliability of public transport services.

The above tasks are conducted by the existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure and manpower can be provided.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB235**

**(Question Serial No. 1264)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in Matters Requiring Special Attention in 2024-25 that the Transport Department (TD) will introduce legislative amendments to update the construction and maintenance of vehicle requirements. What are the work details and expenditure involved? Given the increasing number of vehicles being brought in from the Mainland, apart from keeping pace with international standards, will the Government consider introducing Guobiao? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

TD has been closely monitoring the international development and application of relevant automotive technology. To enhance road safety and to embrace updated automotive technology, the Government is implementing seven legislative amendments to update the construction of vehicle requirements as follows:

- (1) requiring the installation of acoustic vehicle alerting system for electric/hybrid electric vehicles;
- (2) requiring the installation of over-height warning system for vehicles with extendable aerial structures;
- (3) revising the statutory requirement of reflecting mirrors and introducing requirements of camera-monitor system;
- (4) revising the statutory requirements of visual display unit;
- (5) revising the driving rules to enable the use of remote control parking function by driver;
- (6) updating miscellaneous requirements on vehicle construction to tally with international vehicle standards and technological development (i.e. relaxing the maximum allowable overall height of single-decked bus, allowing the use of light emitting diodes ("LED") for lamps of vehicles, and upgrading the technical requirements of lighting and reflector to ensure alignment with international standards; and
- (7) extending the classes of electric vehicles that can run on expressways without the need to obtain an expressway permit, provided that the electric vehicles conform to specification.

With regard to the above legislative amendments, TD has consulted the stakeholders, including registered vehicle manufacturers, vehicle body builders, spare part providers vehicle maintenance services providers, etc. Moreover, the Transport and Logistics Bureau (TLB) and TD have consulted the Road Safety and Research Committee, Road Safety Council and the Legislative Council (LegCo) Panel on Transport and the Transport Advisory Committee. Members are generally supportive of the legislative proposals. The law drafting exercise is in progress. Upon its completion, TLB aims to submit the legislative amendment proposals to LegCo within this year.

The above tasks are mainly conducted by existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure could be provided for these tasks.

TD approves vehicle construction in accordance with the requirements of the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation, and has all along accepted the submission of Guobiao (GB) by the trade as proof of compliance of vehicles or components with the relevant technical requirements. Apart from GB, TD also accepts other international standards, including, among others, the standards of the United Nations Economic Commission for Europe (UNECE).

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB236**

**(Question Serial No. 1265)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On combating 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 and expenditure of enforcement actions taken to combat the illegal carriage of passengers by motor vehicles for hire or reward in 2023?
2. Further to the above, what is the number of vehicles impounded with the relevant licences suspended upon conviction by the court?
3. In 2023-24, the Government publicised through different channels against the use of private cars without a valid hire car permit (HCP) for carriage of passengers for hire or reward. What is the expenditure involved for various publicity channels?
4. It has been alleged that cross-boundary coaches could not return in time to pick up passengers on New Year's Eve last year as they were obstructed by vehicles engaging in illegal carriage of passengers for hire or reward, which has affected Hong Kong's image. In this connection, are there any measures to combat cross-boundary illegal carriage of passengers? Will the Government take enforcement actions jointly with the Mainland authorities? If yes, what are the details? If no, what are the reasons?
5. In 2024-25, will the Government step up its efforts to combat the illegal carriage of passengers for hire or reward? 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.: 7)

Reply:

1. In 2023, the number of enforcement actions taken by the Hong Kong Police Force (HKPF) concerning illegal carriage of passengers for hire or reward was 33. The relevant tasks set out above have been undertaken by the existing staff of the HKPF



as part of its established duties. There is no separate breakdown of resources involved.

2. In 2023, 27 vehicles were detained by the Transport Department (TD) with the relevant vehicle licences suspended upon conviction by the court for illegal carriage of passengers for hire or reward.
3. TD has been implementing a number of education and publicity measures including 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 a HCP has been issued in respect of the private car concerned before the journey starts. TD will continue with the publicity efforts and work with the HKPF on information exchange to combat illegal carriage of passengers by motor vehicles for hire or reward. 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.
4. & 5. Regarding the illegal carriage of passengers for hire or reward by motor vehicles, the HKPF will continue to take actions against such offences through targeted operations, including collecting intelligence, conducting covert operations, investigating and following up on referral cases and complaint cases, etc. The HKPF will also continue to allocate appropriate resources to step up enforcement actions against illegal carriage of passengers for reward; and welcomes the public to cooperate with the HKPF, including provision of information to report illegal carriage of passengers for reward. The HKPF will follow up and investigate in a serious manner, and will take enforcement actions against such activities if there is sufficient evidence.

Since the full resumption of normal travel, cross-boundary traffic has been increasing. In January 2024, there were three arrested cases involving cross-boundary private cars engaged in illegal carriage of passengers for hire or reward. Upon conclusion of the cases and conviction by the court, the HKPF will notify TD of the details of the vehicles involved and TD will suspend the vehicle licences and direct the vehicle owners to deliver the vehicles into the custody of the Commissioner for Transport in accordance with the legislation. The Government will continue to combat the activities of illegal carriage of passengers for hire or reward, including cases involving cross-boundary private cars, through enforcement and publicity.

In addition, the Government is reviewing the existing legislation in order to deal with illegal carriage of passengers for hire or reward more effectively. The Government is also exploring the regulation of online hire car hailing platforms, so that only taxis and vehicles with HCPs can provide services through the platform, with a view to combating illegal activities. The Government plans to communicate with and listen to the views from LegCo Members, the trade and

other relevant stakeholders in the middle of this year on policy and legal perspectives involved in the relevant regulation, as well as the key considerations derived from study on overseas experiences. The relevant tasks set out above are undertaken by the existing staff of Transport and Logistics Bureau, TD and HKPF as part of their established duties. There is no separate breakdown of resources involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB237**

**(Question Serial No. 1266)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the planning and introduction of new Green Minibus (GMB) services, please advise this Committee of the following:

1. The Transport Department (TD) originally planned to introduce six new GMB routes in 2023 but finally only introduced three. What are the reasons?
2. the details of the eight new GMB routes planned to be introduced in 2024, including the routeings involved, the numbers of vehicles required, the time of tender exercise and the service commencement dates; and
3. whether the TD has any plan to introduce measures to expedite the conversion of red minibuses (RMBs) into GMBs; if yes, the details; if no, the reasons.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

1. After completing the GMB Operators Selection Exercise (GMBOSE) for 2022, TD originally planned to introduce the following six new GMB routes in the New Territories (N.T.) in 2023:
  - (a) Route No. 116 (Pak Shing Kok — Tseung Kwan O Station (Circular));
  - (b) Route No. 506 (Chi Fuk Circuit — Luen Wo Hui (Circular));
  - (c) Route No. 507 (Ma Sik Road — Fanling Station (Circular));
  - (d) Route No. 24 (Tai Po (Fu Tip Estate) — Tai Po (Kwong Fuk Road) (Circular));
  - (e) Route No. 117A (Anderson Road Quarry Development Area — Sheung Tak Public Transport Terminus); and
  - (f) Route No. 117B (Anderson Road Quarry Development Area — Yau Tong (Circular)).

New GMB routes are introduced mainly to tie in with the population intakes of new housing development projects to provide transport services for residents. Among the

above six new GMB routes, route nos. 116, 506 and 507 commenced service in 2023 as scheduled, followed by route no. 24 in March 2024. As for route nos. 117A and 117B, which will serve the Anderson Road Quarry Development Area, they are expected to commence service within 2024 the earliest upon completion of the relevant housing development projects.

2. Details of the eight GMB routes planned for 2024 are set out in the table below.

	Route	Minimum fleet size requirement	Date for publication of Gazette notice to invite applications	Service commencement date (Note)
1	N.T. Route No. 24 (Tai Po (Fu Tip Estate) — Tai Po (Kwong Fuk Road) (Circular))	3	5 August 2022	Commenced in March 2024
2	N.T. Route No. 117A (Anderson Road Quarry Development Area — Sheung Tak Public Transport Terminus)	3		Fourth quarter of 2024 (estimated)
3	N.T. Route No. 117B (Anderson Road Quarry Development Area — Yau Tong (Circular))	5		
4	Tuen Mun (Tseng Choi Street) — Lung Yat Estate (Circular)	4	30 June 2023	Second/Third quarter of 2024 (estimated)
5	Sheung Shui Station — Tong Kung Leng (equivalent to the existing N.T. Route No. 57K)	4		
6	Sheung Shui Station — Tsiu Keng (equivalent to the supplementary service route of the existing N.T. Route No. 57K)	3		
7	Sheung Shui Station — Ping Kong (equivalent to the existing N.T. Route No. 58K)	2		
8	Sheung Shui Station — Kwu Tung North Multi-welfare Services Complex	1		

Note: Service commencement dates of new GMB routes are subject to the progress of the respective housing development projects.

3. It has been the Government's established policy to encourage the conversion of RMBs to GMBs for wider service coverage and more stable operating environment, with a view

to improving their operating conditions and facilitating more effective monitoring by TD so as to ensure their service quality. To align with such policy, TD plans and develops new GMB route packages and makes public invitation for application from interested parties (including RMB operators) to run these routes through the annual Green Minibus Operators Selection Exercise. At present, when planning public transport services for major housing development projects, TD will adopt a holistic approach to consider whether a network comprising various public transport modes including franchised buses and GMBs should be provided to appropriately meet the different transport needs of the residents and at the same time expedite the conversion of RMBs to GMBs.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB238**

**(Question Serial No. 1267)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the support for implementing “Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade” for cross-boundary coaches and cross-boundary hire cars to resume services as soon as possible, please advise this Committee of the following:

- 1) the number of application received and approved since the launch of the Scheme;
- 2) the current resumption level of cross-boundary passenger transport services;
- 3) as the Scheme will expire at the end of April, whether extension will be considered; if yes, the details; if not, the reasons for that; and
- 4) the expenditure involved in the support work concerned.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

- 1) The Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade (the Scheme) was launched in April 2023 to allow eligible operators/registered vehicle owners/ferry owners of the cross-boundary passenger transport trade to apply for loans for the purpose of vehicle/ferry repair and maintenance, taking out insurance, etc., with a view to resuming services as soon as possible. As at 1 March 2024, the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) received a total of 15 loan applications from owners of cross-boundary coaches and cross-boundary hire cars. Among them, 12 applications have been approved while the remaining 3 are either overdue or have been withdrawn by the applicants.
- 2) Since the full resumption of normal travel between the Mainland and Hong Kong early last year, cross-boundary passenger flow has bounced back quickly. Operators of cross-boundary coaches and cross-boundary hire cars have gradually enhanced their services to meet passenger demand. As at 29 February 2024, there were 1 199 cross-boundary

coaches and 608 cross-boundary hire cars with valid licences, which could provide cross-boundary passenger service.

- 3) The executive agency of the Scheme (i.e. HKMCI) is required to regularly submit progress reports and final reports for the Government to closely monitor the Scheme's progress and review its effectiveness. The Government will keep in view of the operation of the Scheme and will review relevant arrangements timely, including whether to extend the application period of the Scheme.
- 4) The revised estimated expenditure for the Scheme in 2023-24 is \$3.896 million, mainly incurred for payment of originating fees and loan servicing fees to the participating lending institutions, the administrative fee to HKMCI, and the necessary out-of-pocket expenses.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB239**

**(Question Serial No. 1280)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding public car parks managed by the Government, please inform this Committee of the following:

1. The respective utilisation rates of the parking spaces for various vehicle types from 10:00 am to 6:00 pm and from 6:00 pm to 10:00 am the next day in the past three years (2021, 2022 and 2023), with a breakdown by District Council (DC) district.
2. For those parking spaces with relatively low utilisation rates, will the Government consider offering parking fee discounts to commercial vehicles? If yes, what are the details? If no, what are the reasons?
3. What are the expenditures involved in managing the public car parks?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 22)

Reply:

1. The average utilisation rates of the public car parks managed by the Transport Department (TD) during the two time periods mentioned in the question from 2021 to 2023 are at **Annex 1**. The average utilisation rates of public car parks managed by the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD) from 2021 to 2023 are set out at **Annex 2** and **Annex 3** respectively.
2. At present, the rates for van-type light goods vehicles and private cars are the same at all public car parks managed by TD (except Wong Tai Sin Car Park). The Wong Tai Sin Car Park provides 25 parking spaces for coaches/goods vehicles (over 5.5 tonnes), and its parking fees are comparable to other car parks in the adjacent areas. Given that the parking fees of the public car parks managed by TD are generally lower when compared with the nearby car parks and the average utilisation rates of most of the car parks are 80% or above, TD has no plan to provide further parking concessions for commercial vehicles at these car parks at this stage.



3. Regarding the 11 public car parks managed by TD, TD has engaged two car park operators through open tender to provide day-to-day management, operation and maintenance services. In 2023, the expenditure paid for these car park operators is about \$50 million.

**Average utilisation rates of public car parks managed by TD from 2021 to 2023**

Car park	District	Average utilisation rate (%) of parking spaces for private cars/van-type light goods vehicles					
		From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
		2021	2022	2023	2021	2022	2023
Star Ferry	Central and Western	80	81	82	25	27	31
City Hall		62	57	65	19	19	25
Rumsey Street		64	63	57	31	34	27
Kennedy Town		88	85	86	80	80	80
Tin Hau	Wan Chai	81	81	79	67	66	64
Shau Kei Wan	Eastern	83	83	80	80	80	78
Aberdeen	Southern	68	69	64	82	83	79
Sheung Fung Street	Wong Tai Sin	73	74	77	83	84	83
Wong Tai Sin (Note)		69	63	45	34	38	32
Kwai Fong	Kwai Tsing	79	80	83	75	76	76
Tsuen Wan	Tsuen Wan	84	84	86	80	80	82

Note: The figures cover coaches and goods vehicles (over 5.5 tonnes). The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

Car park	District	Average utilisation rate (%) of motorcycle parking spaces					
		From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
		2021	2022	2023	2021	2022	2023
Star Ferry	Central and Western	95	76	72	70	58	54
City Hall		86	74	77	66	60	68
Rumsey Street		90	82	93	79	75	87
Kennedy Town		71	69	74	80	78	82
Tin Hau	Wan Chai	85	79	77	86	82	78

Car park	District	Average utilisation rate (%) of motorcycle parking spaces					
		From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
		2021	2022	2023	2021	2022	2023
Shau Kei Wan	Eastern	82	80	76	87	85	81
Aberdeen	Southern	66	71	67	77	78	72
Sheung Fung Street	Wong Tai Sin	72	70	67	82	79	75
Kwai Fong	Kwai Tsing	81	79	82	83	80	80
Tsuen Wan	Tsuen Wan	73	73	64	75	72	63

**Numbers of parking spaces and their utilisation rates in fee-paying public car parks leased out by GPA from 2021 to 2023**

Car Park	District	Number of parking spaces		Average utilisation rate of parking spaces* (%)		
		Private car (PC)	Motor-cycle	2021	2022 <sup>(Note 1)</sup>	2023 <sup>(Note 2)</sup>
Queensway Government Offices	Central & Western	155	21	N/A (See <sup>Note 1)</sup> )	13%	14%
Wanchai Tower, Immigration Tower and Revenue Tower	Wan Chai	157	10		25%	13%
North Point Government Offices	Eastern	95	0		41%	40%
Chai Wan Municipal Services Building <sup>(Note 3)</sup>		39	6		91%	78%
Cheung Sha Wan Government Offices <sup>(Note 4)</sup>	Sham Shui Po	250	13		52%	49%
Tokwawan Market and Government Offices	Kowloon City	29	4		37%	36%
Trade and Industry Tower		24	0		47%	38% <sup>(Note 5)</sup>
West Kowloon Government Offices	Yau Tsim Mong	50	0		38%	39%
Shun Lee Disciplined Services Quarters <sup>(Note 3)</sup>	Kwun Tong	89	16		55%	94%
Sai Kung Government Offices	Sai Kung	70	0		18%	12%
Sha Tin Government Offices	Sha Tin	122	22		42%	49%
New Territories (Shatin) Forensic Medicine Centre <sup>(Note 3)</sup>		50	0		-	13% <sup>(Note 6)</sup>
Tai Po Government Offices	Tai Po	69	4		59%	63%
Tuen Mun Government Offices	Tuen Mun	42	0		23%	23%
Yuen Long District Office Building	Yuen Long	43	0		47%	46%
North District Government Offices	North	96	0		26%	36%
Heung Yuen Wai Boundary Control Point <sup>(Note 3)</sup>		415	36		-	45% <sup>(Note 7)</sup>
Hong Kong – Zhuhai – Macao Bridge Hong Kong Port <sup>(Note 3)</sup>	Islands	673	25		1%	26%

Notes:

- \* GPA does not have information on the utilisation rates of the parking spaces during the two time periods from 10:00 am to 6:00 pm and from 6:00 pm to 10:00 am.
- (1) These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from April to December 2022 provided by the contractors. GPA does not have the statistics on the utilisation rates of the car parks before April 2022.
- (2) These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from January to December 2023 provided by the contractors.
- (3) The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, New Territories (Shatin) Forensic Medicine Centre, Heung Yuen Wai Boundary Control Point and Hong Kong – Zhuhai – Macao Bridge Hong Kong Port are full-time fee-paying public car parks. The remaining properties in the table above are government joint-user general office buildings (JUBs) and their car parks are open for public use during non-office hours only.
- (4) A portion of the fee-paying public car park in the building provides 24-hour parking spaces. The remaining parking spaces are for user departments of the JUBs and are open for public use during non-office hours only.
- (5) As the fee-paying public car park at Trade and Industry Tower has ceased operation from 10 October 2023 till now, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from April 2022 to September 2023 are provided.
- (6) As the car park at New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.
- (7) As the car park at Heung Yuen Wai Boundary Control Point commenced operation on 17 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.

