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Replies to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2025-26

Director of Bureau : Secretary for Transport and Logistics

Session No. : 13

Consolidated e-file name : TLB-2-e1.docx

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CONTROLLING OFFICER'S REPLY

TLB001

(Question Serial No. 2453)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the 2024-25 Budget, the planned number of flight operations and cabin safety inspections for 2024 was 130. However, the actual number of flight operations and cabin safety inspections undertaken in 2024 as announced in the 2025-26 Budget was 120, falling short of the original target. Nevertheless, the target for this year is still set at 130. In this connection, will the Government inform this Committee:

- 1) of the reasons for the actual number of inspections undertaken in 2024 falling short of the original target of 130;
- 2) whether it has assessed the impact of reducing the number of inspections on flight safety; if yes, of the details; if not, the reasons for that; and
- 3) of the specific assessment and considerations for setting the inspection target for 2025 at 130?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 17)

Reply:

In line with the safety management principles of the International Civil Aviation Organization and the international best practices, the Civil Aviation Department (CAD) has in place a comprehensive safety oversight and surveillance programme to closely monitor the operating standards and safety performance of local airlines.

Flight operations and cabin safety inspections are undertaken to monitor local air operators' compliance of their flight operations with the stipulated safety and operating standards, thereby maintaining flight safety.

CAD sets the target number of inspections at the beginning of each year, taking into account the number of local air operators, past experience, as well as the number of operators' applications for adopting new flight procedures for their aircraft. The actual number of inspections undertaken in 2024 was slightly below the target because of the need to deploy regulatory manpower to support the gradual resumption of flights and the continuing recovery of air traffic after the pandemic. In 2025, CAD maintains the target of conducting 130 inspections.

CAD will continue to closely monitor the safety performance of air operators with a view to ensuring aviation safety.

- End -

CONTROLLING OFFICER'S REPLY

TLB002

(Question Serial No. 0571)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The 2025-26 Estimates will see a substantial increase of 16.7% over the revised expenditure for 2024-25. However, apart from an increase in the number of aircraft registered on the Hong Kong Civil Aircraft Register, all other estimated indicators in 2025 are either flat or show a slight decrease, and that there will be a net decrease of 2 posts in 2025-26.

In this connection, will the Government explain whether there are reasonable grounds for the substantial increase in the estimated expenditure?

Asked by: Hon YIM Kong (LegCo internal reference no.: 32)

Reply:

The provision for 2025-26 is \$23.6 million higher than the revised estimate for 2024-25. The increased provision is mainly used for recruiting staff to fill existing vacancies to cope with the workload arising from the increase in the number of new aircraft and expansion of fleets by airlines, including introduction of new aircraft type, aircraft certification and maintenance, pilot training, etc. The provision is also used for taking forward the work related to low-altitude economy.

- End -

CONTROLLING OFFICER'S REPLY

TLB003

(Question Serial No. 2276)

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:

The Matters Requiring Special Attention in 2025-26 under Programme (2) in the Controlling Officer's Report of the Electrical and Mechanical Services Department (EMSD) include monitoring the safety performance of railway service provided by the MTR Corporation Limited (MTRCL). In this connection, will the Government inform this Committee of:

- (a) the numbers of service disruption incidents on various railway lines of the MTRCL in the past three years and, for such incidents, (i) the causes, (ii) the duration of disruption, (iii) the numbers of passengers affected and (iv) the amounts required to be set aside under the Service Performance Rebate;
- (b) (i) the establishment, (ii) the grades, ranks and posts, and (iii) the salaries, and operating and equipment expenses involved in monitoring the safety of the MTRCL's operation by the Railways Branch (RB) of the EMSD in 2024-25 and the estimated figures for 2025-26;
- (c) the respective numbers of (i) inspections conducted on the MTRCL and (ii) issues identified by the EMSD in 2024; and the follow-up measures taken by the EMSD in respect of the issues identified during inspections; and
- (d) whether the EMSD has identified issues relating to the concerns raised by a trade union regarding the introduction of outsourced, contract and term workers by the MTRCL for maintenance work in recent years, and that such workers might not be as professional as full-time MTRCL staff, which might affect the quality of maintenance and indirectly increase the likelihood of incidents; if yes, the measures in place to urge the MTRCL to make improvements; if no, the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 37)

Reply:

- (a) The numbers of incidents which caused service disruption due to factors under the control of the MTR Corporation Limited (MTRCL), 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 in **Annex 1**.

According to the MTRCL, there are no relevant statistics regarding the number of passengers affected by each of the service disruption incidents.

- (b) 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 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 RB of the EMSD in 2024-25 and its estimated establishment in 2025-26 are set out below:

Rank	2024-25	2025-26 (Estimate)
Assistant Director	1	1
Chief Engineer	4*	4*
Senior Engineer	15	15
Engineer	28	28
Inspector	4	4

* Two Chief Engineer posts are time-limited supernumerary directorate posts created on July 2021 for four years.

The estimated total expenditures of the RB of the EMSD in 2024-25 and 2025-26 are set out in the following table:

	2024-25 (Estimate)	2025-26 (Estimate)
Salaries	75.6	72.8
Other operating expenses	14.0	11.9
Expenditure (\$ million)	89.6	84.7 [^]

[^] The decrease in the estimated total expenditure in 2025-26 is mainly due to the expiry of the time-limited posts.

- (c) In 2024, the EMSD conducted 455 inspections of railway facilities/systems, including 419 inspections of the MTRCL. The inspections conducted by the EMSD include the “risk-based” inspections, i.e., inspecting, checking and assessing areas that may pose a higher risk to the safe operation of the railway based on past records; as well as the “comprehensive and direct assessment” exercises, i.e., taking the initiative to audit the MTRCL’s railway assets, and the asset and safety management systems of operating railway lines, with a view to identifying potential problems at an early stage. In 2024, the EMSD made 57 improvement recommendations on 51 items to the MTRCL during the “comprehensive and direct assessment” exercises.

If any problems or improvement areas are identified during inspections and audits, the EMSD will immediately request the MTRCL to follow up and make improvement recommendations, and will monitor the progress of the MTRCL in implementing the improvement recommendations.

- (d) According to the information provided by the MTRCL, it has all along adopted a maintenance regime that meets international standards, and made its human resources arrangements based on maintenance needs. The MTRCL's outsourced workers are generally responsible for repetitive and less technically-demanding tasks. Additionally, the MTRCL arranges for qualified outsourced personnel possessing necessary licences or registration to perform relevant work in accordance with legal and regulatory requirements. These workers must undergo specific maintenance procedures and standard training provided by the MTRCL, and must follow the same procedures and guidelines like the MTRCL staff when carrying out maintenance work. The MTRCL internal staff are also responsible for supervising the contractors to ensure that the maintenance work performed by outsourced workers and term workers complies with the safety and quality standards set by the MTRCL.

The EMSD is responsible for regulating the safety of railway operations. Regardless of whether the railway systems and equipment are maintained by the MTRCL or its outsourced contractors, the EMSD will monitor them with the same standards. According to records, the EMSD did not identify any issues in the maintenance works carried out by outsourced contractors that led to incidents.

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under the 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	
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
2024	12	11	1	10	1	1	0	0	0	0	0	1

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 ^{Note 2}	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
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
2024	10	10	0	9	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 failureNote 2	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	Equipment failure	Human factors	
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
2024	10	8	2	7	2	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	
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
2024	12	10	2	10	2	0	0	0	0	0	0	0

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	
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
2024	0	0	0	0	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	
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
2024	11	11	0	11	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	
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
2024	6	6	0	5	0	1	0	0	0	0	0	1

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	
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
2024	11	10	1	9	1	1	0	0	0	0	0	1.2

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	
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
2024	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	
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
2024	7	7	0	7	0	0	0	0	0	0	0	0

Light Rail

Eight 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	
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
2024	10	9	1	9	1	0	0	0	0	0	0	0

Note 1 : According to the existing railway incident reporting mechanism, the MTRCL is required to notify the Transport Department (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 the MTRCL is not required to notify the TD. Hence, the 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 failure, 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

TLB004

(Question Serial No. 1796)

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 “Pedestrian Link between Sui Wo Court and the Footpath under Fo Tan Road”, will the Government advise this Committee on the following:

1. What is the progress of the preparatory work?
2. What is the anticipated commencement date?
3. What is the project estimate?
4. When does the Government plan to submit the project to the Legislative Council for consideration?

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

Reply:

The project “Pedestrian Link between Sui Wo Court and the Footpath under Fo Tan Road” is currently under investigation and preliminary design stages. The majority of the alignment of the proposed project is located within the lots owned by the Hong Kong Housing Authority and private owners, and is also close to residents, green belt and railways. Therefore, the Highways Department (HyD) is discussing with relevant owners and stakeholders, as well as collecting professional opinions from relevant government departments in order to reach an agreement on the specific alignment. At the same time, the HyD is also continuing to evaluate different design optimisation schemes in order to minimise the resumption of private lands and reduce the impacts caused by the project to the surrounding facilities and environment, such as to retain the existing pedestrian ways and stairs as far as possible to facilitate the residents going to and from MTR Fo Tan Station during construction, to avoid affecting or altering the existing slopes as far as possible, to reduce the felling of trees etc. Therefore, the project estimate has yet to be confirmed at the current stage.

The HyD will continue to implement the project according to the established procedures and review constantly on how the public resources can be used more efficiently and the

effectiveness of the works expenditures can be enhanced. It will also examine the priority of the items under planning and appropriately adjust the progress of implementation in response to the latest developments, including the policy development, the financial situation of the Government etc. The anticipated submission date of the project for the Legislative Council's consideration and the project commencement schedule have yet to be confirmed at the current stage.

- End -

CONTROLLING OFFICER'S REPLY

TLB005

(Question Serial No. 0087)

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:

Due to the previous complaints about the poor quality of the road surfaces of expressways, I would like to enquire about the repair works of the road surfaces of expressways in Hong Kong:

1. Over the past 3 years, what were the expenditures used by the Highways Department on the road resurfacing works of expressways in Hong Kong? What was the trend of the tender prices for these works?
2. Regarding the quality of the road surfaces, does the Government have in place any mechanisms to monitor the quality and durability of the bitumen for road resurfacing?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 3)

Reply:

1. Over the past 3 years (i.e. 2022 to 2024), the expenditures used by the Highways Department (HyD) on road resurfacing works were approximately \$130 million, \$200 million and \$250 million respectively. The increase in the costs of works is mainly due to the increase in the quantity of works. The trend of the tender prices of works were generally stable.
2. Road surfaces of road facilities wear and tear alongside daily use. There will also be damage of different extents (such as the existence of potholes or localised cracks, etc.) due to other unforeseen circumstances, including traffic accidents and inclement weather. The 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. For damages that do not pose immediate danger to road safety, the HyD will formulate appropriate maintenance plans and schedules for those damages having regard to different factors.

For example, the resurfacing works for road surfaces will be carried out at an appropriate juncture.

The HyD attaches great importance to the quality of road surfacing works, and has a strict regulatory mechanism to ensure the quality and durability of road resurfacing. When the road resurfacing works are underway, the HyD would deploy its staff to conduct comprehensive supervision, as well as conduct tests and examinations on the materials and construction quality to ensure compliance with the standard stipulated by the contracts. In case the working performance of the contractors during works does not meet the stipulated standard, the HyD would take appropriate follow-up actions in accordance with the requirements of the contract 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 relevant repair works in a timely manner.

Besides, the HyD continues to develop and introduce bituminous materials with higher durability for road paving in order to enhance the road surface quality and reduce the frequency of repair. Between 2018 and 2022, the HyD collaborated with the Hong Kong Polytechnic University to conduct trials on over 30 busy road sections using a new bituminous material – “Highly Modified Stone Mastic Asphalt”. The trial results revealed that the said material has better anti-deformation, anti-aging and anti-fatigue performance than the traditional bitumen, thus enhancing the durability of the roads and reducing the frequency of repairs effectively. Based on the positive test results, the HyD has formally used the said new material on road works (including repair works) since 2023. The new material is applied on over 200 road sections at present.

- End -

CONTROLLING OFFICER'S REPLY

TLB006

(Question Serial No. 0451)

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 items under the hillside escalator links and elevator systems projects:

1. How many districts in Hong Kong are provided with hillside escalator links system currently? What is the usage condition of the said system upon their commissioning?
2. Over the past three years, did the Highways Department (HyD) receive any reports about frequent damages of hillside escalator links systems causing service suspension upon their commissioning? Did the HyD keep damage records of all hillside escalator links systems? How long did it usually take to repair before they could resume operation? What were the repair expenditures?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 11)

Reply:

1. Among the commissioned projects under the hillside escalator links and elevator systems, only the project in Tsz Wan Shan is equipped with escalators (eight units in total) at present. The remaining seven commissioned projects only involve elevators. The escalators have been operating normally upon their commissioning.
2. Over the past three years, the Highways Department (HyD) did not receive any reports about frequent damages or service suspension of the hillside escalator links upon their commissioning. The average repair frequency of each of the said eight escalators was about 3.5 times per year, excluding impacts caused by external factors (such as malfunction of mechanical parts due to inclement weather, pressing the emergency stop buttons by mistake, etc.) and regular maintenance. Of those, about 80% of all the service suspensions of escalators resumed normal operation within 24 hours and the relevant average maintenance expenditure for each escalator was about \$150,000 every year.

- End -

CONTROLLING OFFICER'S REPLY**TLB007****(Question Serial No. 3191)**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 developments of implementing the railway projects in Hong Kong, will the Government advise this Committee on the following:

1. What are the respective (i) commencement dates; (ii) anticipated completion dates; (iii) estimated construction costs; (iv) approved project estimates; (v) length of the railway; (vi) cost per kilometre; (vii) estimated Economic Internal Rate of Return; (viii) studies on investigation, design and construction (if applicable); and (ix) departments responsible for implementing the railway projects?

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(ix)
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								
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								
Kau Yi Chau Artificial Islands Green Mass Transit System								

2. What are the manpower, establishments and expenditures involved in the implementation and monitoring of the aforesaid railway projects by relevant government departments? 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 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.: 39)

Reply:

1. The detailed information on the railway projects mentioned in question is listed in Annex.

2. The establishments involved in the implementation and monitoring of railway projects by the Highways Department (HyD) (as at 1 March 2025) are as follows:

Rank	No. of permanent posts	No. of time-limited posts
Directorate	7	4*
Professional Grade	85	43
Technical Grade	31	-
General Grade	32	3

*Time-limited supernumerary directorate posts ^{Note}

The salary expenditure of the aforesaid posts in 2025-26 (in terms of notional annual mid-point salary value) is approximately \$210 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 implementation 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 with a view to implementing the various projects progressively to meet the transport and logistic demands in Hong Kong. The Government, taking into account the planning and implementation work for each railway project, 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 as scheduled while ensuring safety and quality.

3. 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

^{Note} The civil service establishment includes posts on the permanent establishment and those on the non-permanent establishment (i.e. time-limited posts). Time-limited directorate posts are referred to as “supernumerary directorate posts”, which are time-limited posts on the non-permanent establishment. It does not mean they are not counted towards the establishment.

pose a higher risk to the safe operation of the railway. Among these, inspecting and checking the railway facilities and systems is the major performance indicator for regulating the safe operation of the railway.

Detailed Information of the Railway Projects

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Length of the railway	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Studies on investigation, design and construction (if applicable)	Department responsible for implementing the railway project
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%	Undertaken by MTRCL	HyD
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%	Undertaken by MTRCL	HyD
Oyster Bay Station	Commenced in 2023	2030	\$3.8 billion (in June 2022 prices)	N.A.	N.A.	N.A.	N.A.	Undertaken by MTRCL	HyD
Hung Shui Kiu Station	Commenced in 2024	2030	\$6.639 billion (in September 2024 prices)	See Note 2	N.A.	N.A.	5.7%	Undertaken by MTRCL	HyD
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%	Undertaken by MTRCL	HyD
Northern Link Main Line	Advance works commenced; Main works anticipated to commence in 2025	2034	See Note 3	See Note 2	About 10.7 km	N.A.	See Note 3	Undertaken by MTRCL	HyD

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Length of the railway	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Studies on investigation, design and construction (if applicable)	Department responsible for implementing the railway project
Northern Link Spur Line	The proposed Northern Link (NOL) Spur Line is about 6 km in length. The governments of Hong Kong and Shenzhen are taking forward the project jointly through the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (Task Force). The detailed planning and design of the project are anticipated to commence in 2025. We will strive to implement simultaneously the NOL Main Line and the NOL Spur Line, enabling both projects to benefit from synergistic effects. The target is to advance the NOL Spur Line for commissioning with the NOL Main Line concurrently by 2034. The details of the project (project cost, timetable, etc.) will be confirmed in the detailed planning and design stage.								HyD
Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL)	The proposed HSWRL is about 18.1 km in length, with the length of about 7.3 km for the Hong Kong section. The governments of Hong Kong and Shenzhen are implementing the project jointly through the Task Force. The relevant first stage and second stage studies were completed in end 2022 and mid-2024 respectively. The investigation and design study of the project is anticipated to commence in 2025 and the target is to commission the Hong Kong section and Shenzhen section concurrently in 2035. The details of the project (project cost, timetable, etc.) will be confirmed in the investigation and design stage.								HyD
East Kowloon Smart and Green Mass Transit System	The project alignment is about 7 km in length. The relevant investigation, design and construction consultancy agreement commenced in July last year. The Government received a total of 35 expression of interest submissions from local, Mainland and overseas suppliers and operators of the relevant systems in November last year, and is conducting detailed analyses to ascertain the specific requirements and design of the system and its infrastructures. The Government, with reference to the established procedures and arrangements, plans to consult relevant District Councils on the alignment of the project in the middle of this year, as well as carry out gazettal of the project and make relevant land use planning application within this year. We strive to invite tenders for the project in 2026. The construction cost of the project is yet to be confirmed.								HyD

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Length of the railway	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Studies on investigation, design and construction (if applicable)	Department responsible for implementing the railway project
South Island Line (West)	The preliminary alignment is about 7.5 km in total. It will facilitate the public to go to the MTRCL South Island Line Wong Chuk Hang Station and Island Line HKU Station, passing through the areas around Aberdeen, Wah Fu, Cyberport and Pok Fu Lam. The project will be taken forward by adopting smart and green mass transit system to strive to tally with the timetable for the new population of the Wah Fu Estate Redevelopment. The cost of works and implementation timetable of the project will be confirmed in the detailed planning and design stage.								HyD
Pak Shek Kok Station	The MTRCL is currently carrying out the planning of Pak Shek Kok Station. The MTRCL will complete the detailed planning, relevant design and statutory procedures as soon as possible for early commencement of the construction works.								HyD
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. The Government has already invited the MTRCL to submit proposals for the project. The details of the project are yet to be confirmed.								HyD
Central Rail Link	This project comprises the construction of railway of about 17 km in length to connect Kam Tin to Kowloon Tong. The details of the project are yet to be confirmed.								HyD
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. The actual alignment and implementation timetable of the project will depend on the land use planning and works timetable of the development projects such as the New Territories North New Town, etc. Therefore, the details of the project are yet to be confirmed.								HyD
Northeast New Territories Line	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 actual alignment and implementation timetable of the project will depend on the land use planning and works timetable of the development projects such as the New Territories North New Town, etc. Therefore, the details of the project are yet to be confirmed.								HyD

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Length of the railway	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Studies on investigation, design and construction (if applicable)	Department responsible for implementing the railway project
Lo Wu South Station of East Rail Line	The planning and engineering study for the New Territories North New Town and Man Kam To currently being carried out by the Government covers the Lo Wu South area. The Government will formulate relevant transport infrastructure subject to the planning of the proposed land use and its transport needs in order to cope with future development needs. The relevant study is still underway and further information of the project is hence not available at this stage.								
Kai Tak Smart and Green Mass Transit System	The alignment of the system is about 3.5 km in total. The Government is taking forward the relevant planning and investigation, etc. in full swing. It also invited suppliers and operators to submit expressions of interest for the project from August to October 2024, with a view to ascertaining the technical details, delivery mode and financial arrangement of the system. The Government targets to invite tenders for the project in 2025. The project's cost of works is yet to be confirmed.								Civil Engineering and Development Department (CEDD)
Smart and Green Mass Transit System in Hung Shui Kiu/Ha Tsuen New Development Area	<p>The preliminary alignment of the system is about 16 km in total through the Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas. The Government commenced the investigation and design works of the system in the Hung Shui Kiu/Ha Tsuen New Development Area for stage 1 road works (about 4.5 km in length) in May 2024. The Government is currently reviewing the alignment and arrangement of stations as well as formulating design schemes to carry out relevant impact assessment etc. It is anticipated that the relevant consultation and statutory procedures of stage 1 road works will be commenced within this year.</p> <p>The Government invited relevant suppliers and operators to submit expressions of interest for the system from December 2024 to February 2025. The Government is currently analysing the received comments, with a view to ascertaining the technical details, delivery mode and financial arrangement of the system. The Government targets to strive for inviting tenders for the project in 2026. The project's cost of works is yet to be confirmed.</p>								CEDD

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
	Commencement date	Anticipated completion date	Estimated construction cost	Approved project estimate	Length of the railway	Cost per kilometre (Note 1)	Estimated Economic Internal Rate of Return	Studies on investigation, design and construction (if applicable)	Department responsible for implementing the railway project
Kau Yi Chau Artificial Islands Green Mass Transit System	The detailed alignment and implementation timetable of the project need to tie in with the planning of the proposed Kau Yi Chau Artificial Islands. The details of the project are yet to be confirmed.								CEDD
Hong Kong Island West-Hung Shui Kiu Rail Link	The detailed alignment and implementation timetable of the project need to tie in with the planning of the proposed Kau Yi Chau Artificial Islands. The details of the project are yet to be confirmed.								CEDD
Automated people mover system from Tsim Bei Tsui to Pak Nai	The Government is currently exploring the transport demands and feasibility of connecting Tsim Bei Tsui to Pak Nai by green transport corridor.								

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 reprovisioning of affected facilities, improvement works and enabling works etc. Therefore, it is not suitable to compare by unit cost per kilometre.

Note 2: The Tung Chung Line Extension, Tuen Mun South Extension, Northern Link Phase 1 Kwu Tung Station and Hung Shui Kiu 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 are underway. The Government would formulate the most suitable financing scheme for the project.

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

- End -

CONTROLLING OFFICER'S REPLY**TLB008****(Question Serial No. 3192)**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 2024-25?
2. What are the details of the work anticipated to be undertaken by the NMRO and the implementation timetable of the railway projects in 2025-26?
3. What are the differences and similarities in the functions and the division of work between the NMRO and the other government departments that supervise the railway projects?
4. Please list by rank the numbers of permanent posts and supernumerary posts, and the respective salary expenditures involved for the NMRO and the other government departments that supervise the railway projects.

Rank	No. of permanent posts	Salary Expenditures	No. of supernumerary posts	Salary Expenditures
Directorate				
Professional Grade				
Technical Grade				
General Grade				

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 40)

Reply:

1. and 2. The Northern Metropolis Railways Office (NMRO) is responsible for the coordination and implementation of various railway projects in relation to the Northern Metropolis. The details of work are tabulated below:

Railway projects	Summary of implementation status
Kwu Tung Station (Northern Link (NOL) Phase 1)	The construction works commenced in 2023 for completion in 2027.
Hung Shui Kiu Station	The construction works commenced in 2024 for completion in 2030.
NOL Main Line (NOL Phase 2)	The detailed planning and design is underway. The advance works have commenced to tie in with the target completion of the NOL Main Line in 2034.
NOL Spur Line	The detailed planning and design of the project is anticipated to commence in 2025. We will strive to take forward the projects of the NOL Main Line and NOL Spur Line simultaneously such that both projects could benefit from certain synergies. The target is to advance the commissioning of the NOL Spur Line to tie in with that of the NOL Main Line for commissioning together in 2034.
Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai)	The first stage and second stage studies were completed in 2022 and 2024 respectively. The investigation and design study of the project is anticipated to commence in 2025. The target is to commission the Hong Kong and Shenzhen sections of the project simultaneously in 2035.

3. The NMRO and Railway Development Office (RDO) of the HyD are responsible for planning the 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 coordinating and implementing other railway projects outside the Northern Metropolis, and to carry out studies and formulate plans for the further development of the railway network in Hong Kong.

4. The establishments of the NMRO and RDO as at 1 March 2025 are as follows:

NMRO:

Rank	No. of Permanent posts	Salary expenditures (\$ million)	No. of time-limited posts	Salary expenditures (\$ million)
Directorate	1	2.10	3*	7.10
Professional Grade	16	18.80	18	20.60
Technical Grade	4	2.40	-	-
General Grade	1	0.30	2	0.80

*Time-limited supernumerary directorate posts ^{Note}

The salary expenditure of the NMRO in 2025-26 (in terms of notional annual mid-point salary value) is approximately \$52 million.

RDO:

Rank	No. of Permanent posts	Salary expenditures (\$ million)	No. of time-limited posts	Salary expenditures (\$ million)
Directorate	6	14.10	1*	2.10
Professional Grade	69	81.20	25	29.10
Technical Grade	27	15.30	-	-
General Grade	31	14.80	1	1.60

*Time-limited directorate posts ^{Note}

The salary expenditure of the RDO in 2025-26 (in terms of notional annual mid-point salary value) is approximately \$158 million.

- End -

^{Note} The civil service establishment includes posts on the permanent establishment and those on the non-permanent establishment (i.e. time-limited posts). Time-limited directorate posts are referred to as “supernumerary directorate posts”, which are time-limited posts on the non-permanent establishment. It does not mean they are not counted towards the establishment.