**Utilisation rates of public car parks managed by LCSD from 2021 to 2023\***

<b>District</b>	<b>Average utilisation rate (%)</b>		
	<b>2021</b>	<b>2022</b>	<b>2023</b>
Central and Western	54%	37%	54%
Wan Chai	53%	52%	58%
Eastern	73%	73%	69%
Southern	17%	16%	17%
Yau Tsim Mong	36%	40%	38%
Sham Shui Po	18%	15%	22%
Kowloon City	65%	60%	57%
Wong Tai Sin	20%	17%	19%
Kwun Tong	49%	53%	53%
Tsuen Wan	27%	28%	33%
Tuen Mun	59%	55%	59%
Yuen Long	56%	55%	63%
North	56%	57%	64%
Tai Po	28%	27%	26%
Sai Kung	49%	44%	50%
Sha Tin	62%	60%	70%
Kwai Tsing	34%	30%	36%
Islands	30%	27%	23%

\* LCSD does not have information on the utilisation rates of the parking spaces during the two time periods from 10:00 am to 6:00 pm and from 6:00 pm to 10:00 am.

- End -

**CONTROLLING OFFICER'S REPLY****TLB240****(Question Serial No. 1965)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

It is mentioned under “Building the Hong Kong Brand on All Fronts” in the Budget Speech that the Government will build Hong Kong as a premier destination for business and tourism. To this end, our tourism supporting services also require further strengthening. In this connection, will the Government inform this Committee of the following:

1. What are the numbers of registered non-franchised buses in each of the past three years?
2. What are the numbers of applications received, approved, rejected and being processed for different service endorsements in each of the past three years (to be set out in tabular form with a breakdown by service sub-type)?
3. Having regard to the current number of licence applications, has the Government considered increasing the quotas for application to meet future tourism needs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 31)Reply:

1. The numbers of registered non-franchised public buses in each of the past three years are tabulated as follows :

<b>Year (as at the end of the year)</b>	<b>Number of registered non-franchised public buses in each year</b>
2021	6 995
2022	6 905
2023	6 921

2. The numbers of applications for different service endorsements for non-franchised public buses in each of the past three years are tabulated as follows:

Year	No. of applications	Type of service endorsements						
		A01 Tour Service	A02 Hotel Service	A03 Student Service	A04 Employees' Service	A05 Internat- ional Passenger Service	A06 Residents' Service	A08 Contract Hire Service
2021	Received	171	24	110	308	1	19	224
	Approved	150	25	127	302	1	6	202
	Rejected	0	1	0	0	0	16	9
	Being processed	0	0	0	0	0	0	0
2022	Received	134	26	62	255	0	26	171
	Approved	139	17	74	251	0	3	165
	Rejected	0	1	0	0	0	16	13
	Being processed	0	0	0	0	0	0	0
2023	Received	149	41	60	270	0	10	240
	Approved	137	37	56	278	0	4	209
	Rejected	0	1	0	6	0	10	18
	Being processed	0	0	0	0	0	1	0

Note 1: As the processing of applications received in a year may not be completed in the same year, the total number of applications approved, rejected and being processed in each year may not correspond with the number of applications received during the same year.

Note 2: The numbers of applications tabulated above are the numbers of new applications received for service endorsements for non-franchised public buses in each year, excluding renewal applications.

- Non-franchised bus operators will apply for the relevant service endorsements for provision of services subject to market demand. The Government has not set a quota for the number of tour service endorsements. After receiving an application from an operator, the Government will take into account the market demand in considering whether to approve the relevant service endorsement.

- End -



**CONTROLLING OFFICER'S REPLY****TLB241****(Question Serial No. 1966)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

It is mentioned in the Budget speech that the Government will enhance local group-tour activities and improve transport ancillary facilities and arrangements to enable the public and visitors to travel at ease. In this connection, will the Government inform this Committee of the following:

1. What are the numbers of parking spaces and picking-up/setting-down facilities for coaches in Yau Ma Tei, Tsim Sha Tsui, Mong Kok, Kowloon City, Kai Tak and North Point in the past three years (set out by location)?
2. With the recovery of the tourism industry, there is an acute shortage of parking spaces for coaches near various new attractions such as the Hong Kong Palace Museum and K11 Musea, causing heavy congestion around the area. In this connection, what measures does the Government have to speed up the provision of additional parking spaces for various types of commercial vehicles?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 32)Reply:

1. The numbers of parking spaces and picking-up/setting-down facilities for coaches in Yau Tsim Mong district (including Yau Ma Tei, Tsim Sha Tsui and Mong Kok), Kowloon City district (including Kowloon City and Kai Tak) and Eastern District (including North Point) in the past three years are set out in the table below:

District	As at	Number of parking spaces for coaches	
		Parking spaces	Picking-up/setting-down facilities
Yau Tsim Mong	February 2024	268	92
	February 2023	255	67
	February 2022	264	67
Kowloon City	February 2024	255	6
	February 2023	232	8

District	As at	Number of parking spaces for coaches	
		Parking spaces	Picking-up/ setting-down facilities
	February 2022	260	8
Eastern District	February 2024	325	130
	February 2023	333	130
	February 2022	333	130

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 but not limited to the following measures:
- (a) designating suitable on-street locations as night-time parking spaces and providing on-street parking spaces and picking-up/setting-down facilities;
  - (b) 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 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.

Following a discussion between the Transport Department (TD) and the West Kowloon Cultural District (WKCD) Authority, there has been an increase in the provision of parking spaces and picking-up/setting-down facilities for coaches within and in the vicinity of WKCD, with the number of picking-up/setting-down facilities for coaches in WKCD increased from five to eight, and six coach parking spaces added. It has also provided 15 additional picking-up/setting-down facilities for coaches along the section of Austin Road West connecting WKCD and Museum Drive.

For the area around K11 MUSEA and Tsim Sha Tsui waterfront, TD has been keeping in view the traffic in the area and communicating with local stakeholders to increase the provision of parking spaces and picking-up/setting-down facilities for coaches at suitable locations. Currently, there are 16 on-street parking spaces and 20 on-street picking-up/setting-down facilities for coaches at Salisbury Road, Chatham Road South, Cameron Road and Science Museum Square in the area. To increase the vehicle turnover rate at picking-up/setting-down facilities for coaches in the vicinity of tourist attractions and prevent the picking-up/setting-down activities from obstructing the traffic on Salisbury Road, TD has reached a consensus with the tourism industry to follow the arrangement of segregating picking-up and setting-down activities, i.e. setting down passengers at Chatham Road South, and picking up passengers at Salisbury

Road when all passengers have arrived. TD has also reached a consensus with the Leisure and Cultural Services Department and the Avenue of Stars Management Ltd. to clearly designate coach pick-up and queuing areas at Salisbury Road to enhance crowd management.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB242**

**(Question Serial No. 1967)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under the heading “Better Use of the Harbourfront Resources” in the Budget speech that our magnificent Victoria Harbour, with its stunning harbourfront, is a natural beauty. The tourism sector has developed a variety of tourism products with characteristics such as night tours at Victoria Harbour and blue marine tours to offer more diversified experiences. In this connection, will the Government inform this Committee of the following:

1. the monthly usage of Runway Park Pier Landing No. 1, Landing No. 2, King Wan Street Landing, Tsim Sha Tsui Landing No. 5, Tsim Sha Tsui Landing No. 2, Tsim Sha Tsui Landing No. 1, Kwei Chow Street Landing No. 1 and Kwei Chow Street Landing No. 2 in the past three years, and the numbers of coach parking spaces nearby (with a breakdown by location);
2. details of refurbishment of ancillary facilities at the above landing steps in the past three years, including roof cover of the pier and the number of toilets (with a breakdown by location); and
3. Given that the usage of Tsim Sha Tsui Landing No. 1 has already exceeded its handling capacity, will the Government take measures to speed up the provision of temporary piers for the berthing of ferries? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 33)

Reply:

In consultation with the relevant departments (including the Civil Engineering and Development Department (CEDD) and Leisure and Cultural Services Department (LCSD)), the Transport Department (TD) provides a consolidated reply as follows:

1. TD conducted a utilisation survey on the landing facilities under its management (including public piers and landing steps) from 2021 to 2022. However, this survey was conducted during the COVID-19 pandemic, which affected the normal usage of the landing steps and hence the vessel utilisation was on the low side. Therefore, the table below also provides the findings of the previous survey conducted from 2019 to 2020 (before the pandemic) for reference. The numbers of coach parking spaces near the landing steps are also shown in the following table:

Landing facility	Daily utilisation of the facility <sup>(Note 1)</sup> (No. of vessels)				Current numbers of coach parking spaces nearby
	2019 to 2020 Survey		2021 to 2022 Survey		
	Weekdays or Saturdays	Sundays or public holidays	Weekdays or Saturdays	Sundays or public holidays	
Runway Park Pier Landing No. 1	7	5	0	0	20 in total
Runway Park Pier Landing No. 2	1	4	0	0	
King Wan Street Landing	11	18	5	3	28 in total
Kwei Chow Street Landing No. 1 <sup>(Note 2)</sup>	N/A	N/A	108	27	
Kwei Chow Street Landing No. 2 <sup>(Note 2)</sup>			36	18	
Tsim Sha Tsui Landing No. 1 <sup>(Note 3)</sup>	--	--	--	--	12 in total
Tsim Sha Tsui Landing No. 2	1	2	0	1	
Tsim Sha Tsui Landing No. 5	11	5	0	0	

Note 1: The surveys were conducted between 7 a.m. and 8 p.m. on a normal weather day.

Note 2: Kwei Chow Street Landings No. 1 and No. 2 were formerly known as Ma Tau Kok Public Pier, which was demolished in 2020 to facilitate the works of the Central Kowloon Route Project and reprovisioned as Kwei Chow Street Landings No. 1 and No. 2 at the nearby locations pending completion of the project.

Note 3: Tsim Sha Tsui Landing No. 1 is currently managed by LCSD and it does not have the information on its utilisation.

2. Landing steps are public landing facilities which are provided for use by all local vessels mainly for the purposes of passenger embarkation and disembarkation but not mooring. The above public landing steps are managed by TD except the Tsim Sha Tsui Landing

No. 1 which is managed by LCSD. The refurbishment and maintenance works of the facilities are undertaken by CEDD. Although the landing steps are not equipped with roof covers or toilets as their ancillary facilities, public toilets are available in the vicinity of most of the landing steps and there are also toilets in nearby shopping malls.

3. From time to time, the Government reviews the condition of public landing facilities and gauges views from stakeholders to improve the design and usage arrangement of landing facilities. At present, there are one public pier (i.e. Kowloon Public Pier near the Star Ferry Pier) and three public landing steps (Tsim Sha Tsui Landings No. 1, No. 2 and No. 5 on the East Tsim Sha Tsui harbourfront) for vessels to pick up and set down passengers in the Tsim Sha Tsui harbourfront area. According to the findings of TD's utilisation surveys on the facilities (see the table above), the utilisation of Tsim Sha Tsui Landings No. 2 and No. 5 is not high. Vessel operators and the public using Tsim Sha Tsui Landing No. 1 may also use Landings No. 2 and No. 5 nearby for passenger embarkation and disembarkation.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB243**

**(Question Serial No. 1968)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that to facilitate the visit by members of the public and tourists to Greater Bay Area (GBA) cities to watch the upcoming 15th National Games and to further enhance the connectivity of GBA, "Northbound Travel for Hong Kong Vehicles" (the Scheme) was launched on 1 July 2023. In this connection, will the Government inform this Committee of the following:

1. Monthly traffic flow of private cars, goods vehicles and coaches on the Hong Kong-Zhuhai-Macao Bridge (HZMB) from 1 July 2023 to March 2024 (to be set out in tabular form and broken down by vehicle type).
2. Monthly traffic flow of various vehicle types on HZMB in 2019 (to be set out in tabular form and broken down by vehicle type).
3. The HZMB Authority implemented the toll-free policy for small passenger vehicles from 29 September to 6 October 2023 and from 9 to 17 February 2024. Please provide a table comparing the traffic flow during these two periods with that of the corresponding periods of the previous years.
4. The Shenzhen-Zhongshan Link (SZL) will be commissioned within 2024, providing GBA residents with greater convenience in living. As there are views that the relatively high toll of HZMB will stifle its utilisation rate after the commissioning of SZL, will the Government consider lowering the toll of HZMB? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 34)

Reply:

- 1-2. Figures on the monthly traffic flow of private cars, goods vehicles and buses on the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2019 and from July 2023 to March 2024 are tabulated as follows:

	<b>Private car</b> <sup>(Note 1)</sup>	<b>Goods vehicle</b> <sup>(Note 2)</sup>	<b>Bus</b> <sup>(Note 3)</sup>
<b>2019</b>			
January 2019	44 863	7 020	53 784
February 2019	55 117	3 429	56 198
March 2019	60 954	8 407	59 472
April 2019	68 921	7 831	65 541
May 2019	79 217	7 412	61 917
June 2019	72 448	7 362	56 003
July 2019	75 220	8 271	57 639
August 2019	72 701	8 081	51 453
September 2019	65 838	7 918	38 163
October 2019	78 290	7 740	37 281
November 2019	71 447	7 648	32 586
December 2019	77 530	8 060	39 352
<b>July 2023 to March 2024</b>			
July 2023	129 427	25 538	42 640
August 2023	153 973	28 606	47 344
September 2023	147 290	27 454	36 662
October 2023	198 555	27 004	45 843
November 2023	200 308	29 007	43 344
December 2023	255 688	26 216	54 661
January 2024 <sup>(Note 4)</sup>	231 538	26 401	47 412
February 2024 <sup>(Note 4)</sup>	271 397	18 863	53 151
March 2024 <sup>(Note 4)</sup> (as at 7 March)	36 195	5 911	10 691

Source: HZMB Authority

Notes:

- (1) Including cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars under the “Northbound Travel for Hong Kong Vehicles” and “HZMB Macao Port Park-and-Ride Scheme”
- (2) Including container trucks
- (3) Including cross-boundary buses serving between Hong Kong and the Mainland/Macao and cross-boundary shuttle buses serving between the Hong Kong Port and Zhuhai Port/Macao Port of HZMB
- (4) Figures for the period from January to March 2024 are provisional

3. Under the Implementation Plan for the Toll-free Policy on Small Passenger Vehicles during Major Festivals and Holidays of the State Council currently in force, the toll for private cars using the HZMB was waived during the National Day Golden Week from 29 September to 6 October 2023 and the Lunar New Year Golden Week from 9 to 17 February 2024. Figures of vehicular flow during the periods of National Day Golden Week and Lunar New Year Golden Week in 2022-23 and 2023-24 are tabulated as follows:



	<b>Private car</b> <sup>(Note 5)</sup>
<b>National Day Golden Week</b>	
1 to 7 October 2022	31
29 September to 6 October 2023	69 392
<b>Lunar New Year Golden Week</b>	
21 to 27 January 2023	9 514
9 to 17 February 2024	122 502

Source: HZMB Authority

Note:

(5) Including cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars under the “Northbound Travel for Hong Kong Vehicles” and “HZMB Macao Port Park-and-Ride Scheme”. Volume of vehicular flow in 2022 was impacted by the anti-epidemic measures implemented in the Mainland, Hong Kong and Macao at that time.

4. The HZMB Authority was established pursuant to the Mainland laws as a non-profit-making public institution legal person to be responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB, and collection of tolls (as well as determining the toll level) from vehicles using the HZMB. The Government will continue to liaise closely with the HZMB Authority, with a view to providing greater convenience for motorists.

- End -

**CONTROLLING OFFICER'S REPLY****TLB244****(Question Serial No. 2874)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please advise this Committee in the table form below of the following details before the takeover of the Western Harbour Crossing (WHC), during “633” fixed tolling and during time-varying tolling:

1. the traffic flows of the three road harbour crossings (RHCs) at each peak hour on weekdays;

Average cross-harbour tunnel traffic flow (two-way) on weekdays in vehicles	Before the takeover of WHC			During “633” fixed tolling			During time-varying tolling					
				WHC	CHT	EHC	WHC	CHT	EHC	WHC	CHT	EHC
07:30 - 08:30												
08:30 - 09:30												
09:30 - 10:15												
16:30 - 17:30												
17:30 - 18:30												
18:30 - 19:00												
whole day												

traffic flow												
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2. for private cars only, the traffic flows of the three RHCs at each peak hour on weekdays; and

Private cars: Average cross-harbour tunnel traffic flow (two-way) on weekdays in vehicles	Before the takeover of WHC			During “633” fixed tolling			During time-varying tolling					
				WHC	CHT	EHC	WHC	CHT	EHC	WHC	CHT	EHC
07:30 - 08:30												
08:30 - 09:30												
09:30 - 10:15												
16:30 - 17:30												
17:30 - 18:30												
18:30 - 19:00												
Whole day traffic flow												

3. for taxis only, the traffic flows of the three RHCs at each peak hour on weekdays.

Taxis: Average cross-harbour tunnel traffic flow (two-way) on weekdays in vehicles	Before the takeover of WHC			During “633” fixed tolling			During time-varying tolling					
				WHC	CHT	EHC	WHC	CHT	EHC	WHC	CHT	EHC

07:30 - 08:30												
08:30 - 09:30												
09:30 - 10:15												
16:30 - 17:30												
17:30 - 18:30												
18:30 - 19:00												
Whole day traffic flow												

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 4)

Reply:

1. To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department (TD) has been closely monitoring the traffic condition following the implementation of the new tolls (in particular the traffic conditions of the connecting roads tailing back from the tunnel entrances). With adjustments to commuting patterns made by motorists, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated. The traffic flows of the three RHCs at each peak hour on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annexes 1 and 2**.
2. The traffic flows of private cars at the three RHCs at each peak hour on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annexes 3 and 4**.
3. The traffic flows of taxis at the three RHCs at each peak hour on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annexes 5 and 6**.

**Average Cross-Harbour Traffic Flows (Two-way) at Peak Hours on Weekdays (in Vehicles)<sup>1</sup>  
Before the Government's Takeover of the Western Harbour Crossing**

Average cross-harbour traffic flow (two-way) on weekdays (in vehicles)	Before the takeover of WHC <sup>3</sup>			
	WHC	CHT	EHC	Total
07:00 – 08:00 <sup>2</sup>	2 300	5 300	3 300	10 900
08:00 – 09:00 <sup>2</sup>	5 400	5 700	5 500	16 600
09:00 – 10:00 <sup>2</sup>	5 800	5 900	5 300	17 000
17:00 – 18:00 <sup>2</sup>	4 700	5 800	5 000	15 500
18:00 – 19:00 <sup>2</sup>	5 600	5 900	5 500	17 000
19:00 – 20:00 <sup>2</sup>	3 800	5 700	4 600	14 100
Whole day traffic flow	66 900	110 700	76 300	253 900

**Notes:**

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. HKeToll had not yet been fully implemented at the three RHCs before the takeover of the WHC (i.e. before 2 August 2023). Hence the tunnel operators can only provide hourly data of cross-harbour traffic at full hour.
3. The cross-harbour traffic flow on weekdays in July 2023
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-Way) at Peak Hours on Weekdays (in Vehicles)<sup>1</sup>  
after Implementation of the “633” Fixed Toll Plan and the Time-varying Toll Plan**

Average cross-harbour traffic flow (two-way) on weekdays (in vehicles)	“633” fixed tolling <sup>2</sup>				Time-varying tolling <sup>3</sup>			
	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
07:30 – 08:30	5 700	5 600	5 500	16 800	6 200	5 100	5 000	16 300
08:30 – 09:30	6 700	5 500	5 500	17 700	6 900	5 200	5 100	17 200
09:30 – 10:30	6 100	5 400	5 000	16 500	6 600	5 100	4 800	16 500
16:30 – 17:30	5 700	5 500	4 900	16 100	6 000	5 200	4 400	15 600
17:30 – 18:30	6 900	5 500	5 500	17 900	6 700	5 400	5 200	17 300
18:30 – 19:30	6 300	5 400	5 300	17 000	6 400	5 300	4 900	16 600
Whole day traffic flow	87 300	104 900	79 200	271 500	100 900	94 800	74 300	270 000

**Notes:**

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. The period from 4 to 8 December 2023
3. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Private Cars at Peak Hours on Weekdays (in Vehicles)<sup>1</sup>  
Before the Government's Takeover of the Western Harbour Crossing**

Average cross-harbour traffic flow (two-way) of private cars on weekdays (in vehicles)	Before the takeover of WHC <sup>3</sup>			
	WHC	CHT	EHC	Total
07:00 – 08:00 <sup>2</sup>	900	2 600	1 700	5 200
08:00 – 09:00 <sup>2</sup>	2 400	2 800	3 000	8 200
09:00 – 10:00 <sup>2</sup>	2 500	2 500	2 600	7 600
17:00 – 18:00 <sup>2</sup>	2 300	3 100	2 800	8 200
18:00 – 19:00 <sup>2</sup>	3 000	3 500	3 200	9 700
19:00 – 20:00 <sup>2</sup>	1 900	3 500	2 600	8 000
Whole day traffic flow	29 500	50 900	37 400	117 800

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. HKeToll had not yet been fully implemented at the three RHCs before the takeover of WHC (i.e. before 2 August 2023). Hence the tunnel operators can only provide hourly cross-harbour traffic data at full hour.
3. The cross-harbour traffic flow on weekdays in July 2023
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Private Cars at Peak Hours on Weekdays (in Vehicles)<sup>1</sup>  
after Implementation of the “633” Fixed Toll Plan and the Time-varying Toll Plan**

<b>Average cross-harbour traffic flow (two-way) of private cars on weekdays (in vehicles)</b>	<b>“633” fixed tolling <sup>2</sup></b>				<b>Time-varying tolling <sup>3</sup></b>			
	<b>WHC</b>	<b>CHT</b>	<b>EHC</b>	<b>Total</b>	<b>WHC</b>	<b>CHT</b>	<b>EHC</b>	<b>Total</b>
07:30 – 08:30	3 100	3 300	3 600	10 000	3 100	3 300	3 100	9 500
08:30 – 09:30	3 400	2 600	3 300	9 300	3 000	3 000	2 900	8 900
09:30 – 10:30	2 800	2 300	2 700	7 800	2 600	2 600	2 400	7 600
16:30 – 17:30	3 200	2 900	3 000	9 100	3 100	3 300	2 600	9 000
17:30 – 18:30	4 200	3 200	3 800	11 200	3 800	3 700	3 500	11 000
18:30 – 19:30	3 900	3 400	3 700	11 000	3 800	3 700	3 400	10 900
Whole day traffic flow	43 200	51 800	46 100	141 100	50 200	53 300	42 300	145 700

**Notes:**

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. The period from 4 to 8 December 2023
3. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
4. Breakdowns may not add up to total due to rounding.



**Average Cross-Harbour Traffic Flows (Two-way) of Taxis at Peak Hours on Weekdays (in Vehicles)<sup>1</sup>  
Before the Government's Takeover of the Western Harbour Crossing**

Average cross-harbour traffic flow (two-way) of taxis on weekdays (in vehicles)	Before the takeover of WHC <sup>3</sup>			
	WHC	CHT	EHC	Total
07:00 – 08:00 <sup>2</sup>	500	600	500	1 600
08:00 – 09:00 <sup>2</sup>	1 000	400	800	2 200
09:00 – 10:00 <sup>2</sup>	1 100	400	800	2 300
17:00 – 18:00 <sup>2</sup>	800	400	600	1 800
18:00 – 19:00 <sup>2</sup>	900	500	600	2 000
19:00 – 20:00 <sup>2</sup>	800	700	700	2 200
Whole day traffic flow	14 700	19 200	14 100	48 000

**Notes:**

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. HKeToll had not yet been fully implemented at the three RHCs before the takeover of WHC (i.e. before 2 August 2023). Hence the tunnel operators can only provide hourly cross-harbour traffic data at full hour.
3. The cross-harbour traffic flow on weekdays in July 2023
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Taxis at Peak Hours on Weekdays (in Vehicles)<sup>1</sup>  
after Implementation of the “633” Fixed Toll Plan and the Time-varying Toll Plan**

Average cross-harbour traffic flow (two-way) of taxis on weekdays (in vehicles)	“633” fixed tolling <sup>2</sup>				Time-varying tolling <sup>3</sup>			
	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
07:30 – 08:30	1 300	200	600	2 100	1 200	500	600	2 300
08:30 – 09:30	1 700	200	700	2 600	1 600	500	800	2 900
09:30 – 10:30	1 700	300	800	2 800	1 600	600	900	3 100
16:30 – 17:30	1 300	300	600	2 200	1 100	500	600	2 200
17:30 – 18:30	1 400	300	600	2 300	1 300	500	600	2 400
18:30 – 19:30	1 500	300	700	2 500	1 300	600	700	2 600
Whole day traffic flow	26 400	13 500	14 000	53 900	23 300	17 000	13 700	54 000

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. The period from 4 to 8 December 2023
3. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
4. Breakdowns may not add up to total due to rounding.

- End -

**CONTROLLING OFFICER'S REPLY****TLB245****(Question Serial No. 2877)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), it is mentioned that the Transport Department will assist the Transport and Logistics Bureau in taking forward the incorporation of suitable e-payment platforms into the Scheme during 2024-25. Please advise this Committee of the following:

1. Respective percentages of transport fare revenue received by various public transport service operators through cash, Octopus, other electronic payment means (including QR code payment, contactless credit card payment and mobile payment) last year, with a tabulated breakdown by mode of public transport.
2. Whether there are specific implementation plans and timetable for the incorporation of other e-payment systems into the Scheme. If suitable e-payment systems have been identified, please provide details.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 7)Reply:

1. The respective percentages of fare revenue received by the major public transport service operators through different payment means in 2023 are as follows:

Payment means	Respective percentages of fare revenue received through different payment means
	2023
<b>Railway</b>	
Cash	6.5%
Octopus	88.5%
Other electronic payment (e-	5.0%

Payment means	Respective percentages of fare revenue received through different payment means
	2023
payment) means <sup>Note 1</sup>	
<b>Franchised Bus</b>	
Cash	2.9%
Octopus	95.5%
Other e-payment means <sup>Note 1</sup>	1.6%
<b>Ferry</b>	
Cash	7.4%
Octopus	91.6%
Other e-payment means <sup>Note 2</sup>	1.0%
<b>Tram</b>	
Cash	13.3%
Octopus	77.3%
Other e-payment means <sup>Note 1</sup>	9.4%

Note 1: Including QR code payment, contactless credit card payment and mobile payment.

Note 2: Including QR code payment.

Due to the large number of public light bus operators, the Government does not have information on the respective percentages of fare revenue received by these operators through different payment means.

2. We note the increasing popularity of various e-payment platforms. The Government is now actively discussing with individual e-payment system operators and making preparations for the incorporation of new e-payment systems into the Public Transport Fare Subsidy Scheme (the Scheme). When incorporating suitable e-payment systems into the Scheme, we need to consider whether the relevant e-payment platform has been generally adopted by various public transport service operators for the collection of transport fares. Besides, as the Scheme involves processing a large volume of transaction data every day, e-payment platforms to be incorporated will need to meet certain operational requirements, including those concerning the uploading and verification of transaction records of the payment systems, subsidy calculation and disbursement, monitoring mechanism, etc. so as to ensure the smooth operation of the Scheme.

- End -

**CONTROLLING OFFICER'S REPLY****TLB246****(Question Serial No. 2884)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the operation of the “Franchised Bus Toll Exemption Fund”, please provide in the following table the amount of tolls for government tunnels and control areas exempted for each franchised bus operator in the past year:

Tunnel/Road	KMB	LW	CTB	NLB	Total
1.Cross-Harbour Tunnel					
2.Eastern Harbour Crossing					
3.Western Harbour Crossing					
4.Lion Rock Tunnel					
5.Tate's Cairn Tunnel					
6.Shing Mun Tunnel					
7.Aberdeen Tunnel					
8.Tsing Sha Control Area					
Total government toll [% of operating costs] [% of fare revenue]					

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 14)

Reply:

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 franchised bus operators. 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 amount of tolls for government tunnels and control areas exempted under the Fund in 2023 by franchise is set out below:

<b>Franchise</b> <sup>Note 1</sup> <b>Tunnel/Road</b>	<b>KMB</b> <b>(\$'000)</b>	<b>LW</b> <b>(\$'000)</b>	<b>CTB</b> <b>(Urban and</b> <b>New</b> <b>Territories)</b> <small>Note 2</small> <b>(\$'000)</b>	<b>CTB</b> <b>(F2)</b> <b>(\$'000)</b>	<b>Total</b> <small>Note 3</small> <b>(\$'000)</b>
1. Cross Harbour Tunnel	18,149	-	14,919	264	33,332
2. Eastern Harbour Crossing	30,536	-	29,617	125	60,278
3. Western Harbour Crossing	31,014	-	43,557	7,862	82,433
4. Lion Rock Tunnel	8,199	-	498	13	8,710
5. Tate's Cairn Tunnel	52,783	-	10,702	1	63,486
6. Shing Mun Tunnel	4,348	743	7	8	5,106
7. Aberdeen Tunnel	485	-	4,260	25	4,770
8. Tsing Sha Control Area	3,130	333	751	21	4,235
<b>Total</b> <sup>Note 4</sup> <b>(\$'000)</b>	<b>148,644</b>	<b>1,076</b>	<b>104,311</b>	<b>8,319</b>	<b>262,350</b>

Note 1:

- KMB: The Kowloon Motor Bus Company (1933) Limited
- CTB (F2): Citybus Limited (Franchise for Airport and North Lantau bus network)
- CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories bus network)
- LW: Long Win Bus Company Limited

Note 2:

As decided by the Chief Executive in Council, the franchises of Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour bus network) and New World First Bus Services Limited were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing at 4 a.m. on 1 July 2023. The amounts of tolls for government

tunnels and control areas exempted for the two franchises before the merger in the year are reflected in the account of CTB (Urban and New Territories) as shown in the table above.

Note 3:

New Lantao Bus Company (1973) Limited operates no route via government tolled tunnels, and thus has not benefited from the toll exemption.

Note 4:

Since franchised bus operators have not published their annual accounts for 2023, the percentages of their operating costs and fare revenue in the total government tolls are not available at the moment.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB247**

**(Question Serial No. 2885)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the past two years, the average vehicle speeds in the urban area and the New Territories during the morning peak hours were 23km/hour and 40km/hour respectively. It is expected that the average vehicle speeds in these areas will remain unchanged in 2024. Please inform this Committee of the following:

1. Which are the representative routes of road networks in various districts that have been chosen for measuring average vehicle speeds? Please provide a breakdown of the average vehicle speeds of various routes.
2. Has the Government evaluated with the data obtained the impact of the time-varying tolls at road harbour crossings (RHCs) on the average vehicle speeds? Has there been any change in the average vehicle speeds at the following stages: before the Government's takeover of the Western Harbour Crossing (WHC); when implementing the "633" toll plan; and at the stage of implementing time-varying tolls?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 15)

Reply:

1. The Transport Department (TD) conducts a comprehensive car journey time survey on an annual basis to gather the journey time of strategic roads in Hong Kong during peak hours on weekdays. This survey collects the journey time of different road sections from more than 1 700 checkpoints, and conducts data analysis by taking into holistic account traffic-related factors of various road sections during the survey period, thereby calculating the average speeds of all vehicles in various districts during peak hours.

The average vehicle speeds in various districts are not directly equivalent to the mean of vehicular speeds on individual road sections in the district, but derived from professional analysis and weighting with consideration to various factors, such as the traffic flow on different road sections, the time and road condition during the survey period. Since the computation involves numerous parameters, the analysis has to be



done by computer programme. Hence the vehicular speeds of individual road sections cannot be set out summarily.

2. To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department (TD) has been closely monitoring the traffic condition following the implementation of the new tolls (in particular the traffic conditions of the connecting roads tailing back from the tunnel entrances). With adjustments to commuting patterns made by motorists in response to the adjusted toll, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated. Regarding the roads connecting to the entrances of the three RHCs, the average vehicle speeds there on weekdays (i.e. Mondays to Fridays, except public holidays) after the implementation of the “633” fixed toll plan and the time-varying tolls are set out at **Annexes 1 and 2** respectively.

**Average Vehicle Speeds of Southbound Traffic During Weekday Morning Peak Hours  
Before and After the Implementation of “633” Fixed Toll Plan<sup>1,5</sup>**

Average vehicle speed (km/hour) during the morning peak hours <sup>2</sup>	WHC	CHT	EHC
Before the implementation of “633” fixed toll plan <sup>3</sup>	69	18	34
After the implementation of “633” fixed toll plan <sup>4</sup>	59	19	42

**Notes:**

1. The average vehicle speeds from the end of the longest traffic queues to the tunnel entrances before or after the implementation of the new tolls
2. “Morning peak hours” refer to 0730 to 1030 hours on weekdays (three hours in total).
3. The period from 24 to 28 July 2023, i.e. before the takeover of the WHC by the Government
4. The period from 7 to 11 August 2023
5. The average vehicle speeds are calculated based on data collected by traffic detectors on relevant road sections.