CONTROLLING OFFICER'S REPLY

TLB009

(Question Serial No. 2216)

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 duties of the Highways Department (HyD) under Programme (2) include being responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. In this connection, will the Government advise this Committee on the following:

- (a) In 2024-25, the revised estimate (\$2.5177 billion) was 4.3% lower than the original estimate (\$2.6321 billion). What are the reasons?
- (b) The estimate (\$2.8061 billion) in 2025-26 is 11.5% higher than the revised estimate (\$2.5177 billion) in 2024-25. The HyD explained that it was “mainly due to the increased provisions for highways maintenance and workshop services”. However, according to the indicators under Programme (2) of the HyD, the estimated total area of roads maintenance (27.9 million m²) in 2025 is only 1.5% more than the actual maintenance area in 2024 (27.5 million m²). The increase in the estimated expenditure is significantly higher than the increase in the area of the roads maintained. What are the specific justifications (for instance, whether more expensive and new materials are being used)?
- (c) Regarding the estimated expenditures in 2025-26, what are the expenditures of (i) the salaries, (ii) operations and (iii) the equipment and materials respectively?
- (d) Regarding the estimated establishment (1 137 posts) in 2025-26, what are the (i) grades and (ii) ranks respectively? and
- (e) In the past three years and for 2025-26, what were/are the maintenance expenditures of various government road tunnels/bridges allocated/anticipated to be allocated by the HyD?

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 14)

Reply:

- (a) For Programme (2), the revised estimate was 4.3% lower than the original estimate in 2024-25. The reduction mainly reflects the slippage in handing over of new roads and relevant projects (including the transport infrastructure of the Diamond Hill Development Area and the Development of Anderson Road Quarry Site, the retrofitting of lifts under the “Universal Accessibility” (UA) Programme, etc.) to the HyD for maintenance and that part of vacancies were not filled as estimated.
- (b) The highways maintenance and workshop services under Programme (2) involve the maintenance works of public roads and associated road facilities under the ambit of the HyD (including highway structures, road furniture, drainage systems and roadside slopes) and the scope of works (including electrical and mechanical services, maintenance works of the facilities such as the electricity supply, air-conditioning, fire services of the large-scale bridges, etc., and vehicle repair) determined according to the “Service Level Agreement” that entered with the Electrical and Mechanical Services Trading Fund respectively. The indicator “total area of roads maintained” only covers the public roads maintained by the HyD. The scope covered by these two items is not the same. In addition, the maintenance arrangement would be adjusted every year in response to the conditions of the roads and relevant road facilities, thus it is difficult to compare the increase rates of the two items directly. The increase in the estimate of highways maintenance and workshop services in 2025-26 is mainly due to the additional provision for the projects (including the retrofitting of lifts under the UA Programme, Central Kowloon Route, the transport infrastructure of the Development of Anderson Road Quarry Site etc.) that are anticipated to be completed and handed over to the HyD for maintenance in 2025. The increase in the costs of maintenance works and workshop services fees are also attributable to the increase in the overall estimated expenditure.
- (c) The provision involved in Programme (2) in 2025-26 is \$2.8061 billion. The estimated expenditures are as follows:

	Estimate (\$ million)
Personal emoluments and personnel related expenditures	733.5
Departmental expenditures (including maintenance materials, workshop services and general departmental expenses)	369.2
Highways maintenance expenditures	1,601.0
Electricity for public lighting expenditures	102.4

- (d) The estimated establishment under Programme (2) in 2025-26 is 1 137. They are responsible for district administration and road maintenance works. Their respective grades and ranks are tabulated below:

Grade	Rank	No. of posts
Directorate Engineer Electrical and Mechanical Engineer Land Surveyor	Including Government Engineer, Chief Engineer, Senior Engineer, Engineer/Assistant Engineer, Senior Electrical and Mechanical Engineer, Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer and Land Surveyor/Assistant Land Surveyor	176
Technical Officer Survey Officer Inspector of Works Electrical Inspector Works Supervisor Tracer	Including Principal Technical Officer, Senior Technical Officer, Technical Officer/Technical Officer Trainee, Principal Survey Officer, Senior Survey Officer, Survey Officer/Survey Officer Trainee, Chief Technical Officer (Inspector of Works), Senior Inspector of Works, Inspector of Works, Assistant Inspector of Works, Electrical Inspector, Assistant Electrical Inspector, Works Supervisor I, Works Supervisor II and Tracer	774
Executive Officer Clerical Officer Clerical Assistant Office Assistant Personal Secretary Supplies Supervisor etc.	Including Executive Officer I, Executive Officer II, Senior Clerical Officer, Clerical Officer, Assistant Clerical Officer, Clerical Assistant, Office Assistant, Personal Secretary I, Personal Secretary II, Supplies Supervisor I, Supplies Supervisor II, Supplies Assistant etc.	129
Senior Artisan, Artisan, Chainman, Workman II, Motor Driver etc.		58

- (e) The maintenance expenditures on major government road tunnels in the past three years and the estimated maintenance expenditures in 2025-26 under Programme (2) are tabulated below. The HyD does not maintain a breakdown of maintenance expenditures for other particular structures (including around 1 500 flyovers and bridges and around 1 600 footbridges and subways).

Tunnel name	Actual expenditure in 2022-23^{Note1} (\$ million)	Actual expenditure in 2023-24^{Note1} (\$ million)	Revised estimate in 2024-25^{Note1} (\$ million)	Estimate in 2025-26^{Note1} (\$ million)
Lion Rock Tunnel	0.99	1.33	0.79	1.00
Shing Mun Tunnel	0.60	0.14	0.19	0.60
Tseung Kwan O Tunnel	0.21	4.07	2.95	0.50
Tate's Cairn Tunnel	1.56	0.47	1.18	0.80
Scenic Hill Tunnel	1.78	1.52	2.71	6.50
Airport Tunnel	0.33	1.73	0.08	0.60
Lung Shan Tunnel	0.44	0.96	1.09	1.14
Cheung Shan Tunnel	0.08	0.17	0.08	0.09
Tuen Mun -Chek Lap Kok Tunnel	0.87	2.08	1.50	1.26
Cross Harbour Tunnel	3.26	2.31	3.10	3.50
Western Harbour Crossing	0.03	0.43	2.11	2.00
Eastern Harbour Crossing	1.00	1.00	0.74	0.75
Aberdeen Tunnel	1.77	3.21	3.37	4.49
Kai Tak Tunnel	1.37	1.86	1.32	1.40
Central-Wan Chai Bypass Tunnel	11.92	17.92	6.58	13.50
Tseung Kwan O-Lam Tin Tunnel ^{Note2}	-	-	0.34	0.80
Tai Lam Tunnel ^{Note3}	-	-	-	2.80

Note 1: The expenditures listed in the table only include the maintenance expenses of “highways maintenance” under Programme (2) District and Maintenance Works, and do not include the expenditure on “workshop services” under Programme (2) or the expenditure under Capital Works Programme. In addition, the expenditures listed in the table do not include the management fees paid to Contractors on management, operation and maintenance, the relevant operation and maintenance expenses for the implementation of “HKEToll”, the depreciation expenses of the construction costs of the relevant year, the expenditures on maintenance works of other government departments, etc.

Note 2: The structure and road surfaces of the Tseung Kwan O - Lam Tin Tunnel was handed-over to the HyD for maintenance in February 2024.

Note 3: The Tai Lam Tunnel will be vested in the Government on 31 May 2025. The HyD will be responsible for the maintenance of the structure and road surfaces.

- End -

CONTROLLING OFFICER'S REPLY

TLB010

(Question Serial No. 1706)

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:

In recent years, multiple residential buildings in Yuen Long have been completed and occupied in succession, including Long Tin Court in Long Bin area and the public housing projects that are under construction. It is expected that the population of the district will increase significantly. Moreover, the development projects in Yuen Long South and Hung Shui Kiu will also cause significant increase in the population movement and traffic pressure in the district. In this connection, will the Government please advise this Committee on the following:

What is the specific plan for the pedestrian environment improvement scheme in Yuen Long Town Centre at present? Will the Highways Department further implement the projects of the elevated pedestrian corridors which were promoted in the past? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 19)

Reply:

In order to improve the overall pedestrian environment of Yuen Long Town Centre, the Highways Department (HyD) implemented various improvement measures in Yuen Long Town under the pedestrian environment improvement scheme between 2011 and 2015, including the widening of the pedestrian crossings and pavements in the district, as well as beautifying the streetscape along both sides of Fung Yau Street North, etc.

Regarding the projects for the elevated pedestrian corridors in Yuen Long Town recommended under the scheme, the HyD will review the relevant projects based on local pedestrian environment conditions and development, including the projects of the Yuen Long Barrage and Nullah Improvement Scheme, and the current state of the overall environment surrounding the nullahs. Moreover, the Government will continue to review the priority of projects under planning and adjust the implementation progress properly according to the latest development situation, including the policy developments, the financial situation of the Government etc.

The HyD will continue to observe the overall traffic situation and pedestrian environment in Yuen Long Town jointly with the Transport Department to consider conducting research on appropriate traffic and pedestrian environment improvement measures.

- End -

CONTROLLING OFFICER'S REPLY

TLB011

(Question Serial No. 1710)

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:

Regarding the actual number of complaints about road maintenance, the actual number of complaints in 2024 was almost 10 000 more than in 2023. Will the Government advise this Committee on the following:

- (1) What were the respective types and proportions of road maintenance works that involved complaints?
- (2) What are the specific reasons for the significant increase in the number of complaints?
- (3) How many complaints about road maintenance involved and required Government compensation to the complainants or any third parties? What were the total amount and average amount involved? And what were the natures of the maintenance works involved?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 23)

Reply:

- (1) In 2024, the Highways Department (HyD) received about 25 000 complaints related to road maintenance, accounting for about 9 000 more cases as compared with about 16 000 cases in 2023. The complaints involved three categories of road conditions that required repair arrangements, including uneven road surfaces, potholes on road surfaces, and wear and tear of ancillary road facilities (such as road markings, railings, traffic signs, etc.). The aforesaid three categories of complaints accounted for about 69%, 7% and 24% respectively of the total number in 2024.
- (2) Road surfaces of road facilities wear and tear alongside daily use. There will also be damages of different extents (such as the existence of potholes or localised cracks, etc.) due to other unforeseen circumstances, including traffic accidents, inclement weather, etc.

Extreme weather has posed many challenges to the maintenance of public roads in recent years as climate change has intensified. The rainfall in the summer of 2024 (April to August) was over 45% higher than that in the same period in 2023. The intense and severe rainfall caused the road surfaces to be more susceptible to wear and tear, which resulted in an increase in the relevant numbers of complaints.

In addition, members of the public are having ever-rising expectations on the quality of public roads and reflect the defects of road facilities more proactively, with a view to having the HyD carry out the repair works as soon as possible. The HyD received numerous complaints about road repairs from individual complainants in 2024 (including multiple complaints about uneven road surfaces at different locations on the same road section at the same time). It was confirmed after site inspections that a majority of these complaints only involved minor wear and tear on road surfaces due to daily use which could be dealt with later concurrently when road resurfacing works on the relevant road section were carried out in order to optimise repair resources. In 2024, the HyD received thousands of this type of complaints, which were more than previous years.

No matter whether the defects of road facilities are identified after receiving the relevant reports or when carrying out regular inspections, the HyD would arrange for appropriate repairs in a timely manner with a view to maintaining the public roads in proper condition for public use. According to the records of the HyD, all repair works of potholes and traffic signs were completed within 24 hours and 36 hours respectively upon receiving reports in the past two years.

In response to the ever-rising public expectations on the conditions of public road surfaces, the HyD is proactively applying innovative technology and adopting more durable pavement materials (including fully adopting the more durable Highly Modified Asphalt to replace the existing Polymer Modified Asphalt starting from 1 April 2025) in the maintenance works of public roads, so as to enhance the efficiency and quality of the relevant works and reduce the relevant complaints.

- (3) In 2024, the HyD received a total of 128 cases of compensation claims related to road maintenance. The majority of the associated repair works were repairs of potholes or uneven road surfaces. Generally speaking, the HyD would refer the claim cases to the contractors responsible for the relevant road maintenance upon receipt of the claim applications, supervise the investigations carried out by the contractors and examine the investigation results. If the incidents have been caused by the negligence of the contractors, the contractors would contact the claimants directly and arrange for compensations according to established procedures. The relevant compensations would not involve any additional government expenditures.

- End -

CONTROLLING OFFICER'S REPLY**TLB012****(Question Serial No. 0417)**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 directorate posts in the Highways Department (HyD) will be reduced from 40 to 35 in the next financial year. In addition, the HyD did not meet the target “capital projects with expenditure incurred in the scheduled year” over the past four consecutive years. The percentage of target declined constantly from 98% in 2021 to 87% in 2024. Please advise this Committee on the following:

1. What are the respective projects or service items of the HyD undertaken by the five deleted directorate posts?
2. Please list out all the projects that were not implemented as scheduled; and
3. Under the circumstances of manpower reduction, what measures will the HyD adopt in order to catch up with the progress of those capital projects that were behind schedule over the past four years?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 11)Reply:

1. The Highways Department (HyD) will delete five directorate posts in 2025-26. The projects involved are tabulated below:

No. of directorate post	Major projects undertaken
1	The proposed Hong Kong Island West-Hung Shui Kiu Rail Link and the possible rail links for the longer term under the studies related to the artificial islands in the Central Waters
4	To strengthen management and support in taking forward projects under the policy initiative of “Walk in Hong Kong”. The relevant posts have not been officially created. The HyD shall deploy existing resources to continue taking forward relevant projects.