**Average Vehicle Speeds of Southbound Traffic During Weekday Morning Peak Hours  
Before and After the Implementation of Time-varying Tolls <sup>1,5</sup>**

Average vehicle speed (km/hour) during morning peak hours <sup>2</sup>	WHC	CHT	EHC
Before the implementation of time-varying tolls <sup>3</sup>	56	14	33
After the implementation of time-varying tolls <sup>4</sup>	53	24	40

**Notes:**

1. The average vehicle speeds from the end of the longest traffic queues to the tunnel entrances before or after the implementation of the new tolls
2. “Morning peak hours” refer to 0730 to 1030 hours on weekdays (three hours in total)
3. The period from 4 to 8 December 2023
4. Mondays to Fridays in February 2024, excluding public holidays and days affected (for example: the Lunar New Year’s Eve, the fifth day to the seventh day of the Lunar New Year)
5. The average vehicle speed is calculated based on data collected by traffic detectors on relevant road sections.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB248**

**(Question Serial No. 2886)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Estimates that the Government will tighten the requirement of using child restraining devices (CRDs) in private cars in 2024-25. Please inform this Committee of the following:

1. How does the Government plan to tighten the requirement of using CRDs in private cars? What are the tentative policy directions?
2. Will the Government consider making it mandatory for children below a certain age to also use an approved CRD while sitting in the rear seat of a private car?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 16)

Reply:

To further enhance the safety of child passengers, the Government is considering amending the legislation to tighten the requirement for using child restraining devices (CRDs) on child passengers in private cars.

We consulted the Legislative Council Panel on Transport, the Transport Advisory Committee, the Road Safety Council and the Road Safety Research Committee between July and August 2022. We proposed that child passengers aged 7 or less, irrespective of sitting in the front or rear seats, must use CRDs in private cars, unless they reach a body height of 1.35m. Members generally supported the proposed legislative amendments and put forward a number of other views. The Transport Department is actively following up on the views collected and examining their feasibility in details. Meanwhile, we are working on the drafting of the legislative amendments, aiming to submit the proposed legislative amendments to the Legislative Council for scrutiny within 2024.

- End -

**CONTROLLING OFFICER'S REPLY****TLB249****(Question Serial No. 2888)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

For Subhead 700 of Operating Account, it is shown that the approved estimate of general non-recurrent expenses for 2023-24 is \$1.071 billion while the revised estimate has been significantly reduced to \$740 million. What are the reasons? Please set out the details of expenses of Items 845, 855, 862, 890, 892, 89P, 89Q, 8A6 and 8A7 under Subhead 700.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 18)

Reply:

The revised estimate of general non-recurrent expenses for 2023-24 is \$740 million, which is about \$330 million lower than the approved estimate. This is mainly due to decrease in cash flow requirement for the following two general non-recurrent items:

- (a) Item 89P - Set up a Smart Traffic Fund (the Fund)  
The approved estimate for 2023-24 is \$230 million. The Secretariat for the Fund subsequently took into account the actual number of processed applications in 2022-23 and adjusted the estimate for the number of projects to be approved in 2023-24 by lowering the revised estimate for 2023-24 to about \$130 million; and
- (b) Item 89Q - Vessel Subsidy Scheme for outlying island ferry routes  
The difference between the approved estimate and the revised estimate is about \$230 million, which is mainly due to the adjustment in the construction schedule of some new vessels and the corresponding deferral of the relevant payment period.

A breakdown of the expenses of various items under Subhead 700 is set out below:

Subhead 700	Revised estimate for 2023-24 (\$m)	Details of expenses
845 - Setting up of a centralised settlement platform and related system enhancement for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	49.836	Costs of enhancing the centralised settlement platform and other related systems for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and issuing JoyYou Cards to persons aged 65 or above
855 - Consultancy study on enhancing the walkability in Hong Kong	0.940	Fees for the consultancy study and event services rendered
862 - Strategic Study on Major Roads beyond 2030	5.133	Fees for the consultancy study
890 - Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/termini	1.122	Subsidy for franchised bus operators to install seats at bus stops/termini and real-time bus arrival information display panels at covered bus stops/termini
892 - Provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses	65.565	Subsidy for franchised bus companies to install seat belts on the seats on the upper deck of double-deck buses; and to retrofit electronic stability control (ESC) and speed limiting retarder on the existing buses
89P - Set up a Smart Traffic Fund	132.127	Funding for approved projects under the Smart Traffic Fund and the administrative expenditure of the Secretariat for the Fund
89Q - Vessel Subsidy Scheme for outlying island ferry routes	474.238	Payment of new vessel construction costs, legal consultancy fees,

Subhead 700	Revised estimate for 2023-24 (\$m)	Details of expenses
		consultancy services for supervision of new vessel construction and payment to the operators for site supervision staff expenses
8A6 - Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade	3.896	Originating fees and loan servicing fees for participating lending institutions (PLIs), administrative fees for the HKMC Insurance Limited (HKMCI) and necessary out-of-pocket expenses
8A7 - Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis	7.567	Originating fees and loan servicing fees for PLIs, administrative fees for HKMCI and necessary out-of-pocket expenses

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB250**

**(Question Serial No. 2889)**

Head: (186) Transport Department  
Subhead (No. & title): (603) Plant, vehicles and equipment  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Angela LEE)  
Director of Bureau: Secretary for Transport and Logistics

Question:

Under Capital Account 603, Item 89A “Replacement of tunnel ventilation system at the Aberdeen Tunnel” and Item 89G “Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel” have exceeded the approved commitment by \$42.44 million (59.9%) and \$30.40 million (66.1%) respectively. Please inform this Committee of the following:

1. What are the reasons for cost overruns of Items 89A and 89G? Please provide a breakdown of their accumulated expenditures as at 31 March 2023, and a breakdown of the expenditures of the increased commitments to be sought.
2. When did the estimated expenditures of Items 89A and 89G obtain the Legislative Council’s approval? What are the documentary records?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 19)

Reply:

1. The scope of Item 89A “Replacement of tunnel ventilation system at the Aberdeen Tunnel” originally covered replacement of the fresh air supply system including silencers and all associated wiring and accessories of the ventilation system at the Aberdeen Tunnel. Upon carrying out detailed investigation and preliminary design, the Electrical and Mechanical Services Department (EMSD) considered it necessary to address the following conditions together to enhance the reliability of the tunnel ventilation system:
  - (a) the ageing control system of the ventilation system needs to be replaced;
  - (b) the ageing power supply system of the ventilation system needs to be replaced; and
  - (c) removal of air grilles containing asbestos materials is required.

The additional commitment required for the above three tasks is \$42.44 million.

As at 31 March 2023, the accumulated expenditure of Item 89A is \$6.31 million, which is within the approved commitment. The expenditure is for site investigation, project



design, preparation of tender documents and risk assessments for handling asbestos materials.

For Item 89G “Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel”, the project scope originally covered replacement of the jet fans and the associated control panels of the ventilation system at the Tseung Kwan O Tunnel. Upon carrying out detailed investigation and preliminary design, EMSD considered it necessary to address the following conditions together to enhance the reliability of the tunnel ventilation system:

- (a) the ageing control system of the ventilation system needs to be replaced;
- (b) the ageing power supply system of the ventilation system needs to be replaced; and
- (c) the ageing ventilation device in the service ducts of the ventilation system needs to be replaced.

The additional commitment required for the above three tasks is \$30.4 million.

As at 31 March 2023, the accumulated expenditure of Item 89G is \$2.38 million, which is within the approved commitment. The expenditure is for site investigation, project design and preparation of tender documents.

2. The applications for funding required for Items 89A and 89G were submitted to the Legislative Council for approval in the Appropriation Bill 2019 and the Appropriation Bill 2020 respectively. The application for increasing the commitments is now submitted to the Legislative Council for approval in the Appropriation Bill 2024.

- End -

**CONTROLLING OFFICER'S REPLY****TLB251****(Question Serial No. 2891)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To encourage the taxi trade to switch to electric taxis (e-taxis), the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” in September last year. Please inform this Committee of the following:

1. the number of battery e-taxis in Hong Kong and, among them, the number of cases switching to e-taxis through the Scheme; as well as the number of applications being processed and the number of applications rejected under the Scheme; and
2. the number of applications expected to be received in 2024, and whether there is any measure to encourage more taxi owners to participate in the Scheme.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 21)

Reply:

1. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications. Among them, four applications have been approved, involving four taxis. The taxis involved represent about 11% of the total number of licensed e-taxis.  
Note. The remaining one application is being processed.
2. The Government’s target is to introduce 3 000 e-taxis by the end of 2027. The Government has been adopting a multi-pronged approach to promote the use of e-taxis, which includes launching the Loan Scheme. The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary. We have not set a specific target for the number of applications to be received each year under the Loan Scheme.

Since the launch of the Loan Scheme, the Transport Department (TD) has been disseminating information about the Loan Scheme through various channels, including the TD's website, the regularly published "Taxi Newsletter", publicity leaflets, as well as regular and special meetings with the taxi trade. TD, the Hong Kong Mortgage Corporation Insurance Limited (being the administrator of the Loan Scheme) and PLIs have also communicated with the taxi trade, including organising briefing session for the trade so that they may have better understanding of the details of the Loan Scheme and prepare the necessary documents in advance.

Note: As at 29 February 2024, the number of licensed e-taxis is 36.

- End -

**CONTROLLING OFFICER'S REPLY****TLB252****(Question Serial No. 2892)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the full commissioning of the Heung Yuen Wai Boundary Control Point (HYW BCP) in February 2023, could the Government inform this Committee of:

1. the handling capacity of HYW BCP and its current daily number of travellers (per hour) in tabular form;
2. the average daily patronage of the transport modes connecting to HYW BCP and their respective percentages in relation to the total patronage; and
3. its plan for future enhancement of the public transport connection with HYW BCP.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 32)

Reply:

1. From its full commissioning on 6 February 2023 to the end of February 2024, the average daily number of travellers using HYW BCP was 40 834. The Immigration Department does not have other breakdown of statistics mentioned in the question.
2. HYW BCP is the first BCP in Hong Kong with “direct access by passengers and vehicles”. The public may reach the BCP by various modes of public transport (including franchised buses, green minibuses, taxis, local non-franchised buses, cross-boundary coaches and cross-boundary hire cars), private cars, or through the pedestrian subway connecting the BCP. The average patronage of public transport modes as at December 2023 kept by the Transport Department (TD) are as follows:

	Average daily two-bound patronage	Percentage in the number of travellers at the HYW BCP
Franchised bus	27 218	47.8%
Green minibus	12 036	21.1%

3. At present, there are three franchised bus routes plying between HYW BCP and Tuen Mun, Yuen Long, Shatin, Tai Po, Sheung Shui and Fanling, and one green minibuses route plying between the BCP and Sheung Shui. TD has been closely monitoring the passenger flow and actual situation at HYW BCP, and would liaise with the public transport operators to adjust services as necessary to meet passenger demand. At TD's request, relevant operators have also arranged spare buses/green minibuses during peak hours so as to enhance services when needed. With reference to the figures in December 2023, the average occupancy rate of franchised buses serving HYW BCP during peak hours was between 80% and 90%, while the average headway of GMBs during peak hours was about 3 minutes. Overall, the current public transport services are able to meet passenger demand.

TD and the public transport operators concerned will continue to monitor the number of travellers using HYW BCP and their travelling pattern, and will strengthen relevant public transport services to meet passenger demand, when needed.

- End -

**CONTROLLING OFFICER'S REPLY****TLB253****(Question Serial No. 2897)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please provide in the table below the information regarding the East Rail Line (EAL) during the busiest one hour in the morning in the past year:

Southbound per hour (one way)	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.: 33)

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.

In 2023, the critical link of EAL was Tai Wai to Kowloon Tong. Its patronage during the busiest one hour in the morning was 42 400 (at four persons per square metre).

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB254**

**(Question Serial No. 3631)**

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 Small Unmanned Aircraft (SUA) Order for regulating the operations of SUA comes into effect in 2022. Will the Government inform this Committee of the following:

1. the number of applications for permission for operating "SUA≤7kg but exceeding the respective Categories A1/A2 SUA operating requirements" received by the Civil Aviation Department (CAD) in each year since the commencement of the Order, and how many of them were approved or rejected;
2. the number of persons prosecuted and convicted for contravening the Order in each year since its commencement;
3. the number of persons who have completed advanced training and passed assessment offered by the CAD's approved training organisations in each year since the commencement of the Order;
4. as it is stipulated in the law that no operation of unmanned aircraft is allowed within 5 kilometres (km) of an aerodrome, whether such 5-km area will be extended correspondingly with the expansion of the airport following the commissioning of the third runway;
5. whether Ho Wo Street near the entrance of the Tuen Mun-Chek Lap Kok Tunnel in Tuen Mun falls within 5 km of the aerodrome in which the operation of unmanned aircraft is prohibited?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 145)

Reply:

Under the Small Unmanned Aircraft (SUA) Order (Cap. 448G) that commenced on 1 June 2022, SUA operations are regulated under a risk-based approach. Based on the weight of the SUA and the operational risk level, SUA operations are subject to the corresponding regulatory requirements, including registration and labelling of SUA, registration of remote pilots, training and assessment, equipment, operating requirements and insurance, etc.

- 1) Prior permission from the Civil Aviation Department (CAD) is required for advanced operations, which include SUA operations that exceed the standard operating requirements and those within a restricted flying zone (RFZ). In considering applications for advanced operations, CAD will take into account a number of factors with a view to safeguarding aviation and public safety. As at March 2024, more than 600 applications for advanced operations were granted permission by CAD.
- 2) As at March 2024, 10 persons were prosecuted for contravening the Order. Of them, 7 were convicted and 3 others were subject to binding over orders.
- 3) A remote pilot must hold an “advanced rating” to qualify for conducting advanced operations. As at March 2024, more than 2 500 trainees have completed the advanced training courses.
- 4) Unless prior permission is obtained from CAD, flying of SUA is not allowed for airspace within or adjacent to aerodromes and associated flight paths to avoid affecting aircraft operations in those areas. In designating RFZs, CAD has taken into account the operation of the Third Runway. Members of the public can refer to the drone map on “eSUA” at [esua.cad.gov.hk](https://esua.cad.gov.hk) for RFZs.
- 5) Ho Wo Street near the entrance of the Tuen Mun-Chek Lap Kok Tunnel in Tuen Mun falls within the RFZ of Hong Kong International Airport. Operations within RFZs are advanced operations and prior permission from CAD is required. CAD has been conducting publicity activities at various locations, including displaying banners on Ho Wo Street, to remind the public not to contravene the Order by operating SUAs within RFZs.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB255**

**(Question Serial No. 3635)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Highways Department (HyD) has been implementing the “Universal Accessibility” (UA) Programme and the Hillside Escalator Links and Elevator Systems (HEL) Projects for years, as well as constructing barrier-free access facilities such as elevators and ramps at public places according to schedule. Will the Government advise this Committee on the following:

1. How many projects were delayed resulting in the postponement of completion dates in each of the past five years in Hong Kong?
2. How many projects were taken back and re-commenced resulting from the incompleteness of works in each of the past five years in Hong Kong (please list the project numbers and project locations in details)?
3. Regarding the project delay caused by the contractor, the HyD indicated that relevant procedures will be strictly complied with in order to urge the contractor to complete the remaining works as soon as possible, including issuing warning letters and “Adverse Reports”. How many warning letters and “Adverse Reports” were issued in each of the past five years?
4. The HyD indicated that by strictly following the terms of works contracts to recover from the relevant contractor the delay damages arising from delays in parts of the works as well as the additional costs resulted from the recommencement of relevant works will be recovered from relevant contractor. Over the past five years, what are the respective total amounts of liquidated damages and the additional costs resulting from the recommencement of relevant works that have to be recovered?
5. Further to the above question, what are the percentages of successful recovery of the delay damages and the additional costs resulting from the recommencement of relevant works? What are the total amounts successfully recovered over the past five years?

6. Numerous works were delayed because of reasons such as taking back of works contracts resulting from the incompleteness of works etc. Did the Government have any optimizing proposals to preclude the aforesaid situation?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 154)

Reply:

1. and 2.

Over the past five years (2019 to 2023), 12 items under the “Universal Accessibility” (UA) Programme were delayed, resulting in the postponement of completion dates. All these 12 items under Contract No. HY/2018/12 were delayed due to the unsatisfactory performance of the contractor.

The Highways Department (HyD) has already taken back the remaining nine items among the aforesaid 12 items and included them with the other items under the UA Programme into a new contract and it was tendered out on 1 March 2024, striving to recommence the works in mid-2024. The details of these nine projects are as follows:

Structure No.	Location
KS43	Across Chun Wah Road near Lok Wah South Estate
KF73	Across Tung Tau Tsuen Road near Tung Lung Road
HF76	Across Island Eastern Corridor near Shun Tai Road
HF138	Across Siu Sai Wan Road near Bus Terminus
K64	Across Hung Hom Road near Dyer Avenue
SSP01	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate
SSP02	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate
KF92A	Across Lung Poon Street near Fung Tak Road
HS14	Across Shun Tai Road near Wing Tai Road Garden

Under the Hillside Escalator Links and Elevator Systems (HEL) Projects, the items namely “Lift and Pedestrian Walkway System at Chueng Hang Estate, Tsing Yi” and “Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung” were delayed for about one and a half months and three months respectively. The relevant works were completed and the facilities were already opened for public use. No items under these Projects require retender due to incompleteness of works caused by the contractor.

3. to 5.

The HyD will conduct a quarterly assessment of contractors’ performance on works contracts according to the Contractor Management Handbook. The assessment scope included workmanship of works, progress of works, site safety etc. If the performance of contractors are rated as “very poor” in the quarterly assessment, the HyD will issue “Adverse Report” and warning letter.

Over the past five years, the HyD has issued eight warning letters and eight “Adverse Reports” to contractors with unsatisfactory performance among all on-going works contracts under the

UA Programme. At the same time, the HyD is, in accordance with the mechanism of contract, handling and calculating the amounts of delay damages arising from the delays and the additional costs resulting from the recommencement of relevant works that have to be recovered from the contractor under Contract No. HY/2018/12.

For the works contracts under the HEL Projects, the HyD has issued three warning letters and three “Adverse Reports” to the relevant contractors. The HyD has successfully recovered the liquidated damages amounted to about \$1.15 million caused by the project delay from the contractor responsible for the item “Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi” according to the contractual requirements. For the item “Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung”, the HyD is handling and calculating the amount of liquidated damages according to the mechanism of the contract.

6.

At present, according to the prevailing mechanism for the management of the List of Approved Contractors for Public Works, procurement of public works contracts and management system of projects established by the Government, apart from considering the tender prices of the tenderers, their past performance in public works contracts, etc., the financial capability of the tenderer with the highest score and whether the tender price is reasonable will also be scrutinized. This is to ensure that the successful tenderer is capable (including financially capable) of completing the works in accordance with the contractual requirements. Only the tenderer who passes the financial vetting and satisfies the relevant financial requirements will be awarded the contract.

The HyD will continue to strictly monitor the progress of the project items during the construction stage to ensure that the contractor will comply with the contract obligation for timely completion of all works. If the works progress is affected by the unsatisfactory performance of the contractor, we will first issue a warning letter to the contractor and urge the contractor to immediately allocate resources to speed up works progress. Besides, the Government will also explore to re-sequence works and other delay recovery measures with the contractor with a view to completing the remaining works as soon as possible. The unsatisfactory performance of the contractor will be reflected in his performance report as well. If the situation continues, the Government will take regulatory action according to the Contractor Management Handbook and relevant guidelines, which includes suspending the contractor from tendering or even removing their names from the List of Approved Contractors for Public Works. The HyD will also recover delay damages resulted from project delays from the contractor in accordance with the contractual requirements and the established mechanisms.

The aforesaid matter of an individual contractor’s unsatisfactory performance leading to the taking back of incomplete works under relevant works contract is an isolated case. The HyD has already dealt with it according to established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB256**

**(Question Serial No. 3808)**

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 Matters Requiring Special Attention this year that the Environment and Ecology Bureau will commission a feasibility study on providing green methanol bunkering for both local and ocean-going vessels, and promulgate an action plan to construct bunkering facilities and develop supply chains, and take forward the preparatory work for the provision of liquefied natural gas bunkering for ocean-going vessels jointly with the Transport and Logistics Bureau. In this connection, will the Government advise on the following:

- 1) What is the expenditure involved in the study? When will the results of the above feasibility study and the action plan expected to be published this year;
- 2) It is reported that leading shipping companies have purchased cargo vessels that use methanol fuel and have refuelled earlier in ports such as the one in Singapore. When are methanol bunkering stations expected to be provided in Hong Kong and what are the estimated costs for the construction of such facilities; and
- 3) Will the Government introduce subsidy schemes to encourage locally registered cargo vessels to convert to green methanol cargo vessels? If so, what are the estimated expenditures involved?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 21)

Reply:

The Transport and Logistics Bureau, together with the Environment and Ecology Bureau and other relevant departments, has commenced a feasibility study on providing green methanol bunkering for local and ocean-going vessels. The feasibility study will cover the facilities and supply chain setup required for implementing green methanol bunkering in Hong Kong, including green fuel sourcing, transport, storage and bunkering, as well as proposals on measures to encourage the industry to use green fuel. The Government expects to complete

the feasibility study in the second half of 2024 and will promulgate an action plan within 2024. The expenditure for the relevant study is about \$1 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB257**

**(Question Serial No. 3792)**

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:

Member countries of the Association of Southeast Asian Nations are Hong Kong's target tourist source markets. The Hong Kong Tourism Board has been launching various tourism promotion campaigns, which include launching an Announcement of Public Interest last year to tie in with the Airport Authority Hong Kong and airlines' distribution of free tickets in source markets. In this connection, will the Government inform this Committee of the following:

- (1) Whether the Government knows the details of the free air ticket distribution programme? If yes, how many tickets have been given out to the Southeast Asian markets out of the some 500 000 free air tickets? and
- (2) Whether the effectiveness of free air ticket distribution has been assessed? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 37)

Reply:

(1) & (2) In support of the Hong Kong Special Administrative Region Government's "Hello Hong Kong" promotional campaign, the Airport Authority Hong Kong (AAHK) introduced the "World of Winners" campaign on 1 March 2023, which aims to welcome visitors back to the city and to support the post-pandemic recovery of Hong Kong's aviation industry. The AAHK bought a total of about 500 000 tickets from 3 Hong Kong-based carriers, namely the Cathay Pacific Airways, the Hong Kong Express Airways and the Hong Kong Airlines, for global promotional purposes and gave away the free air tickets to tourists in phases through various channels. The majority of these tickets were for Hong Kong's major air passenger markets, such as the Mainland, Southeast Asia, Northeast Asia, etc., of which about more than 130 000 tickets were given away in the Southeast Asian air passenger market.

The “World of Winners” campaign has been well received since its launch, with the AAHK organising large-scale promotional tours and media launches in a number of cities including Shanghai, Beijing, Guangzhou, Seoul, Tokyo and Bangkok. The campaign has also been well received by and drawn much attention from residents in various places as well as attracted extensive coverage by the media and social media platforms, thereby effectively promoting Hong Kong and stimulating tourism.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB258**

**(Question Serial No. 3820)**

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 the transformation of the Hong Kong International Airport into an Airport City integrating commerce, conventions and exhibitions, tourism, lifestyle, logistics and more, shaping it into a world-class landmark. Will the Government inform this Committee when the Airport City project is expected to be introduced?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 1)

Reply:

The Government supports the “Airport City” vision and development blueprint put forward by the Airport Authority Hong Kong (AAHK) which will fully capitalise on the unique geographical advantage of the Hong Kong International Airport to serve the Guangdong-Hong Kong-Macao Greater Bay Area and the rest of the world. The AAHK is actively pressing ahead with the various projects under the “Airport City” vision. Among them, the first hotel project and 3 office towers in the SKYCITY were commissioned in 2022. Construction works for the automated car parks project on the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port (HKP) Island as well as the Airport City Link which connects the HZMB HKP Island and the SKYCITY have commenced. The construction works of the first phase of the automated car parks is expected to be completed by end 2024, while the Airport City Link will carry passengers with an autonomous transportation system starting from 2025.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB259**

**(Question Serial No. 3791)**

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 launched a large-scale global promotional campaign entitled “Hello Hong Kong” in February last year to publicise Hong Kong’s new attractions, developments and opportunities, invite worldwide tourists, investors, entrepreneurs and innovators to come and experience the vibrancy of the city, and to bolster Hong Kong’s economic and business advantages. In this connection, will the Government inform this Committee of the following: To tie in with the campaign, the Airport Authority Hong Kong has given away free air tickets to overseas tourists and Hong Kong people in phases. Please advise on the total value of the air tickets and the total amount of other expenditures involved.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 13)

Reply:

In support of the Hong Kong Special Administrative Region Government’s “Hello Hong Kong” promotional campaign, the Airport Authority Hong Kong (AAHK) introduced the “World of Winners” campaign on 1 March 2023, which aims to welcome visitors back to the city and to support the post-pandemic recovery of Hong Kong’s aviation industry. The AAHK bought a total of about 500 000 tickets from 3 Hong Kong-based carriers, namely the Cathay Pacific Airways, the Hong Kong Express Airways and the Hong Kong Airlines, for global promotional purposes and gave away the free air tickets to tourists in phases through various channels. The majority of these tickets were for Hong Kong’s major air passenger markets, such as the Mainland, Southeast Asia, Northeast Asia, etc.

The above campaign is sponsored by the AAHK and does not involve government expenditure. Details such as the number of tickets and the amount of money involved for each local airline cannot be disclosed as they involve commercially sensitive information.

- End -

**CONTROLLING OFFICER'S REPLY****TLB260****(Question Serial No. 3821)**

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 logistics industry is an important pillar industry in Hong Kong, but its value and the number of persons employed in the industry have been shrinking in recent years. The local logistics industry is facing a number of uncertainties, such as China-US trade conflicts, “decoupling” of the traditional markets and Hong Kong market, changes in international trade patterns, immature connection between local and emerging markets, the slow pace of technology application in Hong Kong, etc. The impact of the above changes and situations on the logistics industry, which is comprised mainly of small and medium enterprises (SMEs), is particularly acute. In this connection, please inform this Committee of the following:

1. Will the Administration conduct studies on the development of the logistics industry targeting at the challenges currently faced by the industry to help re-position the whole industry so that it will adapt to the changes in the new trade landscape?
2. Will the Administration, on the basis of the studies, provide corresponding support measures and policies to help SMEs adapt to the new situation?

Asked by: Hon HONG Wen, Wendy (LegCo internal reference no.: 31)

**Reply:**

As Hong Kong is an important international logistics hub in Asia, the Government has always been attaching great importance to the logistics industry. To promote the development of high value-added modern logistics and further enhance Hong Kong's status as an international logistics hub, since the Chief Executive announced the formulation of the Action Plan on Modern Logistics Development (the Action Plan) in the 2022 Policy Address, we have analysed the strengths and weaknesses of, the opportunities for and the threats to Hong Kong's logistics industry in terms of its competitiveness after having conducted extensive consultation with different stakeholders of the industry. On 31 October 2023, we promulgated the Action Plan, in which a total of 8 strategies and 24 recommended actions have been formulated along the directions of smart development, modernisation, green and

sustainability, internationalisation and facilitation to lead the future development of Hong Kong's logistics industry and promote its high-quality development, with a view to achieving our target to develop Hong Kong into a sustainable international smart logistics hub focusing on high-value goods and e-commerce markets.

To help the logistics industry (including small and medium enterprises (SMEs)) adapt to the new trend of smart development and support its upgrade and transformation, under the strategy of "promoting digitalisation and smart logistics development in the industry" as set out in the Action Plan, the Government has enhanced the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) in February this year, with the funding ceiling for each applicant enterprise raised from \$1 million to \$2 million and the scope of funding extended to cover project-based trainings as well as services related to the implementation of Environmental, Social and Governance (ESG) technology. The Hong Kong Productivity Council, as the implementation partner of the Pilot Scheme, has been providing one-on-one advisory services to logistics enterprises interested in technology application, and actively organising various events such as the LOGTECH Expo to help the industry better grasp information on smart logistics. In addition, the Government introduced the Professional Training on Smart and Green Logistics Scheme under the Maritime and Aviation Training Fund in January this year to subsidise logistics associations and training/education institutions to organise local training courses on smart and green logistics to support in-service practitioners to equip themselves with up-to-date knowledge of smart and green logistics.

On the other hand, the Government will also, in accordance with the Action Plan, assist the logistics industry, including SMEs, in exploring new markets and identifying business opportunities in emerging markets. For example, the Government will, in collaboration with the Hong Kong Logistics Development Council, conduct visits to the emerging markets along the Belt and Road to help the industry understand the progress of their logistics industry development and strengthen connections with those markets, and will continue to co-organise the Asian Logistics, Maritime and Aviation Conference with the Hong Kong Trade Development Council for the logistics industry to connect the industry with stakeholders of logistics industry worldwide, thereby expanding their business.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB261**

**(Question Serial No. 3805)**

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

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

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:

“Northbound travel for Hong Kong Vehicles” was implemented since 1 July 2023 with up to 300 applications accepted every day. As the relationship between Hong Kong and the Greater Bay Area becomes closer, the Administration makes plans for automated car parks at the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port (HKP) in preparation for the implementation of the “Southbound Travel for Guangdong Vehicles”. In this connection, please advise:

What are the estimated charges, operating expenditure and staff cost of the car parks at the HZMB HKP upon completion? Are systems such as automatic parking technology more cost effective than conventional car parks? If not, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 23)

Reply:

The automated car park project is undertaken by the Airport Authority Hong Kong (AAHK) and no additional government expenditure is involved. As compared with conventional car parks, the main advantage of automated car parks is that they can make better use of space to increase the number of parking spaces within the available area. The AAHK will announce relevant information on the operation of the automated car parks in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB262**

**(Question Serial No. 3832)**

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 227 of the Budget Speech that the Government will review the Public Transport Fare Subsidy Scheme within this year. In this connection, will the Administration advise this Committee of the timetable and detailed plan of the review work?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 6)

Reply:

In considering the arrangements of the Public Transport Fare Subsidy Scheme (the Scheme), the Government has to strike a careful balance among various considerations on the premise of prudent fiscal management, in order to ensure the proper use of public funds. We will review the Scheme from various perspectives with a view to enabling the continued provision of subsidies of the Scheme in a financially sustainable manner. The Government anticipates that the review of the Scheme will be completed within this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB263**

**(Question Serial No. 3807)**

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 in 2024-25 it will commence to study the feasibility of providing green methanol bunkering for both local and ocean-going vessels, and promulgate an action plan for the construction of bunkering facilities and development of supply chains. In this connection, will the Administration inform this Committee of the following:

1. What are the timetable for the feasibility study, the expenditure involved and the relevant staffing provision; and
2. In addition to green methanol, will the study also cover the bunkering service for other types of clean energy? If so, please provide the details.

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

Reply:

The Transport and Logistics Bureau (TLB), together with the Environment and Ecology Bureau (EEB) and other relevant departments, has commenced a feasibility study on providing green methanol bunkering for local and ocean-going vessels, and is discussing with the consultant on the scope of the study, including the types of green fuels to be covered. The Government expects to complete the feasibility study in the second half of 2024 and will promulgate an action plan within 2024. The expenditure for the relevant study is about \$1 million. The TLB and the EEB will undertake the work related to the study through internal redeployment of staff.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 3819)**

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

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

Programme: (2) Land and Waterborne Transport  
(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 Matters Requiring Special Attention in 2024-25 under Programme (2) of the Transport Department that it will continue to assist the Transport and Logistics Bureau through handling licensing matters to facilitate self-drive visitors from Guangdong and Macao driving their cars via the Hong Kong-Zhuhai-Macao Bridge to park at the automated car parks to be developed by the Airport Authority Hong Kong on the Hong Kong Port (HKP) Island, and oversee the continuation of support for the implementation of “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

When will the automated car parks on the HKP Island be commissioned? Whether the Hong Kong Special Administrative Region Government will implement the first phase of “Southbound Travel for Guangdong Vehicles” and “Macao Vehicles Travelling to Hong Kong” in tandem at that time? If yes, what are the preliminary proposed quotas? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 11)

Reply:

The Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and recognises that we should be committed to promoting the convenient and smooth flow of people under the concept of joint development of the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve the above objective and to better utilise and manage the Hong Kong-Zhuhai-Macao Bridge (HZMB), we are actively exploring with the relevant Mainland authorities the overall implementation plans for “Southbound Travel for Guangdong Vehicles”. The Airport Authority Hong Kong is building automated car parks on the Hong Kong Port Island to enable non-commercial private cars from Guangdong and Macao to travel to Hong Kong via the HZMB, with the construction works of the first phase of car parks

expected to be completed by end-2024. Details of the project will be announced in due course.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB265**

**(Question Serial No. 3531)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding matters relating to bicycles in Hong Kong, will the Government inform this Committee of the following for the past three years:

1. the numbers of complaints about illegal cycling and illegally parked bicycles received by government departments and among them, the numbers of complaints about “bicycle-sharing”;
2. the numbers of clearance operations against illegally parked bicycles and bicycles confiscated;
3. the numbers of accidents involving bicycles;
4. the numbers of bicycle parking spaces currently provided in various districts;
5. the progress of the work in improving existing cycle tracks and associated facilities in nine new towns in the New Territories;
6. the progress of regulating the wearing of bicycle helmets by cyclists; and
7. whether statistics have been compiled on the number of electric mobility devices (EMDs) in Hong Kong.