2. Between 2021 and 2024, the majority of the works contracts under the ambit of the HyD commenced as scheduled. In 2021, 2022 and 2024, 100% of the works contracts commenced in accordance with agreed programmes. In 2023, 88% of the works contracts commenced in accordance with agreed programmes while one item (i.e. the Improvement works at Tsuen Tsing Interchange) has not commenced in accordance with agreed programmes.
3. Under the circumstances of manpower reduction, the HyD will proactively adopt effective mitigation measures (such as rescheduling of works sequence) to catch up with the progress in case of any delay. At the same time, the HyD will enhance the planning and management of public works projects by applying digital technologies (such as “Building Information Modelling”, “Smart Site Safety System”, “Digital Works Supervision System”, etc.) actively to catch up with the works progress that falls behind schedule. The HyD will continue to supervise the progress of works rigorously. It is expected that the manpower reduction will not affect the progress of the projects.

- End -

CONTROLLING OFFICER'S REPLY

TLB013

(Question Serial No. 0418)

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 expenditure on highways maintenance” reported by the Highways Department (HyD) increased by 60% from \$1.13 billion in 2019 to \$1.81 billion. Please advise this Committee on the following:

1. What are the reasons for the increase in the expenditure on highways maintenance?
2. What are the reasons for various maintenance works? Did the HyD evaluate the impacts on traffic efficiency and safety before and after maintenance? If yes, please list the methods and results of the evaluations. If not, please state the reasons.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 12)

Reply:

1. Over the past few years since 2019, the total expenditure on the repair and maintenance of public roads in Hong Kong has increased because a number of new roads and relevant facilities (including roadside slopes, vegetations on slopes etc.) have been handed over to the HyD for maintenance upon their completion and commissioning in succession. Among those were the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and Hong Kong Link Road, Tuen Mun-Chek Lap Kok Link, the road and relevant works of Liantang/Heung Yuen Wai Boundary Control Point, Central-Wan Chai Bypass and Island Eastern Corridor Link, Kai Tak development – infrastructure works for developments at the southern part of the former runway, Kai Tak development – Stage 3A & Stage 4 infrastructure works at north apron area of Kai Tak Airport, Tseung Kwan O - Lam Tin Tunnel main tunnel and associated works etc. On the other hand, the costs of road repair and maintenance works (including construction materials, such as the bituminous materials commonly used in road repair works and the wages of construction workers etc.) have increased year-on-year. Moreover, the HyD carried out more road repair works of larger scale in recent years, such as reconstruction, rehabilitation and resurfacing of roads etc. Coupled with the aggravation of climate change, damages to public roads arising from extreme weather have become more frequent and serious in recent years, causing an increase in expenditures on the relevant road repair works.

2. Road facilities wear and tear alongside daily use. There will also be damages of different extent (such as the existence of potholes or localised cracks, etc.) due to other unforeseen circumstances, including traffic accidents and inclement weather etc. The HyD inspects all public roads in Hong Kong regularly to identify damages that pose danger or inconvenience to the public. Regarding damages that may cause road safety issue (e.g. accidents may occur when vehicles hit potholes at high speed), the HyD would arrange contractors to carry out repairs as soon as possible. According to the records of the HyD, all repair works for potholes could be completed within 24 hours upon receipt of reports in the past two years. For other damages that do not pose immediate danger to road safety (such as cracks, rutting etc.), the HyD would formulate appropriate plans and schedules for repair and maintenance having regard to factors such as wear and tear of the roads, traffic flow and the surrounding environment, as well as the inconvenience that may be caused to the public (such as arranging for temporary traffic diversion measures involved in the repair works). For example, larger scale and preventive road resurfacing works would be carried out at an appropriate juncture to further improve the overall condition of road surfaces.

Whenever it is necessary to plan and carry out road maintenance, the HyD would strive to complete the maintenance works as soon as possible to reduce the impacts on traffic. It would also supervise the entire maintenance works to ensure that the roads are safe for use after repair. At the same time, the HyD would continue to closely liaise with relevant departments (such as the Transport Department, the Hong Kong Police Force etc.) to formulate a temporary traffic arrangement which is feasible and causes minimal impacts to the public to tally with the road maintenance works.

The main purpose of routine road maintenance works is to repair damaged road surfaces and restore them to the conditions before damages, and thus the enhancement of design specifications of roads is not involved. Through these repair works, the safety risk caused by road surface damages can be reduced, maintaining the roads in good condition and ensuring traffic flow efficiency in the long run.

- End -

CONTROLLING OFFICER'S REPLY

TLB014

(Question Serial No. 2545)

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:

The Highways Department (HyD) stated that it would commence/continue with the planning of certain road projects, including the Northern Metropolis Highway (NMH). In this connection, will the Government please advise this Committee on the following:

- (1) What is the progress of the planning study of the NMH at present? What is the anticipated completion date of the study? What is the estimated expenditure of the study? What are the details of the relevant project costs involved in the completed planning study?
- (2) The preliminary alignment of the NMH is about 23 kilometres in length. It consists of 4 road sections, including Tin Shui Wai Section, San Tin Section, Kwu Tung Section and New Territories North New Town Section. Currently, the Government indicates that it will prioritise the completion of the investigation works for the San Tin Section (including the optimisation of alignment and interchange locations, carrying out the Environmental Impact Assessment study and the gazettal procedures) and complete site investigation works, other impact assessments and the preliminary design works of the San Tin Section in parallel, with a view to expediting the implementation of the project. What are the estimated expenditures of the study, investigation and design works of the San Tin Section? What are the anticipated construction commencement dates and target completion dates of other road sections?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 38)

Reply:

- (1) The Highways Department (HyD) has already commenced the investigation for the Northern Metropolis Highway (NMH) in March 2025. The plan is to first complete the investigation study of the NMH (San Tin Section) within 25 months and the target is to have the San Tin Section technical ready for tendering in 2027 so that funding approval can be sought from the Legislative Council as and when necessary for the carrying out of the advance works and detailed design works, as well as commencing

the main construction works of the San Tin Section, with a view to commissioning the San Tin Section in or before 2036. The estimated cost of the investigation for the NMH is \$688.3 million in money-of-the-day prices. Before the commencement of the investigation for the NMH, relevant specific planning studies on the NMH were conducted by HyD personnel without involving any extra works expenditures.

- (2) The said investigation includes conducting various impact assessments for the entire NMH in order to analyse the overall planning of the trunk road in a macroscopic point of view, thereby obtaining an overall and comprehensive conclusion in an effective manner. Therefore, we do not have an independent breakdown of the investigation cost of the San Tin Section.

Regarding the remaining road sections of the NMH, we will co-operate with the relevant departments closely, carry out traffic impact assessments according to the latest planning parameters of the new development areas, as well as consider the existing traffic infrastructure and the traffic infrastructure under implementation (including factors such as the carrying capacities of roads and railways, overall cost effectiveness, the allocation of public resources etc.), with a view to formulating a more specific implementation timetable and striving to complete the remaining road sections in stages 3 to 4 years after the commissioning of the San Tin Section.

- End -

CONTROLLING OFFICER'S REPLY**TLB015****(Question Serial No. 2546)**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 construction progress of the Northern Link (NOL) Phase 1 Kwu Tung (KTU) Station and Hung Shui Kiu (HSK) Station, will the Government please advise this Committee on the following:

- (1) What are the details of the manpower and resources deployed by the Government for the project supervision, monitoring and checking?
- (2) What is the construction progress of the NOL Phase 1 KTU Station and HSK Station? Will the Government consider expediting the progress of the said project? If not, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 39)Reply:

1. The Highways Department undertakes the project supervision, monitoring and checking of the implementation of the Northern Link (NOL) Phase 1 Kwu Tung (KTU) Station and Hung Shui Kiu (HSK) Station with existing manpower. We have no breakdown of the relevant manpower and expenditure.
2. An implementation timetable of the two projects prepared in accordance with the signed project agreements of the relevant railway projects is as follows:

Project	Implementation timetable
KTU Station	To be completed no later than 2027
HSK Station	To be completed no later than 2030

The construction works of KTU Station and HSK Station were commenced in 2023 and 2024 respectively. The Government will continue to closely supervise the works progress of the MTR Corporation Limited during the construction process. This is to ensure that the two projects will be completed no later than the above-mentioned time

in order to tally with the time that the majority of the new population moves to the New Development Areas.

- End -

CONTROLLING OFFICER'S REPLY

TLB016

(Question Serial No. 2098)

Head: (60) Highways Department
Subhead (No. & title): (000) Operational expenses
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (YAU Kwok-ting)
Director of Bureau: Secretary for Transport and Logistics

Question:

In 2024, the Highways Department (HyD) installed flood warning systems for subways in low-lying coastal areas with higher flood risk to cope with extreme weather. When the water level inside a subway is higher than the pre-set level of the flood triggering sensor (i.e. 200 mm high), the light box at the subway entrance would display warning messages and broadcasts warnings to remind pedestrians not to enter to avoid danger. In this connection, will the Government advise this Committee on the following:

1. How many flood warning systems have been installed so far? What are their locations and subway nos.?
2. How many warnings have been broadcast since the installed flood warning systems mentioned above were put into use?
3. What is the total cost of installing a flood warning system on average (including the costs of supplies, installation and manpower)?
4. What is the annual operational cost of a flood warning system on average?
5. Do the Government already have plans to install relevant systems at other places? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 29)

Reply:

In the first half of 2024, the Highways Department (HyD) completed the installation of flood warning systems for subways in 16 low-lying coastal areas along Shing Mun River, Sha Tin, Lam Tsuen River, Tai Po and Tai Po River, which have higher flood risk due to their geographical locations. When the water level inside a subway is higher than the pre-set level of the flood triggering sensor, the light box at the subway entrance will display warning messages to remind pedestrians not to enter. The systems have issued a total of 13 warning

broadcasts since they were put into use, which were mainly related to high tides or rainstorms. The average installation cost of each flood warning system is about \$80,000 and the operational expense is about \$4,000 annually. The HyD currently has no plans to install the system in other subways, but would review timely the flood risk of the other subways with the relevant government departments and consider the need for installing similar systems in the other subways according to the actual situation and demands. The details of the 16 subways which were installed with flood warning systems are as follows:

Location of subway	Subway No.
Across Tai Chung Kiu Road (near Yuen Chau Kok Road)	NS21
Across Sha Tin Wai Road (near Tai Chung Kiu Road)	NS22
Across Tai Chung Kiu Road (near Sha Tin Rural Committee Road)	NS23
Across Tai Chung Kiu Road (near Yue Min Chuen)	NS24
Across Tai Chung Kiu Road (near Fo Tan Road and Sha Tin Road)	NS35
Across Kwong Fuk Road (near Nam Wan Road)	NS68
Across Tai Po Road – Yuen Chau Tsai (near Nam Wan Road)	NS69
Across Nam Wan Road (near Kwong Fuk Road)	NS70
Across Nam Wan Road (near Plover Cove Road)	NS75
Across Plover Cove Road (near Nam Wan Road)	NS76
Across Tai Po Tai Wo Road (near Nam Wan Road)	NS77
Across Tai Po Tai Wo Road (near On Cheung Road)	NS78
Across On Cheung Road (near Tai Po Tai Wo Road)	NS79
Across Nam Wan Road (near Plover Cove Road)	NS83
Across Nam Wan Road (near Tai Po Tai Wo Road)	NS84
Across Tai Po Tai Wo Road (near Nam Wan Road)	NS85

- End -

CONTROLLING OFFICER'S REPLY

TLB017

(Question Serial No. 1101)

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 provision for 2025-26 under this Programme is \$2,806.1 million, which is considerably higher than the revised provision for 2024-25 by 11.5%. According to the Controlling Officer's explanation, the change is mainly due to the increased provisions for highways maintenance and workshop services. In this connection, will the Government inform this Committee of:

(a) the details of highway maintenance and workshop services concerned; and

(b) the relevant provisions involved for 2024-25 and 2025-26?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 22)

Reply:

(a) Highway maintenance mainly involves maintenance works of the public roads and associated road facilities under the ambit of the Highways Department (HyD), including in particular:

- i) public roads: covering carriageways, expressways, footpaths, etc.;
- ii) highway structures: including bridges, tunnels, etc.;
- iii) road facilities: including street lighting, traffic signs, beam barriers, railings, traffic bollards, etc.; and
- iv) roadside slopes: relevant repair and maintenance works.

Workshop services mainly cover the scope of work stipulated in the "Service Level Agreement" made with the Electrical and Mechanical Services Trading Fund. They include:

- i) electrical and mechanical services: involving facilities such as footbridges, subways, elevators, escalators, etc.;
 - ii) maintenance works of facilities such as the electricity supply, air-conditioning, fire services of the large-scale bridges etc.: including the Shenzhen Bay Bridge, Hong-Kong-Zhuhai-Macao Bridge Main Bridge (Hong Kong Link Road) etc.; and
 - iii) vehicle maintenance: providing maintenance services for the vehicles of the HyD to keep them in good and safe conditions to meet operational needs.
- (b) The relevant provisions involved in 2024-25 and 2025-26 under the Programme of District and Maintenance Works are tabulated below:

	2024-25 Revised Estimate (\$ million)	2025-26 Estimate (\$ million)
Highway maintenance	1,393.1	1,601.0
Workshop services	212.3	243.4

- End -

CONTROLLING OFFICER'S REPLY**TLB018****(Question Serial No. 1102)**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 measures under this Programme, the estimated expenditure on studies and other tasks carried out by consultants will be \$876.1 million in 2025, which is considerably higher than the actual expenditure in 2024 by more than 49%. In this connection, will the Government inform this Committee of:

- (a) the details of these studies to be carried out by consultants in 2025; and
- (b) the basis on which the estimation of increase in expenditure for 2025 is made?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 23)Reply:

- (a) The details of the studies to be carried out by consultants under the Programme of Railway Development in 2025 are as follows:

	Studies carried out by consultants
Studies commenced before 2025	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. 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
	4. 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

	Studies carried out by consultants
	5. Smart and Green Mass Transit System in East Kowloon - Investigation and Design
	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
	8. Consultancy study on Independent Checking of the Financial Arrangement of Hung Shui Kiu Station Project - Investigation
	9. Consultancy study on Independent Checking of the Financial Arrangement of Northern Link Main Line Project - Investigation
Studies to be commenced by 2025	10. Independent Financial Check on Project Estimates of Northern Link Spur Line project - Investigation
	11. Hong Kong Section of Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai) - Investigation, Design and Construction

- (b) The estimated total contract sum of the studies and other tasks carried out by consultants in 2025 is higher than the actual total contract sum in 2024. It is mainly due to the commencement of two new studies in 2025.

- End -

CONTROLLING OFFICER'S REPLY

TLB019

(Question Serial No. 3294)

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:

In 2024, a total of 279 capital projects under design and construction were undertaken by consultants, involving \$211.8 billion.

1. How many consultants in total were involved in these 279 projects?
2. How many of these consultants were not awarded consultancy agreements for the first time?
3. How many consultants were still engaged despite adverse comments in past performance assessment reports?

Asked by: Hon WONG Chun-sek, Edmund (LegCo internal reference no.: 48)

Reply:

A total of 17 consultants were involved in the 279 capital projects under design and construction by consultants in 2024. All these consultants were not awarded consultancy agreements for the first time. Over the past 5 years (2020 to 2024), one out of the 17 consultants was given an adverse rating in one of the quarterly performance assessment reports in a public works consultancy and was subsequently awarded, through established mechanism, other public works consultancy.

- End -

CONTROLLING OFFICER'S REPLY**TLB020****(Question Serial No. 1355)**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 tendering under the UA Programme in Kowloon Central over the past year?
2. What were the items completed within schedule and items delayed (years of delay) since the implementation of the UA Programme? and
3. What measures do the Government have to monitor the financial situation of the contractors in order to prevent items delays and cost overruns?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 33)Reply:

1. Between March 2024 and February 2025, two items were completed and 16 items were under construction under the “Universal Accessibility” (UA) Programme in Kowloon Central. No items were under tendering. The details are as follows:

Table 1: Completed items in Kowloon Central over the past year

Structure No.	Location	Walkway Type	Types of facilities
Kowloon City			
KS8	Across Prince Edward Road West near Lion Rock Road	Subway	Lift
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Subway	Lift

Table 2: Items under construction in Kowloon Central

Structure No.	Location	Walkway Type	Types of facilities
Kowloon City			
K64	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Lift
KS41	Across Chatham Road North near Winslow Street	Subway	Lift
OM01	Across Chung Hau Street near Tun Man House of Oi Man Estate	Subway	Lift
KS9	Across Prince Edward Road West at Kowloon City Interchange	Subway	Lift
KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street	Footbridge	Lift
KF111	Across Boundary Street near Embankment Road	Footbridge	Lift
KS21	Across Fat Kwong Street near Wo Chung Street	Subway	Lift
Wong Tai Sin			
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge	Lift
WTS04	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge	Lift
KF92A	Across Lung Poon Street near Fung Tak Road	Footbridge	Lift
KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate	Footbridge	Lift
KF77	Across Lung Cheung Road near Hammer Hill Road	Footbridge	Lift
CYS03	Across Chuk Yuen Road Connecting Chuk Yuen Plaza and Chuk Yuen Sports Centre	Footbridge	Lift
WTS05	Across Tung Tau Tsuen Road near Lung Tat House of Lower Wong Tai Sin Estate	Footbridge	Lift
TZL01	Across Sheung Fung Street connecting Tsz Lok Estate Phase 1 and Phase 2	Footbridge	Lift
WTH01	Across Fu Mei Street connecting Wang Fai House and Wang Fu House/Wang On House of Wang Tau Hom Estate	Footbridge	Lift

2. The Highways Department (HyD) has been pressing ahead with the implementation of a total of 382 items under various phases of the UA Programme. As at the end of February 2025, a total of 19 items under the Programme in Kowloon Central were completed. The implementation of most of the 16 items under construction was generally smooth. Only 4 items in Kowloon Central were delayed for an average of 1.5 years owing to the unsatisfactory performance of an individual contractor. HyD has withdrawn the outstanding lift retrofitting works items under the relevant works contract and included these remaining works, together with other items under the UA Programme, in a new works

contract awarded in August 2024. The relevant works have already resumed. The details of the completed and delayed items in Kowloon Central are as follows:

Table 3: Items in Kowloon Central completed as scheduled since the implementation of the UA Programme

Structure No.	Location	Walkway Type	Types of facilities
Kowloon City			
KF25	Across Waterloo Road near Suffolk Road	Footbridge	Lift
K21	At Cheong Wan Road between On Wan Road and Hung Hom Road South	Elevated Walkway	Lift
K14	Pui Ching Road Flyover across Princess Margaret Road	Elevated Walkway	Lift
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Footbridge	Lift
KF106	Across Hung Hom South Road near Hung Hom Road	Footbridge	Lift
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Subway	Lift
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Footbridge	Lift
KF29	Across Kowloon City Road and San Shan Road	Footbridge	Lift
KC01	Across Junction Road near Renfrew Road	Footbridge	Lift
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Subway	Lift
KS8	Across Prince Edward Road West near Lion Rock Road	Subway	Lift
Wong Tai Sin			
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Subway	Lift
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Footbridge	Lift
KF57	Across Lung Cheung Road near Tin Ma Court	Footbridge	Lift
K36	At Po Kong Village Road over Lung Cheung Road	Elevated Walkway	Ramp
KS12	Across Choi Hung Road near Lok Sin Road	Subway	Lift
KS35	Across Prince Edward Road East near San Po Kong Interchange	Subway	Ramp
K8	Along Fung Mo Street over Lung Cheung Road	Elevated Walkway	Lift
KF76	Across Fung Tak Road and Lung Poon Street	Footbridge	Lift

Table 4: Items in Kowloon Central involving delays since the implementation of the UA Programme

Structure No.	Location	Walkway Type	Types of facilities
Kowloon City			
K64	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Lift
Wong Tai Sin			
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge	Lift
KF92A	Across Lung Poon Street near Fung Tak Road	Footbridge	Lift
WTS04	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate (Lift 1) ¹	Footbridge	Lift

- 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.

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. Moreover, in order to protect the rights and interests of the Government, the Government would specify in the works contracts 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, and thus reducing items delays or cost overruns.

¹ The item “Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate” includes the retrofitting of two lifts. Lift 2 under the item is under construction as scheduled without delay.

The HyD would strictly monitor the progress of the project items during the construction stage to ensure that the contractor would 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.

As at the end of February 2025, the actual expenditures did not exceed the estimate when the HyD implemented the UA Programme. When implementing the items, the HyD would closely monitor the project costs, as well as conduct reviews and follow up regularly to control the costs of works.

- End -

CONTROLLING OFFICER'S REPLY

TLB021

(Question Serial No. 2996)

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 provide the key implementation dates (years and months) of the MTR projects (including Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), South Island Line (SIL) (East), Shatin to Central Link (SCL), Kwun Tong Line Extension (KTE), West Island Line (WIL), Kwu Tung Station of the Northern Link (NOL), Tung Chung Line Extension (TUE), Tuen Mun South Extension, Hung Shui Kiu Station, Oyster Bay Station, Pak Shek Kok Station, NOL Main Line, NOL Spur Line, Tseung Kwan O (TKO) Line South Extension, Central Rail Line (CRL), NOL East Extension, the projects of the Northeast New Territories Line) which were completed over the past 10 years, and are under construction and planning, including the dates on which 1) the MTR was invited to submit proposals, 2) the MTR submitted the proposals, 3) the Executive Council and Legislative Council were reported to, 4) the detailed planning and design were commenced, 5) the projects were gazetted under the Railways Ordinance, 6) approval was obtained under the Railways Ordinance, as well as 7) the commencement dates/anticipated commencement dates of the main works and 8) the commissioning dates/target commissioning dates.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 31)

Reply:

The detailed information on the railway projects mentioned in the question is listed in **Annex**.

Detailed Information of the Railway Projects

Railway projects	(1)	(2)	(3)&(4)	(5)	(6)	(7)	(8)
	The MTR Corporation Limited (MTRCL) was invited to submit proposals	The MTRCL submitted the proposals	The MTRCL was invited to commence the detailed planning and design (Note)	Gazetted under the Railways Ordinance	Approval was obtained under the Railways Ordinance	Commencement date/anticipated commencement date of the main works	Commissioning date/target commissioning date
West Island Line (WIL)	June 2005	August 2006	October 2007	October 2007 September 2008 (Amendments to scheme) January 2009 (Corrections to scheme)	March 2009	July 2009	December 2014
Kwun Tong Line Extension (KTE)	November 2003	July 2005	March 2008	November 2009 June 2010 (Amendments to scheme) May 2012 (Amendments to scheme)	December 2010 July 2012	May 2011	October 2016

Railway projects	(1)	(2)	(3)&(4)	(5)	(6)	(7)	(8)
	The MTR Corporation Limited (MTRCL) was invited to submit proposals	The MTRCL submitted the proposals	The MTRCL was invited to commence the detailed planning and design (Note)	Gazetted under the Railways Ordinance	Approval was obtained under the Railways Ordinance	Commencement date/anticipated commencement date of the main works	Commissioning date/target commissioning date
South Island Line (SIL) (East)	June 2005	June 2007	December 2007	July 2009 June 2010 (Amendments to scheme) May 2012 (Amendments to scheme)	December 2010 July 2012	May 2011	December 2016
Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)	November 2004	July 2005	January 2006	November 2008 April 2009 (Amendments and corrections to scheme) September 2014 (Amendments to scheme)	October 2009 December 2014	January 2010	September 2018

Railway projects	(1)	(2)	(3)&(4)	(5)	(6)	(7)	(8)
	The MTR Corporation Limited (MTRCL) was invited to submit proposals	The MTRCL submitted the proposals	The MTRCL was invited to commence the detailed planning and design (Note)	Gazetted under the Railways Ordinance	Approval was obtained under the Railways Ordinance	Commencement date/anticipated commencement date of the main works	Commissioning date/target commissioning date
Shatin to Central Link (SCL)	January 2001	July 2005	May 2008	November 2010 July 2011 (Amendments to scheme) November 2011 (Amendments and corrections to scheme) June 2022 (Amendments to scheme)	April 2012 September 2022	June 2012	February 2020 (Tai Wai to Kai Tak) June 2021 (Tai Wai to Hung Hom) May 2022 (Tai Wai to Admiralty)
Tung Chung Line Extension (TUE)	January 2017	January 2018	April 2020	December 2021 June 2022 (Amendments to scheme)	January 2023	May 2023	2029
Tuen Mun South Extension	February 2016	December 2016	May 2020	January 2022	June 2022	October 2023	2030
Oyster Bay Station	November 2017	December 2017	December 2020	June 2021	August 2021	December 2023	2030

Railway projects	(1)	(2)	(3)&(4)	(5)	(6)	(7)	(8)
	The MTR Corporation Limited (MTRCL) was invited to submit proposals	The MTRCL submitted the proposals	The MTRCL was invited to commence the detailed planning and design (Note)	Gazetted under the Railways Ordinance	Approval was obtained under the Railways Ordinance	Commencement date/anticipated commencement date of the main works	Commissioning date/target commissioning date
Hung Shui Kiu Station	May 2019	May 2020	May 2021	February 2023	March 2024	December 2024	2030
Kwu Tung Station	February 2016	March 2017	December 2020	April 2022	November 2022	September 2023	2027
Northern Link (NOL) Main Line	February 2016	March 2017	December 2020	October 2023 May 2024 (Amendments and corrections to scheme) August 2024 (Amendment to scheme)	First half of 2025 (anticipated)	Second half of 2025 (anticipated)	2034
NOL Spur Line	February 2021	March 2022	The target is to commence the detailed planning and design of the project in 2025.				