Asked by: Hon CHAN Hak-kan (Lego internal reference no.: 52)

Reply:

1. The numbers of complaints about illegal cycling and illegally parked bicycles received through the 1823 Call Centre in the past three years are set out below:

<b>Year</b>	<b>Numbers of complaints about illegal cycling (Figures of shared bicycle)</b>	<b>Numbers of complaints about illegally parked bicycles (Figures of shared bicycle)</b>
2023	104 (1)	1 227 (17)
2022	138 (0)	808 (10)
2021	131 (0)	764 (10)

2. The number of joint clearance operations against illegally parked bicycles conducted and the numbers of bicycles removed in the past three years are set out below:

<b>Year</b>	<b>Numbers of joint clearance operations against illegally parked bicycles</b>	<b>Numbers of bicycles removed</b>
2023	313	16 600
2022	269	14 300
2021	220	14 000

3. The numbers of traffic accidents involving bicycles in 2021, 2022 and 2023 are 2 944, 2 224 and 1 976 respectively.
4. The numbers of public bicycle parking spaces by district as at December 2023 are tabulated at **Annex**.
5. The Transport Department (TD) has been implementing improvement measures for cycle tracks and cycling facilities in nine new towns in the New Territories in phases. The first batch of improvement works, covering about 100 locations, was completed in 2018 while the second batch, covering about 450 locations, was completed in 2021. Among the third batch, which covers about 160 locations and involves more extensive and complicated works, 21 locations had their works completed before or in 2023. TD is liaising with the Highways Department to refine the design schemes of the remaining improvement works, which are expected to commence in 2025 and complete in about two years.
6. To further enhance cyclists' safety, the Government is taking forward proposals of legislative amendments to mandate cyclists to wear helmets. We consulted the Legislative Council Panel on Transport, Transport Advisory Committee, Road Safety Council and Road Safety Research Committee in 2022. The proposed amendments were generally supported by the members. TD is actively following up on the views collected and examining their feasibility in details. Meanwhile, we are proceeding with the law drafting work, and will timely introduce the proposed amendments to the Legislative Council.
7. TD does not keep the figures concerning electric mobility devices (EMDs) as requested in the question.

**Numbers of bicycle parking spaces by districts  
(as at December 2023)**

<b>District</b>	<b>Bicycle parking spaces</b>
Central and Western	40
Wan Chai	8
Eastern	44
Southern	2
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	159
Wong Tai Sin	0
Islands	6 962
North	8 032
Sai Kung	6 246
Sha Tin	12 656
Tai Po	6 301
Tsuen Wan	445
Tuen Mun	7 780
Yuen Long	16 020
<b>Total</b>	<b>64 850</b>

- End -

**CONTROLLING OFFICER'S REPLY****TLB266****(Question Serial No. 3543)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the trial scheme on auxiliary devices for pedestrian crossing launched by the Government some years ago, will the Government inform this Committee of the following:

1. the current locations of installation and the expenditure involved;
2. details of the effectiveness of the scheme;
3. whether the Government will consider the view of changing the current design to on-ground light strip as an alert; and
4. whether the Government will continue to install auxiliary devices; if it will, the details; if not, the reasons for that?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 64)Reply:

1. As at end February 2024, the Transport Department (TD) has installed new auxiliary devices for pedestrian crossing with red light beam projections (the auxiliary devices) at 21 locations of pedestrian crossing (including the four trial locations for installation in July 2022). Please refer to the following table for the locations. As regards the expenditure, the material and installation costs of each auxiliary device are around \$16,000. The costs involved for individual crossing location will be subject to the number of the auxiliary devices to be installed there.

District	Crossing location	
	Street name 1	Street name 2/Position
Wan Chai	Percival Street	Foo Ming Street
Central and Western	Belcher's Street	Smithfield
Kowloon City	Waterloo Road	Hereford Road
Kowloon City	Bulkeley Street	Taku Street

District	Crossing location	
	Street name 1	Street name 2/Position
Kwun Tong	Shung Shun Street	Sze Shan Street
Kwun Tong	Tak Tin Street	Lin Tak Road
Kwun Tong	Ngau Tau Kok Road	Kwun Tong Road
Kwun Tong	Lei Yue Mun Road	Ko Chiu Road
Sham Shui Po	Po On Road	Fat Tseung Street
Sham Shui Po	Shun Ning Road	Hing Wah Street
Sham Shui Po	Un Chau Street	Pei Ho Street
Sham Shui Po	Woh Chai Street	Shek Kip Mei Street
Sha Tin	Sha Tin Centre Street	Near Sha Tin Central Bus Terminus
Sha Tin	Tin Sam Street	Near Light Pole No. N7257A (Che Kung Miu Road Bound)
Tsuen Wan	Tsuen Wan Market Street	Near Yan Chai Hospital
Tsuen Wan	Wing Shun Street	Yi Hong Street
Yau Tsim Mong	Fa Yuen Street, Mong Kok	Soy Street
Yau Tsim Mong	Nathan Road	Mong Kok Road
Yau Tsim Mong	Shanghai Street	Man Ming Lane
Yau Tsim Mong	Shanghai Street	Saigon Street
Yau Tsim Mong	Waterloo Road	Pitt Street

2. According to the assessment completed by the University of Hong Kong in early 2023, the overall proportion of red-light running by pedestrians at crossings had been reduced by about a quarter after the installation of the auxiliary devices, indicating a positive effect.
3. TD has considered using on-ground light strip or auxiliary devices with similar functions. However, as the footpaths in Hong Kong are generally rather narrow with high utilisation, the light strips installed on the ground will be more prone to worn-out. Therefore, the auxiliary device projecting harmless red light from the above was preferred for being more suitable for the road environment in Hong Kong.
4. Following the installation of the auxiliary device at four pedestrian crossings for trial in 2022 with positive effect, TD has chosen at this stage 100 signal-controlled crossings with a relatively high occurrence of vehicle-to-pedestrian collisions in order to enhance pedestrian safety. The installation works are now in progress and are expected to be completed by end-2024.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB267**

**(Question Serial No. 3769)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under the Programme that the Transport Department (TD) is committed to improving the environment and facilities for pedestrians. And the Government aims to build Hong Kong as a “walkable city” and give higher priority to pedestrians. In January this year, the first diagonal crossings were set up at Sha Kok Street in Sha Tin. The Government also plans to set up diagonal crossings at the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui in the middle of the year. In this connection, please inform this Committee of the following:

1. the expenditure and staff establishment involved in setting up the two diagonal crossings, and the usage of the diagonal crossings by pedestrians at Sha Kok Street in Sha Tin;
2. The Government said that it would spend a few months to monitor and evaluate the performance of the facilities. Will the Government consider other sites at this stage? If yes, what are the details?
3. Sham Shui Po residents have been discussing the setting up of diagonal crossings at the junction of Cheung Sha Wan Road and Yen Chow Street for more than 10 years. Will the Government consider this location as the next site for setting up the facility? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 69)

Reply:

1. The total works expenditure involved in setting up the two diagonal crossings is about \$900,000. The relevant work has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved. The number of pedestrians using the diagonal crossings at Sha Kok Street in Sha Tin during peak hours is about 100 for each time when the green light is on.

2. and 3. TD will monitor the operation at the trial junctions at Sha Tin and Tsim Sha Tsui for about six to nine months and consider pedestrians and motorists' views on the facilities to review the performance before considering the future direction. Currently, TD has no plan to trial diagonal crossings at the junction of Cheung Sha Wan Road and Yen Chow Street.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB268**

**(Question Serial No. 3560)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, the Transport and Logistics Bureau continued to oversee bus service rationalisation. Regarding the bus service rationalisation or adjustment implemented within the purviews of the Sha Tin District Council (STDC) and Tai Po District Council (TPDC) in this financial year, will the Government inform this Committee of the following:

1. numbers of bus service rationalisation or adjustment implemented within the purviews of STDC and TPDC in 2023-24, and the relevant details;
2. number of complaints concerning bus services within the purviews of STDC and TPDC received through the 1823 Call Centre and Transport Complaints Unit hotlines or directly lodged with the Government by members of the public in 2023-24;
3. the five bus routes within the purview of STDC with the most complaints from the public, and the main subjects of complaints;
4. the five bus routes within the purview of TPDC with the most complaints from the public, and the main subjects of complaints;
5. the expenditure involved in the Government's handling of the aforesaid complaints concerning bus services;
6. how the Government handles and resolves the issues of bus routes with a relative large number of complaints.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 45)

Reply:

1. From 1 April 2023 to 29 February 2024, the Transport Department (TD) processed 92 items of bus service adjustments in Sha Tin District and Tai Po District, including introduction of new bus routes and short-working services, adjustment of frequencies or



service hours, amendments to routings or stops, adjustment of number or type of buses deployed and offer of new bus-bus interchange concessions.

2. From 1 April 2023 to 29 February 2024, among the complaints about bus services received by TD (including those referred by the 1823 Call Centre, Transport Complaints Unit hotlines, Legislative Council Members, District Council Members and other government departments, and those directly lodged with TD by members of the public), 3 104 cases related to Sha Tin District and 2 054 cases related to Tai Po District. Of these, 765 cases in Sha Tin District were received from two complainants while 1 167 cases in Tai Po District were received from four complainants.
3. The five bus routes in Sha Tin District with the most complaints and the main subjects of complaints are as follows:

	Bus route	Number of complaints <small>Note</small>	Main subject of complaint
1	KMB Route No. 85X (Ma On Shan Town Centre - Hung Hom (Hung Luen Road))	739 [99]	Regularity of service
2	KMB Route No. 85 (Fo Tan Chun Yeung Estate - Kowloon City Ferry Pier)	503 [72]	Regularity of service
3	KMB Route No. 85M (Kam Ying Court - Wong Tai Sin (Circular))	446 [55]	Regularity of service
4	KMB Route No. 81C (Yiu On - Tsim Sha Tsui East (Mody Road))	415 [67]	Regularity of service
5	KMB Route No. 80K (Sun Chui - Yu Chui Court)	120 [37]	Regularity of service

Note: The complaints were mainly received from two complainants, and each complaint from the two complainants involved more than one bus route. In the above figures, these cases are counted into the total numbers of complaint cases of the respective bus routes. The numbers of complaints concerning KMB Routes No. 85X, 85, 85M, 81C and 80K excluding these cases are 99, 72, 55, 67 and 37 respectively.

4. The five bus routes in Tai Po district with the most complaints and the main subjects of complaints are as follows:

	Bus route	Number of complaints	Main subject of complaint
1	KMB Route No. 75X (Tai Po (Fu Shin) - Kowloon City Ferry Pier)	1 210 <sup>Note</sup> [43]	Regularity of service
2	KMB Route No. 271 (Tai Po (Fu Heng) - Jordan (West Kowloon Station))	90	Regularity of service, driving behaviour and performance of bus captains
3	KMB Route No. 74X (Tai Po Central - Kwun Tong Ferry Pier)	87	Regularity of service, driving behaviour and performance of bus captains
4	KMB Route No. 64K (Yuen Long (West) - Tai Po Market Station)	81	Regularity of service and performance of bus captains
5	KMB Route No. 73X (Tsuen Wan (Nina Tower) - Tai Po (Fu Shin))	65	Regularity of service and performance of bus captains

Note: The complaints concerning KMB Route No. 75X were mainly received from four complainants. The number of complaints concerning KMB Route No. 75X excluding these cases is 43.

5. The tasks relating to the handling of complaints about franchised bus services are undertaken by the existing staff of TD as part of their established duties. There is no separate breakdown of resources involved.
6. TD has been handling and replying to all received complaints in accordance with established procedures, and will take appropriate follow-up actions on any substantiated cases. TD also holds regular meetings with franchised bus operators to review their service performance and put forward suggestions for improvement.

Regarding the issue of service regularity, TD will ask the franchised bus operators to improve the situation through better deployment of buses and manpower, etc. and operate their services according to the approved schedules. Regarding lost trips, TD may issue reminding and advisory letters to request the franchised bus operators for rectification. Depending on the persistence and severity of the lost trips situation, TD may go further to issue a warning letter, instructing the franchised bus operator to improve the situation and implement rectification measures within a specified period.

As regards issues concerning the driving behaviour and performance of bus captains, TD will ask the franchised bus operators to strengthen their bus captain training, closely monitor their bus captains' quality of driving and work attitude, and implement relevant improvement measures. TD will also regularly review the franchised bus operators' training for bus captains to ensure that the training provided is maintained at a high level of quality and up to the latest standards.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB269**

**(Question Serial No. 3565)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To foster a pedestrian-friendly environment, one of the key measures of the “Walk in HK” initiative is to declutter non-essential traffic signs. Regarding revising and redesigning traffic signs, will the Government inform this Committee of the following:

1. the numbers of non-essential traffic signs decluttered and the locations involved in the past three years, with a breakdown by District Council district;
2. the latest progress of the initiative; the number of traffic signs to be redesigned and installed in the next three years, and the relevant works expenditure, implementation schedule and maintenance cost saved, with a breakdown by District Council district;
3. It is proposed that the Government could draw reference from overseas experience and use electrophoretic display as traffic signs, which can provide real-time traffic and weather information and bring about considerable savings on maintenance. Does the Government have any plan to accept the proposal? If yes, what are the details (including a comparison between the costs of such technology and traditional railings)? If no, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 3)

Reply:

1. The Transport Department (TD) has commenced the work to declutter non-essential traffic signs since August 2021. As at the end of 2023, the numbers of non-essential traffic signs decluttered in various districts are as follows:

District	2021 (August to December)	2022	2023
Central and Western	2	17	62
Eastern	20	16	24
Southern	0	40	30
Wan Chai	4	26	27
Kowloon City	1	0	48
Yau Tsim Mong	14	17	247
Sham Shui Po	2	17	94
Wong Tai Sin	9	6	91
Kwun Tong	0	32	93
Tai Po	0	12	54
Yuen Long	18	17	26
Tuen Mun	11	41	51
North	3	30	111
Sai Kung	0	46	4
Sha Tin	2	35	78
Tsuen Wan	17	27	206
Kwai Tsing	0	0	85
Islands	0	0	1
<b>Total</b>	<b>103</b>	<b>379</b>	<b>1 332</b>

2. The walkability enhancement measures under the “Walk in HK” initiative target at continuing to declutter non-essential traffic signs. TD has planned to inspect various districts in the territory in the next three years. Depends on road safety and traffic management assessment, it is initially estimated that an average of around 1 000 non-essential traffic signs will be decluttered annually throughout the territory. The actual number may be adjusted depending on the site conditions. As decluttering works will be carried out according to the actual traffic conditions and the works are of a small scale, no breakdown of the estimated expenditure is available. The works will be implemented as necessary with the district recurrent expenditures of the relevant works departments.
3. Due to technical constraints such as display size and readability, electrophoretic display is currently not suitable to be used in large traffic signs on highways. The technology is more suitable to be used in small traffic signs. However, the information provided by most of the small traffic signs is static and the design of the signs, including the content, colour and size of the signs, is governed by the relevant road traffic ordinances. In comparison, traditional fixed signs are able to serve the purpose, with a lower set-up cost and no requirement of changing batteries, thus being more cost-effective and requiring lower maintenance cost.

As for dissemination of dynamic traffic information, large variable message signs are installed on the strategic routes in Hong Kong, providing general road information, including traffic conditions ahead and road safety messages. TD will also disseminate real-time traffic information through the “HKeMobility” mobile application to facilitate the public plan their trips in a more convenient and personalised manner.

TD will continue to monitor the technological development and application of electronic signage.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB270**

**(Question Serial No. 3612)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) launched the HKeToll, a free-flow tolling system, in May 2023. Will the Government inform this Committee of the following:

1. the number of complaints received each month since the implementation of the system;
2. the number of errors in toll collection each month since the implementation of the system;
3. the number of suspected fraudulent use of the licence plate numbers since the implementation of the system;
4. the number of cases of evasion each month since the implementation of the system; among which the number of cases brought before the court for handling and prosecution each month; whether there are cases that failed to be prosecuted;
5. during the early stage of the launch of the system, cases were verified manually and therefore human errors were made. Is information still being verified manually at present and is there any mechanism to minimise errors?
6. HKeToll consultation counters were set up at designated MTR stations throughout the territory from February 2023 to 31 January 2024. What was the total operating cost of the consultation counters? Which department was to bear the cost?
7. TD pointed out that HKeToll would only be implemented at the Tai Lam Tunnel after its reversion to the Government, causing inconvenience and confusion to the users. Has TD discussed with the tunnel operator concerned for early implementation of HKeToll at the Tai Lam Tunnel before the takeover by the Government?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 122)

Reply:

1. & 2.

HKeToll, the free-flow tolling service, was smoothly implemented at the seven government tolled tunnels and the Tsing Sha Control Area (TSCA) (namely, the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023. Since the implementation of HKeToll up to February 2024, there were about 68 toll related enquiries/complaints on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. The numbers of complaints received by TD and the toll service provider (TSP) with a breakdown by month and by type are set out below:

	Number of complaint cases	
	Related to toll and surcharge payment	Not related to toll and surcharge payment
May 2023	528	2 438
June 2023	1 622	1 200
July 2023	2 751	2 380
August 2023	2 807	1 268
September 2023	2 267	761
October 2023	2 260	922
November 2023	2 698	670
December 2023	2 825	565
January 2024	2 334	604
February 2024	1 794	501

3. There were a total of 14 enquiries/complaints related to suspected fraudulent use of the licence plate numbers since the implementation of HKeToll up to February 2024. Upon receipt of the enquiry/complaint, the TSP will check the record, confirm the licence plate number in question and reply to the vehicle owner concerned so that the vehicle owner can seek assistance from the Police. The TSP will also provide the relevant information to the Police to assist in the investigation when necessary.
4. The Government has been appealing to registered vehicle owners to complete the three steps for HKeToll service as soon as possible: (1) install a vehicle tag, (2) open a HKeToll account and (3) set up an automatic payment means, so as to fully enjoy the convenience of the HKeToll. Registered vehicle owners have to pay the tolls within 14 working days after passing through the tolled areas. Otherwise, a surcharge will be imposed. TD may apply to the magistracy under the law, demanding the vehicle owners concerned to settle the relevant amount.

TD has progressively referred cases of outstanding tolls to the magistracy. As at end February 2024, there were about 34 000 cases of unpaid tolls, accounting for about 0.03% of the overall traffic flow (approximately 125 million vehicles). The magistracy has also progressively conducted hearings on cases of outstanding tolls and surcharges, and issued orders to the registered vehicle owners involved, demanding them to settle all outstanding amounts (including toll, initial surcharge of \$175 and further surcharge of \$350), as well as relevant penalty and costs for each case. The magistracy has also directed TD to refuse the applications of license renewal and vehicle transfer for the

vehicles involved in the case. The magistracy may issue an order directing that the sum adjudged to be paid be levied on any goods and chattels of the vehicle owners concerned by distress and sale thereof.

5. As some vehicles still do not have their vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks on the vehicle number plates to be accurately identified by the automatic number plate recognition system, manual image review has to be carried out by the TSP. The TSP has developed dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepped up training for frontline staff on techniques to accurately identify licence plates with a view to further strengthening the accuracy of identifying vehicle registration marks.
6. To assist vehicle owners in applying for vehicle tags, opening HKeToll accounts and setting up payment means, setting up electronic notifications, as well as making toll payment in arrears online, TD has engaged service providers following open tender exercises to set up HKeToll consultation counters at 25 designated MTR stations throughout the territory since 24 February 2023, including Sai Ying Pun, Wan Chai, Shau Kei Wan, Wong Chuk Hang, North Point, Wong Tai Sin, Kai Tak, Ngau Tau Kok, Nam Cheong, Hung Hom, Kowloon, Prince Edward, Kowloon Tong, Ho Man Tin, Long Ping, Sheung Shui, Wu Kai Sha, Tai Wai, Tsuen Wan West, Siu Hong, Tai Po Market, Tung Chung, Tsing Yi, Kwai Fong and Tiu Keng Leng. Subsequently, the consultation counters at Kai Tak, Hung Hom, Kowloon and Tai Wai stations ceased operation from 8 May 2023 due to service adjustments. With the smooth implementation of HKeToll at all government tolled tunnels and TSCA, and more than 90% of the vehicles and owners having been issued with vehicle tags and having opened HKeToll accounts respectively, TD announced in January 2024 that all HKeToll MTR consultation counters terminated their services from 1 February 2024 onwards.

TD's total expenditure on HKeToll MTR consultation counters was about \$20 million, which was borne by TD.

7. Currently, the Tai Lam Tunnel is governed by the Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474) and its subsidiary legislation, and operated by the Route 3 (CPS) Company Limited (the franchisee). The "Build-Operate-Transfer" franchise of Tai Lam Tunnel will expire in May 2025, after which it will be taken over by the Government to become a government tunnel.

The Government and the franchisee have held discussions. Early implementation of the free-flow tolling service of HKeToll at the Tai Lam Tunnel involves many considerations, including commercial consideration on the sharing of the construction and operational costs of HKeToll by the franchisee, amendment of the existing legislation, redundancy of toll collection staff employed by the franchisee, etc. The Transport and Logistics Bureau and TD have established an inter-departmental working group to prepare for the takeover of the tunnel, including early implementation of HKeToll upon takeover of the tunnel.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB271**

**(Question Serial No. 3613)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To encourage eligible organisations to hold activities on the outlying islands, the Transport Department (TD) launched the “Visiting Scheme to Outlying Islands” (the Scheme) in 2012 to provide subsidy for free ferry rides. The Scheme was suspended from 2020 to 2022 due to the epidemic. Will the Government inform this Committee of the following:

1. the annual numbers of persons subsidised to visit various outlying islands with free ferry rides and the annual amounts of subsidy under the Scheme in the past five years;
2. the current total number of outlying island ferry routes covered by the Scheme;
3. the current staff establishment relating to the implementation of the Scheme;
4. whether the Government plans to extend the scope of the Scheme to cover more outlying islands and include kaito routes serving outlying islands, so that more members of the public in need can visit more local outlying islands under the Scheme;
5. the current annual subsidy funding for the Scheme. If the funding for that year has not been used up, would it be carried forward as additional funding for the following year?
6. at present, an applying organisation is required to submit the application documents to TD at least 30 days before holding the activity. Will the Government consider introducing online application, relaxing the document submission deadline and increasing the annual subsidy funding so as to facilitate more organisations to apply and participate in the Scheme, and in turn promote the local economy of the outlying islands?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 123)

Reply:

1. to 4. The Transport Department (TD) launched the “Visiting Scheme to Outlying Islands” (the Scheme) in 2012, mainly aiming to encourage eligible organisations, such as schools, uniformed groups, non-governmental organisations, community

and local groups to hold activities on the outlying islands, to reduce the travelling expenses of organisations for holding activities, and to boost the patronage of the outlying island ferry services. Successful applicants will be provided with free ferry rides to travel to and from the outlying islands covered in the Scheme to hold activities. When the Scheme was first launched, it covered five ferry routes, including the “Central - Yung Shue Wan”, “Central - Peng Chau”, “Central - Cheung Chau”, “Central - Mui Wo”, and “Central - Sok Kwu Wan”.

To tie in with the social distancing measures in response to the epidemic, the Scheme was suspended from 2020 to 2022. The Government relaunched the Scheme in July 2023 and extended the Scheme to cover ferry services to and from Lantau Island (Tung Chung, Sha Lo Wan and Tai O), Ma Wan and more services serving Lamma Island. Currently, the Scheme covers a total of ten ferry routes serving five outlying islands, including Cheung Chau, Lantau Island (Mui Wo, Tung Chung, Sha Lo Wan and Tai O), Peng Chau, Lamma Island (Yung Shue Wan and Sok Kwu Wan) and Ma Wan.

The annual numbers of persons subsidised under the Scheme and the annual amounts of subsidy in respect of each outlying island ferry routes in the past five years are tabulated below:

<b>Year</b>	<b>Ferry Route</b>	<b>Number of Persons Subsidised</b>	<b>Amount of Subsidy (\$)</b>
2019 <sup>Note 1</sup>	Central - Yung Shue Wan	3 708	63,023
	Central - Peng Chau	2 568	62,237
	Central - Cheung Chau	5 610	61,839
	Central - Mui Wo	3 359	58,025
	Central - Sok Kwu Wan	1 573	37,527
2020	Scheme suspended due to the epidemic		
2021			
2022			
2023 <sup>Note 2</sup> (from 17 July onwards)	Central - Yung Shue Wan	2 867	63,999
	Central - Peng Chau	851	23,879
	Central - Cheung Chau	2 742	36,176
	Central - Mui Wo	1 266	30,210
	Central - Sok Kwu Wan	511	13,021
	Tuen Mun - Tung Chung - Sha Lo Wan - Tai O	203	5,481

Note 1: The Scheme before 2020 covered the five ferry routes listed in the column to the right.

Note 2: TD did not receive any application for the Scheme in respect of the four ferry routes “Aberdeen - Sok Kwu Wan via Mo Tat”, “Aberdeen - Pak Kok

Tsuen - Yung Shue Wan”, “Ma Wan - Central” and “Ma Wan - Tsuen Wan” in 2023.

TD will continue to monitor the application situation and demand for the Scheme. Processing of the relevant applications is undertaken by the existing staff of TD and there is no separate breakdown of the manpower involved.

5. to 6. Estimated expenditure for the Scheme for 2024-25 is about \$900,000. This being an item of recurrent expenditure, any unused provision cannot be carried forward for use in the following year. With reference to the actual expenditure for the Scheme in the past, the provision will be sufficient to meet the needs of the Scheme.

At present, applying organisations may submit application form for the Scheme by fax, by post or in person to TD. From early April 2024 onwards, TD also accepts applications through email. In view of the time required for processing the applications and that ferry operators also need to make operational arrangements, including reservation of sufficient seats in the specific ferry sailings, TD considers that the existing requirement for the applying organisations to submit application 30 days before holding the activities is appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB272**

**(Question Serial No. 3614)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Legislation requires that for a motor vehicle running on a road, the driver shall ensure that any load is properly secured to or contained inside the vehicle. However, some goods vehicles, garbage recycling trucks and grab-mounted lorries have their loading compartment height augmented by means of a few wooded boards to increase their capacity, and are then driven on the road without any cover. As a result, objects fall off the vehicles to the road surface from time to time, threatening the safety of other road users. In this regard, will the Government inform this Committee of the following:

1. What are the annual numbers of prosecution cases relating to insecure loads on vehicles in the past five years?
2. For goods vehicles with unenclosed compartments running on a road, are the drivers currently required by the law to cover the loosely stacked goods with awnings, etc. to prevent their falling off during the journey. If yes, what are the details? If no, what are the reasons?
3. Given the large number of prosecution cases relating to insecure loads on vehicles every year, there are views that the definition of “properly secured” in the legislation is vague, leading to insufficient awareness of drivers in load security, and thus frequent incidents of objects falling off from vehicles. For ensuring safety in this connection, will the Government review the existing legislation and increase the penalties?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 124)

Reply:

The Government attaches great importance to road safety, including matters relating to the loadings on vehicles. Having consulted the Hong Kong Police Force (HKPF), the Transport Department (TD) provides a consolidated reply to the question as follows:

The loadings on vehicles shall comply with the provisions of the relevant road traffic regulations. In general, the driver shall ensure that any load is properly secured to or carried

inside the vehicle and that its weight and the manner in which it is placed in the vehicle shall not cause danger to any person. To enhance the goods vehicle trade's awareness of safe loading, TD, in consultation with the trade, has compiled the Code of Practice for the Loading of Vehicles (CoP). The CoP aims to ensure that owners, operators and drivers of goods vehicle are aware of their obligations with regard to safe transport of goods in accordance with the law. It also provides guidance as to the most appropriate means of transporting goods. For example, as regards carrying loose bulk loads (such as sand, ballast, aggregate, waste etc.), the CoP sets out in detail the matters for attention, including the inspection and maintenance of vehicle equipment, height of vehicle body panels, provision of covers and arrangement of loads etc.

The numbers of enforcement actions by HKPF against insecure loads in the past five years are tabulated below:

Year	Enforcement actions against insecure loads
2019	962
2020	962
2021	738
2022	837
2023	695

Apart from regulating the carrying of goods on vehicles through legislation and stepping up enforcement actions, TD has been collaborating with the Road Safety Council and HKPF to promote road safety among all road users (including commercial vehicle and goods vehicle drivers) through various publicity and educational activities, for example production and broadcasting of TV and radio announcements of public interest (APIs), publication and distribution of "Road Safety Bulletin" and leaflets, posting of video clips and dissemination of messages via social media platforms etc. TD also brings across safety messages on goods transportation to the public via the variable message signs on highways, alerting road users to the matters for attention regarding road safety (including securing and properly covering the loads, properly closing the tail boards and never exceeding the height and load limits etc.) so as to foster good driving behaviour among the drivers. Furthermore, TD publishes the "Goods Vehicle Trade Newsletter" periodically and holds regular meetings with the goods vehicle trade to disseminate messages of road safety, reminding them of the need to take appropriate measures in goods transportation.

The Government will continue with its multi-pronged efforts through legislation, publicity and education to promote goods transportation safety and will keep reviewing the relevant legislation timely.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB273**

**(Question Serial No. 3615)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The government exempted franchised buses from paying tolls when using government tolled tunnels and control areas starting from February 2019. Franchised bus operators are required to keep the toll saved in the dedicated fund accounts they set up, i.e. the Franchised Bus Toll Exemption Fund. Will the Government inform this Committee of the following:

1. the respective annual amount of toll subsidy granted for each franchised bus company since the implementation of the scheme and the total subsidy amount granted each year;
2. the staff establishment of the Fund and the annual administrative cost excluding the amount of toll subsidy since the implementation of the scheme;
3. whether the amount covers the tolls incurred by the franchised buses when not in service;
4. the procedures that the Government uses to provide the subsidy to the bus companies; and
5. whether the Government will consider extending the subsidy scope to cover public light buses and private light buses to help address the difficult operation environment of the trades in recent years.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 125)

Reply:

All franchised buses have been exempted from paying tolls for government tolled 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 franchised bus operators. 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.

In the daily operation of franchised buses, buses would need to use government tolled tunnels and roads when not in service due to vehicle deployment and operational needs. The tolls for such journeys are also exempted and the tolls saved need to be kept in the accounts under the Fund.

Franchised bus operators are required to set up and maintain the Fund for their respective franchises and bear the relevant administrative costs, as well as submit returns to the Transport Department (TD) for review. The work in relation to monitoring the operation of the Fund is conducted by existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure and manpower could be provided.

Regarding the other transport modes, most green minibus routes currently do not operate via government tolled tunnels and roads. As such, basically no actual effect would be achieved by granting toll exemption to them. For red minibuses and private light buses, since their fares are not subject to regulation by the Government, it is unable to ensure that the effect of mitigating the rate of fare increase or reducing the pressure for fare increase can be achieved through granting them toll exemption.

The amount of tolls for government tunnels and control areas exempted under the Fund since its implementation in 2019 by franchise is set out in the table below:

<b>Franchise</b> (Note 1)	<b>Amount of tolls for government tunnels and control areas exempted</b> <b>(\$'000)</b>				
	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
KMB	132,558	140,708	140,926	129,448	148,644
CTB (F1)	32,542	36,062	35,995	31,039	CTB (Urban and New Territories): 104,311 (Note 2)
NWFB	40,488	43,360	42,672	34,401	-
CTB (F2)	18,011	15,666	733	602	8,319
LW	25,725	23,007	897	858	1,076
NLB (Note 3)	8.3	9.0	0.4	0.2	0
<b>Total</b>	<b>249,332</b>	<b>258,812</b>	<b>221,223</b>	<b>196,348</b>	<b>262,350</b>

Note 1:

- KMB: The Kowloon Motor Bus Company (1933) Limited
- CTB (F1): Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour bus network)
- CTB (F2): Citybus Limited (Franchise for Airport and North Lantau bus network)
- CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories bus network)
- NWFB: New World First Bus Services Limited
- LW: Long Win Bus Company Limited
- NLB: New Lantau Bus Company (1973) Limited

Note 2:

As decided by the Chief Executive in Council, the franchises of CTB (F1) and NWFB were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing at 4 a.m. on 1 July 2023. The amount of tolls for government tunnels and control areas exempted for CTB (F1) and NWFB before the merger in the year is reflected in the account of CTB (Urban and New Territories) for the year of 2023 as shown in the table above.

Note 3:

NLB operates no route via government tolled tunnels. It has only one recreational route using the Lantau Link. The tolls of the Lantau Link have been waived from 27 December 2020 and so basically NLB has not benefited from the toll exemption since 2021.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB274**

**(Question Serial No. 3616)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department launched a trial scheme for about six months to enhance zebra crossing facilities, which aims to make the crossing more conspicuous. In this connection, will the Government inform this Committee of the following:

1. during the implementation of the trial scheme, the number of locations where new Belisha beacons were provided for zebra crossings;
2. after the completion of the trial scheme, whether the new Belisha beacons at the above locations be retained or reverted to traditional design;
3. the power consumption rate and the failure rate of the new Belisha beacons as compared with traditional yellow globe lamps;
4. the total expenditure for the trial programme together with administrative costs; and the cost of each new Belisha beacon; and
5. the effectiveness of the trial programme; and whether it will be extended to other locations?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 126)

Reply:

1. From April to October 2022, the Transport Department (TD) implemented the trial scheme to enhance zebra crossing facilities by replacing traditional Belisha beacons with new beacons in a total of five zebra crossings in Kwai Tsing, Sham Shui Po, Kowloon City and Tai Po districts. The new beacons consist of a halo of flashing yellow light and a post with flashing white bands. They are more visible than the traditional design of a yellow globe lamp atop a black and white post and can better remind motorists of the presence of zebra crossings.