Railway projects	(1)	(2)	(3)&(4)	(5)	(6)	(7)	(8)
	The MTR Corporation Limited (MTRCL) was invited to submit proposals	The MTRCL submitted the proposals	The MTRCL was invited to commence the detailed planning and design (Note)	Gazetted under the Railways Ordinance	Approval was obtained under the Railways Ordinance	Commencement date/anticipated commencement date of the main works	Commissioning date/target commissioning date
Pak Shek Kok Station	October 2021	The MTRCL is currently conducting detailed technical assessments on the proposal for the construction of the new Science Park/Pak Shek Kok Station of the East Rail Line and the development of nearby land. The preliminary study revealed that the works of the new station were complicated and the construction costs were high, involving substantial upgrading of the ancillary infrastructure and reprovisioning works of the EdUHK Sports Centre. Besides, the proposed development initially includes public and private housing. Nevertheless, the Government currently tends to develop mainly private housing after review. Therefore, the scale of the overall development plan and ancillary infrastructure has to be adjusted accordingly. Due to the aforesaid latest development, the Government needs more time to conduct studies and discuss with the MTRCL, striving to promulgate the preliminary development proposal in the second or third quarter of 2025. The Government will continue to target to commission the station by 2033.					
Tseung Kwan O (TKO) Line South Extension	December 2024	Preliminarily targeted to complete between 2034 and 2038.					
Central Rail Link (CRL)	Preliminarily targeted to complete in 2039 or beyond.						
NOL Eastern Extension	Preliminarily targeted to complete in 2039 or beyond.						
Northeast New Territories Line	Preliminarily targeted to complete in 2039 or beyond.						

Note: Before inviting the MTRCL to commence the detailed planning and design, the Government has to seek and obtain approval from the Executive Council, and then report to the Legislative Council afterwards.

- End -

CONTROLLING OFFICER'S REPLY

TLB022

(Question Serial No. 2068)

Head: (100) Marine Department

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

Programme: (2) Port Services

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The Marine Department supported the implementation of the “Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade” (the Scheme), which was closed for application at the end of October 2024. In this connection, will the Government inform this Committee of the following:

- (1) Under the Scheme, how many applications have been received in total and how many applications have been approved? What is the loan amount involved? How long is the repayment period?
- (2) What are the originating fee and loan servicing fee payable to the participating lending institutions (PLIs), the administration fee payable to the Hong Kong Mortgage Corporation Insurance Limited, as well as the necessary out-of-pocket expenses relating to enforcement and debt recovery incurred by the PLIs in relation to defaulted loans under the Scheme?

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

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 to cope with the demand for cross-boundary passenger services which was gradually resuming at that time. For the cross-boundary ferry service under the Scheme, it was jointly planned by the Marine Department (MD), the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and the relevant parties, while the planning and promotion expenses involved were absorbed by the existing resources of MD. The Scheme was closed for application on

28 October 2024, and no loan application in respect of cross-boundary ferries was received by HKMCI during the period¹.

- (2) The estimated expenditure of the Scheme is mainly for the originating fee and loan servicing fee payable to the participating lending institutions, the administration fee payable to HKMCI, as well as the necessary out-of-pocket expenses. As HKMCI has not received any loan application in respect of cross-boundary ferries, no related financial expenditure has been incurred.

- End -

¹ For the land-based cross-boundary passenger service under the Scheme, as at 28 October 2024 (i.e. the closing date for applications), 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.

CONTROLLING OFFICER'S REPLY

TLB023

(Question Serial No. 2069)

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:

The Marine Department (MD) will continue to implement the block registration incentive targeting shipowners who register multiple ships with the Hong Kong Shipping Registry (HKSR) within a specified period, and the three-year Carbon Intensity Indicator (CII)-based green incentive launched in 2024 for Hong Kong-registered ships of 5 000 gross tonnage or above attaining CII rating A or B. In this connection, will the Government inform this Committee of the following:

- (1) As at end-February this year, how many Hong Kong-registered ships have obtained green incentive? What is the incentive amount granted?
- (2) Among the ships that have been granted green incentive, what are the respective numbers of ships attaining CII ratings A and B?
- (3) It is understood that starting from 14 February this year, MD has been providing block registration incentive to shipowners who register multiple ships with HKSR. Have any applications been received so far? If yes, what is the number of registered ships involved?

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

Reply:

To mitigate climate change, the International Maritime Organization (IMO) has put forward a vision to reduce greenhouse gas emissions, with the target of enabling the shipping industry to progressively advance to net-zero carbon emissions. The Government also promulgated the Action Plan on Maritime and Port Development Strategy in December 2023 to support the sustainable development needs of the maritime and port industry in Hong Kong, and to promote the development of green shipping in a bid to enhance the long-term competitiveness of the industry.

The Marine Department (MD) launched the Green Incentive Scheme on 28 June 2024, the first of its kind in the world that is Carbon Intensity Indicator (CII) related, to encourage green

transformation of the shipping industry. The Scheme provides green incentive to Hong Kong-registered ships that have attained high ratings under the international standards on decarbonisation formulated by the IMO. Under the Scheme, all Hong Kong-registered ships of 5 000 gross tonnage or above in possession of a valid “Statement of Compliance - Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating” showing that the ship has attained rating A or B in the CII are eligible to receive \$20,000 for each corresponding year from 2024 to 2026. The Scheme has been open for application by eligible Hong Kong-registered ships since 28 June 2024. As at 28 February 2025, MD has received 697 applications from ships and approved 685 of them, with an incentive amount of \$13.7 million. Among the 685 ships that have been granted green incentive, 353 and 332 ships have attained CII ratings A and B respectively. MD will continue to step up promotion of the Scheme to encourage Hong Kong-registered ships to become part of the green fleet.

The Block Registration Incentive Scheme is another proposed action measure in the Action Plan on Maritime and Port Development Strategy promulgated by the Government in December 2023 to consolidate the competitiveness of Hong Kong’s ship registration. Under the Scheme, if more than one eligible ship is registered with the Hong Kong Shipping Registry (HKSR) within 24 months, the shipowners concerned may be provided with a refund of the ship registration fee and the first-year annual tonnage charge. One application may cover ships of different owners and may be submitted by a shipowner, ship manager or ship agent. As at 5 March 2025, MD has received 4 applications, involving a total of 19 ships. MD will actively reach out to shipowners and shipping-related companies to promote the Scheme through its network on the Mainland and overseas. Moreover, MD has produced a publicity leaflet to promote the work of HKSR and introduce details of the Block Registration Incentive Scheme.

- End -

CONTROLLING OFFICER'S REPLY

TLB024

(Question Serial No. 2737)

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 (2022-23 to 2024-25);
- (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 (2022-23 to 2024-25);
- (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 (2022-23 to 2024-25);
- (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 (2022-23 to 2024-25); 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 (2022-23 to 2024-25).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 31)

Reply:

- (a) In 2022, the areas of typhoon shelters with vessels' permitted length overall not exceeding 30.4m, 50m and 75m were 113.1 hectares (ha), 232.9 ha and 76.6 ha respectively, giving a total area of 422.6 ha for the 14 gazetted typhoon shelters. In 2023 and 2024, 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 2022. In 2023 and 2024, 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 2022 to 2024. 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 has taken 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 2025, 16 private moorings have been laid in the HLCTS. As for the expanded private mooring area in Sai Kung, 64 private moorings have been 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 numbers of permits issued by MD for over-length vessels to enter the 14 typhoon shelters in 2022, 2023 and 2024 are set out at **Annex B**.

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

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	7	31	16	3	26	2	0	88	53	406	0	678	0	12	1 322	61%
Causeway Bay TS ₁	0	37	0	0	0	0	0	3	26	84	0	199	0	0	349	53%
Cheung Chau TS ₂	4	6	0	0	5	4	0	5	12	133	40	59	0	1	269	43%
Hei Ling Chau TS ₃	1	0	0	35	0	7	0	0	8	2	0	8	2	1	64	18%
Kwun Tong TS ₂	2	6	0	16	0	0	0	0	26	1	0	255	0	4	310	90%
New Yau Ma Tei TS ₂	13	35	0	192	20	34	0	1	37	30	0	151	27	5	545	100%
Rambler Channel TS ₂	0	0	0	18	1	11	0	0	1	10	0	35	51	2	129	100%
Sam Ka Tsuen TS ₁	0	5	0	0	0	0	0	2	9	28	0	27	0	0	71	51%
Shaukeiwan TS ₁	9	8	0	0	8	2	0	23	35	304	0	168	0	1	558	93%
Shuen Wan TS ₁	0	10	0	1	0	0	0	0	3	59	28	143	0	7	251	76%
To Kwa Wan TS ₂	2	6	0	78	0	15	0	0	12	0	0	6	0	0	119	93%
Tuen Mun TS ₂	0	42	0	85	10	46	0	4	63	185	0	62	14	15	526	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	2	0	13	0	2	17	6%

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

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

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

Table II – 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>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# ₁	7	30	16	4	29	3	0	88	52	390	0	697	0	12	1 328	60%
Causeway Bay TS ₁	0	30	0	0	0	0	0	3	30	80	0	205	0	0	348	58%
Cheung Chau TS ₂	1	7	0	0	6	3	0	5	17	97	32	74	0	3	245	41%
Hei Ling Chau TS ₃	0	0	0	30	0	2	0	0	5	0	0	3	0	1	41	21%
Kwun Tong TS ₂	3	5	0	15	0	0	0	0	26	0	0	261	0	4	314	90%
New Yau Ma Tei TS ₂	8	30	0	177	26	37	0	1	24	19	0	134	25	4	485	91%
Rambler Channel TS ₂	0	0	0	5	0	10	0	0	4	20	0	22	50	1	112	85%
Sam Ka Tsuen TS ₁	0	5	0	0	0	0	0	2	7	36	0	42	0	0	92	58%
Shaukeiwan TS ₁	9	8	0	0	8	2	0	23	50	261	0	146	0	2	509	85%
Shuen Wan TS ₁	3	0	0	0	0	0	0	0	2	44	45	154	0	9	257	80%
To Kwa Wan TS ₂	2	6	0	80	0	18	0	0	11	0	0	6	0	1	124	92%
Tuen Mun TS ₂	0	42	0	86	4	21	5	4	49	123	0	80	13	12	439	88%
Yim Tin Tsai TS ₁	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: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table III – Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2024
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# ₁	1	31	16	3	11	3	0	88	48	326	0	713	0	8	1 248	56%
Causeway Bay TS ₁	4	15	0	0	0	0	0	3	25	115	0	195	0	0	357	65%
Cheung Chau TS ₂	3	7	0	0	6	3	0	5	13	119	27	50	0	3	236	40%
Hei Ling Chau TS ₃	0	0	0	29	0	2	0	0	4	0	0	3	0	1	39	18%
Kwun Tong TS ₂	3	2	0	22	0	0	0	0	14	0	0	247	0	2	290	73%
New Yau Ma Tei TS ₂	9	45	0	186	12	34	0	1	24	26	0	125	26	4	492	92%
Rambler Channel TS ₂	0	0	0	5	0	6	0	0	5	10	0	25	24	1	76	70%
Sam Ka Tsuen TS ₁	0	5	0	0	0	0	0	2	8	35	0	45	0	0	95	65%
Shaukeiwan TS ₁	6	6	0	0	6	2	0	23	33	183	0	183	0	0	442	90%
Shuen Wan TS ₁	0	5	0	0	0	0	0	0	0	48	48	132	0	12	245	64%
To Kwa Wan TS ₂	2	4	0	76	0	14	0	0	8	0	0	2	0	1	107	83%
Tuen Mun TS ₂	0	33	0	62	6	22	0	4	53	121	0	93	13	10	417	83%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	1%

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

**Number of Permits Issued for Over-length Vessels to Enter 14 Typhoon Shelters from
2022 to 2024**

Year	Number of Permits Issued for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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
2024	41	73	36	51	67	46	45	37	39	41	29	37

- End -

CONTROLLING OFFICER'S REPLY

TLB025

(Question Serial No. 0628)

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:

The Marine Department (MD) launched the Green Incentive Scheme for the green transformation of Hong Kong-registered ships (the Scheme) last year to provide green incentive to Hong Kong-registered ships that have attained high ratings under the international standards on decarbonisation, with a view to encouraging the green transformation of the shipping industry. In this connection, will the Government inform this Committee of the following:

- (1) the current number of Hong Kong-registered ships of 5 000 gross tonnage or above in Hong Kong, as well as the number of Hong Kong-registered ships that have attained a rating of A or B in the annual operational Carbon Intensity Indicator;
- (2) the number of Hong Kong-registered ships subsidised under the Scheme in 2024, along with the amount involved; and
- (3) what other measures the Government will introduce in the future to promote the image of the Hong Kong Shipping Registry (HKSR) as a green fleet and reinforce the brand reputation of HKSR in the international maritime arena.

Asked by: Hon LAI Tung-kwok (LegCo internal reference no.: 37)

Reply:

- (1) The Marine Department (MD) launched the Green Incentive Scheme (the Scheme) on 28 June 2024, the first of its kind in the world that is Carbon Intensity Indicator (CII) related, to encourage green transformation of the shipping industry. The Scheme provides green incentive to Hong Kong-registered ships that have attained high ratings under the international standards on decarbonisation formulated by the International Maritime Organization (IMO). Under the Scheme, all Hong Kong-registered ships of 5 000 gross tonnage or above in possession of a valid “Statement of Compliance - Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating” showing that the ship has attained rating A or B in the CII are eligible to receive HK\$20,000 for each corresponding year from 2024 to 2026.

As at 2 March 2025, there are 2 113 Hong Kong-registered ships of 5 000 gross tonnage or above. According to the data uploaded by the IMO last year, 1 127 Hong Kong-registered ships attained a rating of A or B in the CII in 2023.

- (2) A total of 641 Hong Kong-registered ships applied for and were approved under the Scheme in 2024, receiving an incentive amount of HK\$12.82 million.
- (3) Through the Green Incentive Scheme, MD aims to reduce carbon emissions from Hong Kong-registered ships by at least 11% (compared to 2019) by 2026 and to achieve 7% of the Hong Kong-registered ships to use green maritime fuels by 2030. In addition, MD will also endeavour to identify at least one suitable port by 2026 for Hong Kong to establish a new green shipping corridor, so as to attract more companies in the maritime industry and Hong Kong-registered ships to utilise this corridor. These measures will help promote the green fleet image and reinforce the brand reputation of the Hong Kong Shipping Registry.

- End -

CONTROLLING OFFICER'S REPLY

TLB026

(Question Serial No. 1236)

Head: (100) Marine Department

Subhead (No. & title): /

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 external economic environment, river trade cargo vessel arrivals have dropped from a peak of approximately 50 000 in 2022 to the 40 000-odd arrivals at present. 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-one-get-one-free, so that the industry can truly enjoy the discount? If yes, what are the details? If no, what are the reasons? What are the resources involved in conducting port formalities for river trade vessels by the Government?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 24)

Reply:

The Transport and Logistics Bureau formulated the Action Plan on Maritime and Port Development Strategy in December 2023 to support the development of the maritime and port industry. Regarding the action measure of conducting a review on the permit fees that are imposed on river trade vessels under the Plan, we have preliminarily completed the review on the recommendation concerned and will announce relevant details in a timely manner upon confirmation.

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**TLB027****(Question Serial No. 1237)**Head: (100) Marine DepartmentSubhead (No. & title): /Programme: (3) Local ServicesControlling Officer: Director of Marine (Mr S.F. WONG)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The cargo throughput for Public Cargo Working Areas (PCWAs) has dropped by 17% from over 5 million tonnes in 2023 to over 4 million tonnes in 2024. Please inform this Committee of the following:

- (1) the throughput for each PCWA in 2024;
- (2) the expenditure involved in the management of each PCWA; and
- (3) in view of the operating difficulties of the public cargo handling industry, whether the Government will consider providing support measures for the industry, including downward adjustment of rents or exemption of rents.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 25)Reply:

- (1) The cargo throughput for each Public Cargo Working Area (PCWA) in 2024 is set out as follows:

PCWAs	Cargo throughput (tonnes)
Western District PCWA	328 164
Chai Wan PCWA	235 413
New Yau Ma Tei PCWA	1 550 556
Stonecutters Island PCWA	515 306
Rambler Channel PCWA	984 355
Tuen Mun PCWA	672 047
Total:	4 285 841

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

- (3) At present, the various fees of PCWAs (such as berthing fees and fees for Vehicle Entry Tickets and Operation Area Permits, etc.) are collected in accordance with the Berth Licence Agreements signed between the Government and the operators, as well as in accordance with the Port Control (Cargo Working Areas) Regulations (Cap. 81A, Laws of Hong Kong).

The Government has all along been determining public charges in accordance with the “user pays” principle so as to achieve cost recovery for the services provided. The various fees of PCWAs are imposed on a cost-recovery basis to cover the operating cost of the PCWAs and their facilities in accordance with the resources invested by the Government in the establishment and operation of the PCWAs. The Government will closely monitor the operation of the industry and consider in due course whether it is necessary to introduce measures to support the industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB028

(Question Serial No. 1794)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the transport infrastructure 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.: 31)

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 information from the C&SD, the findings of the 2021 Population Census show that 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 2025 was about 20 000.

2.&4. According to the information provided by the DEVB and the ITIB, the additional land from the Ma Liu Shui reclamation project is mainly for innovation and technology development. The Civil Engineering and Development Department is undertaking the Engineering Study for Ma Liu Shui Reclamation to conduct technical assessment and preliminary design of the reclamation works, which includes assessment of the potential traffic impacts during the construction phase of the reclamation. The HKSTP is carrying out a preliminary study on innovation and technology development. The Government will announce the development details in due course.

3. At present, the traffic flow during peak hours at the Chak Cheung Street roundabout outside the University Station does not exceed its design capacity. 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 MTR Corporation Limited (MTRCL) is conducting a detailed technical assessment of the proposal to construct the new Science Park/Pak Shek Kok Station on the East Rail Line and develop the adjacent area. The preliminary study indicates that the new station involves complicated works and high construction cost because it will be built on an operating railway and will require a footbridge across the Tolo Highway to connect with the residential area at Pak Shek Kok and the Science Park. In addition, the housing development at Pak Shek Kok will require substantial upgrading of the supporting infrastructure. The development will also involve the reprovisioning of the Hong Kong Education University Sports Centre from Pak Shek Kok to Tai Po.

The proposed development originally included both public and private housing. However, the Government, after review, considers that Pak Shek Kok is more suitable for private housing development, and the Government has identified sufficient land to meet the 10-year public housing supply target under the Long Term Housing Strategy. Consequently, the Government is now more inclined to develop mainly private housing and the overall development plan and the scale of supporting infrastructure have to be adjusted accordingly.

In light of the above latest development, the Government will continue to discuss with the MTRCL to re-examine the infrastructure requirements, as well as study in greater depth and enhance the effectiveness of the project, in particular the financial arrangements for the project. On the premise of lowering public expenditure, the Government seeks to reach a consensus with the MTRCL on the financing arrangement and take forward the construction of the station as well as the related housing development in a timely manner.

The Government aims to announce the preliminary development proposals in the second or third quarter of 2025 and will maintain the target to commission the station by 2033.

- End -

CONTROLLING OFFICER'S REPLY

TLB029

(Question Serial No. 1795)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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:

1. What is the progress of the preparatory work?
2. When is the expected commencement date?
3. What is the budget for the project? and
4. 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.: 32)

Reply:

To improve traffic condition in Tai Po, the Transport Department is working with the works departments to study the improvement of individual junctions and road sections to enhance their performance, thereby improving traffic in the area. Regarding the Tai Po Kwong Fuk Vehicular Bridge, the Highways Department is conducting studies and assessments on the technical aspects of the project. We will continue to review the priorities and urgencies of the projects under planning in light of the latest developments, including policy developments and the Government's fiscal position, etc., and take forward the project in a timely manner in accordance with the established procedures.

- End -

CONTROLLING OFFICER'S REPLY

TLB030

(Question Serial No. 0455)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has mentioned the implementation of various phases of the “Universal Accessibility” Programme (UA Programme) for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways and taking forward the Special Scheme. Please advise on the following:

1. Whether the Government has funding arrangements for extending the UA Programme to rural villages to ensure that residents in those areas can also enjoy the right to barrier-free access? If yes, what is the amount of funding and the timetable?

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

Reply:

The Government is committed to providing barrier-free access facilities at public walkways. Since the launch of the “Universal Accessibility” Programme (UA Programme) in August 2012, the Government has been actively installing more barrier-free access facilities (i.e. lifts or ramps) at public walkways (i.e. footbridges, elevated walkways and subways) in Hong Kong, including those in the vicinity of villages, so as to facilitate the public to access these facilities. In order to benefit more people, the scope of the UA Programme has been expanded from only covering public walkways which were not equipped with any barrier-free access facilities to include the existing public walkways which are equipped with standard ramps, provided that certain criteria are met. Moreover, the Government introduced a Special Scheme in 2019 for retrofitting lifts at footbridges, subways and elevated walkways in the estates under the Hong Kong Housing Authority, namely estates under the Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental housing estates with properties divested, provided that certain criteria are met.

The Highways Department has been pressing ahead with a total of 382 items under various phases of the UA Programme. As at end-February 2025, a total of 239 items under the UA Programme were completed, while another 138 items are under construction. The completed

projects include the retrofitting of lifts for pedestrian walkways in the vicinity of villages, such as the subway near Lam Tsuen in Tai Po across Fanling Highway near Tai Po Road – Tai Wo (Structure No. NS145) and the footbridge near Tong Hang Tung Tsuen in Tai Po across East Rail Line Track near Tai Wo Service Road East and Tong Hang (Structure No. NF82), etc.

- End -

CONTROLLING OFFICER'S REPLY

TLB031

(Question Serial No. 0456)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has indicated that it is working with relevant departments to implement the measures set out in the Action Plan on Green Maritime Fuel Bunkering so as to develop Hong Kong into a high-quality green maritime fuel bunkering centre. Please advise on the following:

1. Which enterprises and organisations has the Government co-operated with in the past 2 years? What are the respective amounts of investment? Please tabulate the information.
2. What is the estimated amount of investment and revenue in relation to the development of a high-quality green maritime fuel bunkering centre in the next 2 years? Please tabulate the information.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 16)

Reply:

The Government promulgated the Action Plan on Green Maritime Fuel Bunkering (Action Plan) on 15 November 2024 to set out clear strategies and actions to promote the development of Hong Kong into a high-quality green maritime fuel bunkering centre. Since the promulgation of the Action Plan, the Government has received extensive support from the industry both locally and overseas for the relevant strategies and actions. Commercial co-operation agreements have been signed between different companies in the past few months to promote the provision of liquefied natural gas and green methanol bunkering services in Hong Kong.

The bunkering market in Hong Kong has always been market-driven, open and flexible. The Government will maintain market flexibility and, on the premise of safeguarding safety, welcome local and overseas enterprises to start green maritime fuel bunkering and related businesses in Hong Kong. At present, a number of green maritime fuel-related local and overseas enterprises have already approached us and expressed interests in starting related

businesses in Hong Kong. We will also continue to actively promote co-operation among different stakeholders in the green maritime fuel supply chain. We will catalyse the development of the green maritime fuel supply chain in Hong Kong through actively entering into memoranda of understanding with stakeholders who are interested in and have the capabilities to develop green maritime fuel bunkering and related businesses in Hong Kong, as well as providing a collaborative platform and other facilitation measures for their business development.

We believe that the above measures will help Hong Kong develop into a green maritime fuel bunkering centre and attract more vessels to bunker in Hong Kong. These vessels may even engage in business activities such as loading and unloading cargo and using other value-added services for vessels, thereby boosting the cargo throughput of Hong Kong Port and reinforcing Hong Kong's status as an international maritime centre. Hong Kong can also leverage its advantages as an international financial centre to develop into a trading centre for green maritime fuels, so as to drive the development of the financial, trading and insurance industries and bring new impetus to the Hong Kong economy.

As regards the implementation of the various action measures proposed in the Action Plan, including financial incentives, etc., the relevant bureaux and departments will absorb the relevant expenditures with existing manpower and resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB032

(Question Serial No. 0461)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The non-recurrent expenditure for air and sea communications and logistics development has increased by 3.6% over the original estimate. It is mainly due to the reform of the Hong Kong Maritime and Port Board and increased cash flow requirement. Please advise on the following:

1. Please provide specific details of the items for which additional provisions will be used and their respective shares.
2. Is there any clear cost-effectiveness analysis to support the need for such non-recurrent expenditure?

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

Reply:

1. The provisions for 2025-26 are about \$10 million (3.6%) higher than the original estimate for 2024-25. It is mainly due to the increased provisions for the reform of the Hong Kong Maritime and Port Board into the Hong Kong Maritime and Port Development Board, as well as the increased cash flow requirement for 2 non-recurrent items, namely the Pilot Subsidy Scheme for providing subsidies to qualified third-party logistics service providers (Pilot Scheme) and the Maritime and Aviation Training Fund (MATF), partly offset by a net decrease of 17 posts.

Regarding the above 3 expenditure items for which additional provision will be used, their respective percentages out of the increase in provisions before the offset are as follows:

Expenditure item	Percentage
Reform of the Hong Kong Maritime and Port Board into the Hong Kong Maritime and Port Development Board	37%
Increase in the cash flow requirement for the Pilot Scheme	51%
Increase in the cash flow requirement for the MATF	12%

2. Regarding the 2 non-recurrent items with increased cash flow requirement, the increase in cash flow requirement for the Pilot Scheme is mainly due to the higher-than-expected number of applications in the second half of 2024-25 since the implementation of the enhancement measures. Therefore, the number of applications is expected to increase further in 2025-26, resulting in a corresponding increase in the total amount of subsidies granted in the whole year. As for the MATF, the increase in cash flow requirement is to support the following items: (i) to expand the coverage of the Maritime Promotion Project Funding under the MATF to seminars/conferences; (ii) to expand the Maritime Services Traineeship Scheme to marine insurance; and (iii) to increase the funding for the Professional Training and Examination Refund Scheme, etc., so that the training measures could become more comprehensive and diversified and could help nurture more talents for Hong Kong.

We will continue to closely monitor the use of funds allocated for the 2 items in accordance with the established mechanism to ensure that the resources are properly used. We have also been reviewing the operation of the items and taking into account the views of industry stakeholders to introduce enhancement measures in a timely manner, so as to ensure that the projects will continue to support the sustainable development of the industry effectively.