- 2-4. The power consumption of each traditional Belisha beacon and new beacon is about 10 watts and 46.5 watts respectively. During the trial period, maintenance department received around 20 reports of malfunctions of traditional Belisha beacons, accounting for about four per cent of the total number of such beacons. As for the new beacons, four sets of them were reported to flash asynchronously due to product design at the early stage of the trial scheme but the situation had been rectified after replacement of parts. The above trial scheme involved 11 new beacons, with a total expenditure of about \$1.25 million, or an average of about \$114,000 per beacon. The new beacons installed under the scheme will be retained and continue to be used.
5. As the trial has shown a positive effect of the new Belisha beacons at zebra crossings on reminding motorists to stop and give way to pedestrians, TD is planning to replace all traditional Belisha beacons at zebra crossings on public roads in Hong Kong. The relevant project is under tendering, with replacement works expected to commence in end 2024 for completion in 2028.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB275**

**(Question Serial No. 3617)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is reported that the Transport Department (TD) once intended to relax prohibition to allow the “red minibuses” of public light buses (PLBs) to access Kwun Tong Bypass throughout the day so as to relieve the traffic burden on roads in the area and at the same time ease the increasingly difficult operating conditions of the PLB trade resulting from railway development and increases in tunnel tolls. In this regard, will the Government inform this Committee of the following:

1. What is the current number of registered PLBs in Hong Kong?
2. Does the Government plan to relax prohibition within this year to allow PLBs to access Kwun Tong Bypass throughout the day? If yes, what are the details? If no, what are the reasons?
3. Has the Government conducted any study in the past five years regarding the operating boundaries and districts to be opened up for access by PLBs? Are the Island Eastern Corridor and Central-Wan Chai Bypass included in the list for consideration?
4. There have all along been comments that as a result of inadequate public transport services, the situation in many new development areas, such as the Anderson Road Quarry Development area in Kwun Tong and the Queen's Hill area in Sheung Shui, has long remained unimproved. Has the Government considered relaxing restrictions to allow PLBs to operate in these areas as feeder services throughout the day under certain conditions and within a limited period?
5. Apart from opening up operating boundaries and districts for access by PLBs, what measures does the Government have for helping to improve the business environment of the PLB trade?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 127)

Reply:

Public light buses (PLBs) play an important supplementary role by serving areas with relatively lower passenger demand or where the use of high carrying capacity transport modes is not suitable. There are two types of PLBs, namely green minibus (GMB) and red minibus (RMB).

The Transport Department (TD) has always been concerned of the operating conditions of RMBs and will, addressing the requests of the trade, provide suitable and practicable assistance. Regarding the questions raised, we reply as follows:

1. As at end 2023, the numbers of registered GMBs and RMBs were 3 393 and 950 respectively.
2. & 3. Under existing policy, the operating boundaries of RMB services are subject to some restrictions, including the prohibition of access to new towns or new housing development areas, as well as expressways such as Kwun Tong Bypass, Island Eastern Corridor, Central-Wan Chai Bypass Tunnel etc. (except those with exemption).

TD has been providing suitable and practicable assistance to the RMB trade, such as by appropriately relaxing or rescinding some RMB prohibited zones, including some restricted sections on expressways, having regard to the trade's requests and the actual circumstances of individual locations. For example, in October 2019, TD relaxed prohibition to allow RMBs to access some sections of Tsing Sha Highway to ply between New Territories East and Kowloon. In July 2021, the prohibition was relaxed to allow RMBs to access a section of Island Eastern Corridor (eastbound) between Tung Hei Road and Wing Tai Road within specified time periods to facilitate their access to the Chai Wan LPG Filling Station. Further, in November 2022, on the premise of not affecting road conditions and other public transport services, TD relaxed prohibition to allow RMBs to access a section of Kwun Tong Bypass between Wang Chiu Road and Tseung Kwan O Road/Lei Yue Mun Road and a section between Kwun Tong Bypass (viaduct section) and Wai Fat Road within specified time periods.

TD will continue to explore and liaise with the trade on the possibility of relaxing or rescinding other passenger pick-up/drop-off restricted zones and prohibited zones in order to facilitate their business operation.

4. TD continues to enhance the public transport network in various districts having regard to local development, demographic changes, completion of transport infrastructures and the operation and level of public transport services therein. When planning on public transport services for major housing development projects, TD will adopt a holistic approach to consider whether a public transport network comprising various public transport modes including franchised bus and GMB services should be provided to appropriately meet the different transport needs of the residents.

Regarding the Anderson Road Quarry Development area in Kwun Tong, there are currently 15 franchised bus routes and three GMB routes serving that area, facilitating residents' travel to and from the MTR station nearby, as well as districts across Hong

Kong Island, Kowloon and the New Territories. Also, through a footbridge system, residents may reach Sau Mau Ping Road in the vicinity for public transport services (including RMBs). In addition, to cater for future development in the district, TD has already planned to introduce four new franchised bus routes and two new GMB routes to serve between the Anderson Road Quarry site and other districts so as to further enhance the public transport network for the area.

As for the Queen's Hill housing development area in Fanling, TD has been closely monitoring the operating conditions and changes in patronage of public transport services in the area and actively coordinating with the franchised bus companies and GMB operators to timely strengthen their services in light of the progress of population intake of the public housing developments concerned. Measures include introduction of new routes, extension of service hours and enhancement in trip frequencies. At present, there are 12 bus routes and two GMB routes serving the Queen's Hill area, with the transport network covering feeder services within North District as well as direct services connecting to other major districts (i.e. New Territories West, Kowloon West, Kowloon East, Island East and Island West). These services can generally meet the daily commuting needs of local residents. Meanwhile, in the 2024-25 North District Bus Route Development Programme, TD has proposed an additional bus route to run between Queen's Hill and New Territories East (to and from Tai Wai Station via Tai Po) so as to further improve the public transport network for the Queen's Hill area.

PLB plays an important role in the planning of public transport services for new housing development areas. The Government will introduce new GMB routes to encourage the conversion of RMBs into GMBs. To support the transport needs of the housing development areas of Anderson Road Quarry in Kwun Tong and Queen's Hill in Fanling, TD has introduced five GMB routes, with another two new routes being planned. As such, currently TD has no plan to relax the prohibition and allow RMBs to access the new development areas of Anderson Road Quarry and Queen's Hill etc.

5. Apart from relaxing or rescinding some RMB prohibited sections on expressways, TD will also consider appropriately relaxing or rescinding some passenger pick-up/drop-off restricted zones for RMBs subject to the actual road conditions at individual locations. Also, provided that road safety is not compromised and road users not obstructed, TD will consider allowing some RMBs to park at designated PLB stands during night time, so as to meet their operational needs.

During the epidemic in the past three years, the Government provided various subsidies for the PLB trade, including fuel subsidies and non-accountable subsidies, under the Anti-epidemic Fund. Meanwhile, the application period of the Special 100% Loan Guarantee under the SME Financing Guarantee Scheme has been extended to the end of March this year. Under the scheme, the Government provides 100% guarantee for the special loans, aiming at alleviating the cash flow difficulties of eligible small and medium enterprises (SMEs) including PLB operators.

The Government understands that the PLB trade, including RMBs, has been facing a persistent and acute problem of driver shortage. To address the issue, the Labour

Importation Scheme for Transport Sector - Public Light Bus/Coach Trade was introduced in July 2023 to, on the prerequisite of safeguarding the priority for employment of local labour, suitably allow the eligible PLB operators to import drivers.

The Government will continue to closely monitor on the operating conditions of PLBs and maintain close communication with the stakeholders to explore more feasible measures to enhance the business environment of the trade and maintain the reliability of public transport services.

- End -

**CONTROLLING OFFICER'S REPLY****TLB276****(Question Serial No. 3618)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The “water taxi” ferry service (WTFS) commenced operation in July 2021. Will the Government inform this Committee of the following:

1. How many routes of WTFS have been operated since its launch? Has any route ceased operation and what are the reasons?
2. What is the annual patronage of respective routes of WTFS since its launch?
3. Taxis should provide “point-to-point” services at the request of passengers. However, at present, WTFS operates as kaito ferry services with fixed routeings and sailings. Has the Government considered operating commercial vessels in the Victoria Harbour that allows passengers to select destinations of their choices with a view to improving connectivity of the harbourfront and flexibility of WTFS operation?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 128)

Reply:

1. and 2.

WTFS is mainly of a sightseeing and tourism nature, providing recreational services for the public and tourists travelling across the Victoria Harbour. Since WTFS commenced operation on 1 July 2021, the operator has provided different routes plying across the Victoria Harbour having regard to various factors such as passenger demand, etc. Owing to the COVID-19 pandemic, the services of some routes have been adjusted.

From July 2021, WTFS has operated a route plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route), with one sailing on Saturdays. In light of the fifth wave of the COVID-19 pandemic in early 2022, the route was temporarily suspended from 9 February to 20 May 2022.

To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the WTFS operator had 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. Subsequently, due to the fifth wave of the COVID-19 pandemic, the route was temporarily suspended from 16 January 2022. In light of the easing of the

epidemic situation and the gradual lifting of social distancing measures, the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central (TSTE - West Kowloon route) on Saturdays from 14 January 2023.

To attract more tourists to use WTFS, the operator has enhanced its services starting from 6 October 2023 by merging the Hung Hom - Central route and the TSTE - West Kowloon route into a route with seven daily sailings plying between TSTE and Central via Wan Chai. On Saturdays, Sundays and public holidays, the first two sailings will depart from TSTE then return to TSTE via West Kowloon, and resume the original routeing.

The annual patronage of each of the above routes is as follows:

Route	Operation Date	Patronage			
		2021	2022	2023	2024 (As at 29 February)
Hung Hom - Central (via TSTE)	From 1 July 2021 to 30 September 2023	3 379	4 407	2 904	N/A
Central - TSTE (via West Kowloon)	From 12 November 2021 to 15 January 2022	190	18	N/A	N/A
TSTE - West Kowloon (via Wan Chai and Central)	From 14 January 2023 to 30 September 2023	N/A	N/A	1 101	N/A
TSTE - Central (via Wan Chai / West Kowloon)	Commenced operation on 6 October 2023	N/A	N/A	17 958	23 366

- WTFS is a licensed ferry service that provides mass-transit services with fixed routeings and sailings plying between various berthing points on both sides of the Victoria Harbour. The existing service operates flexibly to allow passengers to choose the departures and berthing points that suit their own needs, and the operator can also apply to the Transport Department (TD) for increasing berthing points or providing other route services in view of passenger demand. The carrying capacity of each WTFS vessel is between 100 and 170, which allows the operator to flexibly respond to passenger demand and use resources more effectively to achieve higher cost-effectiveness. TD and the operator of WTFS will continue to closely monitor the services provided and the passenger demand, and further improve the services in a timely manner to attract the public and tourists.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB277**

**(Question Serial No. 3653)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please inform this Committee of the following:

1. in the past five years and in the future, whether the following plans and resources were/will be put in place to promote a more convenient travelling experience for persons with disabilities (PwD) using the MTR;
2. whether it has considered how to coordinate with other government departments such as the Highways Department (HyD) and the MTRCL in planning the feasible locations of additional lifts connecting the station concourse and the ground level; and
3. how it will work with the MTRCL on the provision of additional street-level lifts and other ancillary facilities outside the stations, including the provision of additional signage, exits, exit connection services, etc., so as to shorten the time spent by wheelchair users and other people in need on travelling on the MTR.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 36)

Reply:

The MTR Corporation Limited (MTRCL) now provides at least one type of barrier-free access facilities, such as lift, ramp, stair lift or wheelchair aid, at all MTR stations. To facilitate the use of railway services by passengers with different types of disabilities, accessible facilities such as wide gate, tactile guide path, next stop announcement system, braille map, audible device providing audible Octopus reading, induction loop, etc. have been installed at stations. Moreover, to assist passengers in need, MTRCL has added new functions in its “MTR Care” mobile application, such as providing real-time operation status of barrier-free facilities and station lifts and a trial version of portable ramp booking service. MTRCL will continue to proactively communicate with PwD groups on a regular basis with a view to continuously enhancing railway services.

After carrying out numerous improvement works in recent years, including the completion of installation of a stair lift at Tin Hau Station in 2022, Fortress Hill Station is the only station among the 99 MTR stations without a passenger lift connecting the station concourse and ground level. HyD is constructing the Braemar Hill Pedestrian Link, which includes the construction of a subway and passenger lift connecting the Fortress Hill Station and is expected to be completed in 2027. MTRCL will also improve the accessibility of individual stations as necessary. For example, the installation of the second lift connecting ground level and the station concourse at Mei Foo Station is expected to be completed within this year. By then, there will be an additional barrier-free access at the station. When constructing new railways, passenger lifts connecting station platform, concourse and ground level are standard provisions, subject to actual circumstances.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB278**

**(Question Serial No. 3760)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. What are the total numbers of taxis in Hong Kong and the numbers of taxis operating in various districts (e.g. Hong Kong Island taxis, Kowloon taxis, New Territories taxis and Lantau taxis) in the past five years (i.e. from 2019 to the present)? What are the changes in the numbers over the past five years?
2. During the same period, what are the total numbers of taxi licences in Hong Kong and the numbers of taxi licences in various districts each year? Is there a significant difference between the number of taxi licences and the number of taxi driving licence holders? What are the reasons for the difference?
3. What are the average market trading prices of taxi licences in each of the past ten years? In which years were the highest and lowest prices recorded and what was the difference? What were the main reasons for the high and low prices?
4. Please provide a breakdown of the annual changes in the numbers of various types of taxis (e.g. barrier-free taxis, seven-passenger seater taxis, electric taxis and traditional five-passenger seater taxis, etc.) in the past five years (i.e. from 2019 to the present), and the changes in their proportions in the total numbers of taxis.
5. What are the numbers of enforcement actions taken by the Transport Department (TD)/the Hong Kong Police Force (HKPF) against unscrupulous taxi drivers each year? Please provide a breakdown of the numbers of cases by different levels of penalties (e.g. point deduction, fines, suspension of driving licences, etc.) and by year.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 506)

Reply:

1. and 2. At present, there are 18 163 registered taxis in Hong Kong, of which 15 250 are urban taxis, 2 838 are New Territories (NT) taxis and 75 are Lantau taxis. There has been no change to these figures in the past five years. In respect of permitted operating areas, urban taxis can operate in any area in Hong Kong (except Tung

Chung Road and roads in South Lantau), while NT taxis and Lantau taxis can only operate in designated permitted operating areas specified in Schedule 7 to the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E).

All registered taxis must have a taxi licence issued by TD before they can be driven on roads. The numbers of various types of licensed taxis and the numbers of valid taxi full driving licence holders in each of the past five years are set out in the following tables:

<b>Licensed taxis</b>				
<b>Year (as at the end of the year)</b>	<b>Urban taxi</b>	<b>NT taxi</b>	<b>Lantau taxi</b>	<b>Total</b>
2019	15 231	2 826	75	18 132
2020	15 191	2 818	75	18 084
2021	15 192	2 794	75	18 061
2022	15 081	2 737	74	17 892
2023	15 020	2 712	74	17 806
2024 (as at the end of February)	15 026	2 704	74	17 804

<b>Valid taxi full driving licence holders</b>	
<b>Year (as at the end of the year)</b>	<b>No. of people</b>
2019	206 866
2020	203 027
2021	203 880
2022	204 042
2023	206 884
2024 (as at the end of February)	207 559

As not all valid taxi full driving licence holders would choose to engage in the taxi trade, and some drivers may also hold driving licences for other commercial vehicles and choose to engage in other transport trades, it is not appropriate to directly compare the number of licensed taxis with the number of valid taxi full driving licence holders.

3. The existing 18 163 registered taxis are freely transferable in the market and their prices are market determined. TD does not have information on the market trading prices of all registered taxis in Hong Kong.
4. The numbers of licensed taxis by vehicle type in each of the past five years are tabulated below:

Year (as at the end of the year)	Wheelchair accessible taxi		Electric taxi		Others	
	No.	% in the total no. of taxis	No.	% in the total no. of taxis	No.	% in the total no. of taxis
2019	892	4.9%	0	0%	17 240	95.1%
2020	1 613	8.9%	0	0%	16 471	91.1%
2021	2 673	14.8%	0	0%	15 388	85.2%
2022	3 721	20.8%	1	0%	14 170	79.2%
2023	4 606	25.9%	17	0.1%	13 183	74.0%
2024 (as at the end of February)	4 697	26.4%	36	0.2%	13 071	73.4%

Note: The Legislative Council approved amendments to the Third Schedule to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) in December 2023 to increase the maximum passenger seating capacity of taxis from five to six. As at the end of February 2024, licensed taxis were four- or five-passenger seater taxis.

5. According to the information from the HKPF, the numbers of enforcement actions taken against some taxi-driver-related offences in each of the past three years are tabulated below:

Offence	Number of enforcement actions taken		
	2021	2022	2023
Wilfully refusing or neglecting to accept a hire/refusing or neglecting to drive a taxi to the place indicated by a hirer	27	65	85
Driving to a destination other than by the most direct practicable route	11	13	13
Overcharging	11	17	42

Note: For the above enforcement figures, the HKPF does not maintain statistics on the penalties imposed on the relevant cases.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB279**

**(Question Serial No. 3885)**

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 227 of the Budget Speech that the relevant bureaux have been requested to review the mode of operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and the Public Transport Fare Subsidy Scheme, taking into account factors including incurrence of higher expenditure with a rapid expenditure growth rate. In this connection, will the Government inform this Committee of:

1. the annual expenditures of the Public Transport Fare Subsidy Scheme and the year-on-year increases in the past five years?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 51)

Reply:

The Government introduced the Public Transport Fare Subsidy Scheme (the Scheme) in 2019 to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. The Scheme was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount and the year-on-year percentage change in the past five financial years are tabulated as follows:

<b>Financial year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Year-on-year change (%)<sup>Note</sup></b>
2019-20	1,689	N/A
2020-21	2,137	+26.5%
2021-22	3,322	+55.5%
2022-23	3,125	-5.9%
2023-24 (Revised Estimate)	3,531	+13.0%

Note: Apart from the temporary special measures, the patronage of public transport services, which saw a significant drop during the COVID-19 pandemic, also impacted on the changes in the total subsidy amount.

- End -