- End -

CONTROLLING OFFICER'S REPLY

TLB033

(Question Serial No. 0462)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the CII-based green incentive for Hong Kong-registered ships attaining CII rating A or B from 2024 for 3 years, please tabulate the following information:

1. What is the number of shipowners registered in Hong Kong and benefited from the incentive last year? and
2. Whether there are any clear performance indicators (e.g. reduction in carbon emissions and proportion of green fuel usage) for the estimated provision for items related to environmental protection (e.g. green maritime fuel bunkering and incentives for ships attaining CII ratings)?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 22)

Reply:

1. To mitigate climate change, the International Maritime Organization (IMO) has put forward a vision to reduce greenhouse gas emissions, with the target of enabling the shipping industry to progressively advance to net-zero carbon emissions. The Government also promulgated the Action Plan on Maritime and Port Development Strategy in December 2023 to support the sustainable development needs of the maritime and port industry in Hong Kong, and to promote the development of green shipping in a bid to enhance the long-term competitiveness of the industry.

The Marine Department (MD) launched the Green Incentive Scheme (the Scheme) on 28 June 2024, the first of its kind in the world that is Carbon Intensity Indicator (CII) related, to encourage green transformation of the shipping industry. The Scheme provides green incentive to Hong Kong-registered ships that have attained high ratings under the international standards on decarbonisation formulated by the IMO. Under the Scheme, all Hong Kong-registered ships of 5 000 gross tonnage or above in possession of a valid "Statement of Compliance – Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating"

showing that the ship has attained rating A or B in the CII are eligible to receive \$20,000 for each corresponding year from 2024 to 2026. The Scheme has been open for application from eligible Hong Kong-registered ships since 28 June 2024. As at 31 December 2024, there are 2 322 Hong Kong-registered ships, of which 2 120 are of 5 000 gross tonnage or above. The MD has received applications for the above incentive from 559 shipowners and a total of 654 vessels, 641 of which have been approved and the amount of incentive is HK\$12.82 million. The MD will continue to enhance the promotion for the Scheme and encourage Hong Kong-registered ships to become a green fleet.

2. The Hong Kong Special Administrative Region Government promulgated the Action Plan on Green Maritime Fuel Bunkering (Action Plan) on 15 November 2024, which sets out a number of targets, including following the emission reduction target set by the IMO to reach net-zero carbon emissions from international shipping by or around 2050; reducing carbon emissions from Hong Kong-registered ships by at least 11% (compared to 2019) and ensuring that 55% of the diesel-fuelled vessels in the Government fleet switch to using green maritime fuels by 2026, driven by the above Scheme; and reducing carbon emissions from the Kwai Tsing Container Terminals by 30% (compared to 2021), as well as ensuring that green maritime fuels will account for 7% of all fuels bunkered by Hong Kong-registered ships by 2030. These targets demonstrate Hong Kong's determination to actively meet and even exceed the minimal requirement set by the IMO as a responsible member of the international society.

The introduction of the above CII-based Scheme is mainly to encourage the green transformation of the maritime industry and Hong Kong, China, as an associate member of the IMO, is the pioneer flag administration supporting the IMO's green shipping policy on the CII. The measure will help promote the image of the Hong Kong Shipping Registry as a green fleet and reinforce its brand in the international maritime arena. Based on the IMO's estimation, about 35% of vessels in the world can attain rating A or B in the CII, and according to the data uploaded by the IMO last year, about 51% of Hong Kong-registered vessels have attained rating A or B in the CII, which is far better than the global average. It is expected that with the promotion of different green programmes, Hong Kong-registered vessels will be able to achieve the relevant emission reduction targets set out in the Action Plan.

- End -

CONTROLLING OFFICER'S REPLY

TLB034

(Question Serial No. 0463)

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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The number of non-directorate posts will be reduced from 202 in 2025 to 188 in 2026, representing a reduction of 14 posts. Please advise on the following:

1. What is the manpower cost expected to be saved as a result of the reduction? and
2. Against the background of manpower reduction, how will the Government ensure that the implementation of core transport infrastructure projects (e.g. the smart and green mass transit systems and cross-boundary railway planning) will not be affected?

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

Reply:

1. There will be a net decrease of 14 posts in the Transport and Logistics Bureau (TLB) in 2025-26, representing a saving of \$11.64 million in expenditure in terms of the notional annual mid-point salary value.
2. The posts deducted under the Head of the TLB in 2025-26 are time-limited posts in the Airport Expansion Project Coordination Office. The major function of the Office is to co-ordinate with the Airport Authority Hong Kong (AA) in the implementation of the Three-Runway System (3RS) Project at the Hong Kong International Airport. With the completion and commissioning of the 3RS at the end of 2024, the Office will be disbanded as originally planned. TLB will internally redeploy the resources related to the co-ordination of the operation of the 3RS, and continue to provide the necessary support for AA.

In addition, the manpower responsible for taking forward other transport infrastructure projects in TLB remains unchanged. TLB will continue to adopt an innovative mindset and endeavour to take forward various transport infrastructure projects in an orderly manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB035

(Question Serial No. 0464)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Provision for air and sea communications and logistics development is 7.5% (\$20.3 million) higher than the revised estimate for 2024-25. It is mainly used for the reform of the Hong Kong Maritime and Port Board and non-recurrent items. Please advise on the following:

1. What are the specific details of the reform? How to quantify its expected benefits (e.g. enhancing the competitiveness of the port, attracting more enterprises to set up businesses in Hong Kong, etc.)? and
2. What are the specific items to which the cash flow for the non-recurrent expenditures will mainly be channelled?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 24)

Reply:

1. As announced in the Chief Executive's 2024 Policy Address and the 2025-26 Budget, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB). The Transport and Logistics Bureau (TLB) is actively making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 as a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The specific projects and monitoring arrangements will be worked out after the establishment of the HKMPDB.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience.

2. The non-recurrent items that have increased cash flow requirement include the Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers and the Maritime and Aviation Training Fund.

- End -

CONTROLLING OFFICER'S REPLY

TLB036

(Question Serial No. 2812)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 118 of the Budget Speech that the Government will establish the Hong Kong Maritime and Port Development Board this year to strengthen relevant research, promotion and manpower training to facilitate the sustainable development of the international maritime centre. In this connection, will the Government inform this Committee of the following:

Whether the relevant research, promotion and manpower training is related to the nurturing of local talents in maritime, intellectual property trading and international law? If so, what are the specific plans and estimated expenditures?

Asked by: Hon CHAN Man-ki, Maggie (LegCo internal reference no.: 7)

Reply:

As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The Government is making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The

dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion and research activities, such as strengthening its promotional work in the Mainland and overseas and promoting Hong Kong's maritime brand, as well as supporting manpower development initiatives for local high valued-added maritime services. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience.

Moreover, the estimated cash flow requirement for the Maritime and Aviation Training Fund (MATF) for 2025-26 is \$52 million, of which about \$29 million will be allocated to maritime-related schemes. The relevant schemes are set out at the **Annex**. We will continue to make good use of the MATF to provide training, incentive and promotional programmes for the maritime industry and introduce enhancement measures for the schemes in a timely manner, so that they are more comprehensive and diversified in nurturing more talents for the local maritime industry. We will continue to work closely with the HKMPDB upon its establishment to enhance manpower training for the maritime industry. The details will be discussed with the HKMPDB after its establishment.

Name of Programme	
1.	Professional Training and Examination Refund Scheme – Maritime
2.	Maritime and Aviation Internship Scheme – Maritime
3.	Sea-going Training Incentive Scheme
4.	Ship Repair Training Incentive Scheme
5.	Local Vessel Trade Training Incentive Scheme
6.	Local Vessel Competency Enhancement Scheme
7.	Hong Kong Nautical and Maritime Scholarship Scheme
8.	Hong Kong Maritime and Logistics Scholarship Scheme
9.	The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme
10.	The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme
11.	Overseas Exchange Scholarship Scheme
12.	Maritime Training Support Scheme
13.	Maritime Services Traineeship Scheme – Legal
14.	Maritime Promotion Project Funding

- End -

CONTROLLING OFFICER'S REPLY

TLB037

(Question Serial No. 2835)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 118 of the Budget Speech that the Government will establish the Hong Kong Maritime and Port Development Board this year to strengthen relevant research, promotion and manpower training to facilitate the sustainable development of the international maritime centre. In this connection, please inform this Committee of the following:

1. What are the estimated expenditure and manpower resources for the Board? and
2. What are the details of work undertaken by the Hong Kong Special Administrative Region Government to expedite the development of the international maritime centre and to nurture talents?

Asked by: Hon CHAN Man-ki, Maggie (LegCo internal reference no.: 23)

Reply:

1. As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The Government is making preparation for the revamp, with the aim of setting up the new HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience.

2. The Government will continue to embrace changes and adopt an innovative spirit to create a stronger impetus for the development of the industry and consolidate and enhance Hong Kong's status as an international maritime centre. Regarding the high value-added maritime services, the Government has introduced a series of tax measures conducive to the development of the maritime industry in the past few years. In light of changes of international tax rules, we are enhancing these measures, including introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease. To drive the development of maritime services, the Government also proposed to provide half-rate tax concession to eligible commodity traders. The Government expects to introduce a bill into the Legislative Council in the first half of 2026. On enhancing port competitiveness, the Government will strive to consolidate the international advantages of Hong Kong Port (HKP) with the industry, and attract more cargo sources to use HKP through strengthening regional collaboration and global connections. In addition, we will continue to drive HKP's by green transformation, digitalisation and smart transition. This includes the development of Hong Kong into a green shipping centre, through measures such as the establishment of the green maritime fuel bunkering centre and the provision of supporting facilities for green bunkering. We will also complete the installation of the port community system (PCS) at the end of this year to enhance the flow of data among stakeholders in the maritime, port and logistics industries, achieve synchronised real-time cargo tracking by various parties through data sharing, create conditions for Hong Kong to connect with other ports and enhance the international competitiveness of HKP. Given that the PCS uses Blockchain technology to record cargo flows, the highly reliable cargo flow information will facilitate trade financing and smoother trade and capital flows.

On nurturing talents, the Government has been promoting maritime talent training schemes through the Maritime and Aviation Training Fund. We will continue to review and enhance the various subsidy schemes, for example, by covering more green energy courses and marine insurance examinations, etc.

- End -

CONTROLLING OFFICER'S REPLY

TLB038

(Question Serial No. 2836)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 121 of the Budget speech that to develop smart port, the Government has set aside \$215 million to install the port community system, with a view to enhancing the flow of data among stakeholders in the maritime, port and logistics industries. The Government will seek funding approval from the Legislative Council this year. In this connection, please inform this Committee of the following:

Whether the Administration has formulated any plans and set staffing provision for the above work in the next 3 years? If yes, what are the details?

Asked by: Hon CHAN Man-ki, Maggie (LegCo internal reference no.: 24)

Reply:

The Government will complete the installation of the port community system (PCS) in end-2025, and launch the PCS to provide basic services such as real-time cargo tracking and value-added electronic services such as “One-Data-Multiple-Declarations” from January 2026, with an estimated number of users at 50 000. During the course of building the proposed PCS, the Transport and Logistics Bureau (TLB) will in parallel actively promote the system to stakeholders in the maritime and logistics industries, emphasise the benefits of the system when explaining to the stakeholders and encourage them to seize the business innovation opportunities it brings. The earmarked provision of around \$215.08 million is sufficient to cover the expenditures for developing and implementing the PCS from 2025-26 to 2028-29.

The industry is very concerned about data security and protection due to the commercially sensitive nature of cargo trade data. The TLB will lead the project and partner with the Logistics and Supply Chain MultiTech R&D Centre (LSCM) to develop and manage the system. The LSCM has previously developed a proof-of-concept prototype for the system. During the process, the LSCM actively leveraged its close relationship with the industry for tapping the industry's wisdom, and built a system prototype suitable for use by the Hong Kong industry. It has been fully demonstrated that the LSCM is reliable and trusted by the

industry in terms of professional technical capabilities, execution efficiency, data and information security and protection. Since the LSCM has on its own developed and mastered the application of the technology to build the system based on the specific requirements of the industry, partnering with the LSCM to develop and manage the system will ensure the effective implementation of the project and allay industry concerns.

The installation of the PCS will require the establishment of a project management team in the TLB to support the relevant supervisory work of project implementation. The estimated non-recurrent staff cost of \$17.092 million from 2025-26 to 2028-29 will be absorbed by the existing resources of the TLB.

- End -

CONTROLLING OFFICER'S REPLY

TLB039

(Question Serial No. 0634)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2025-26 that the Bureau will continue to work with the Airport Authority Hong Kong (AA) to implement 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, the number of workers who have arrived to work in Hong Kong, etc.);
2. Whether there are rejected applications in each round and the specific reasons for the rejection?
3. 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?
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 AA an additional sum of \$400 per month for each imported worker. The AA 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. What are the details of the AA's utilisation of the relevant payments so far (including when the subsidies were paid, the number of payments made and the amount of subsidies, the number of local frontline staff benefitted and the job positions of the frontline staff covered)?
5. With the gradual recovery of the aviation industry and the commissioning of the Three-Runway System at the airport at the end of last year, whether there are any reviews and

assessments of the manpower demand and resource requirements in the aviation industry in future? and

6. Whether there are other measures to train and attract local talents to join the aviation industry?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 35)

Reply:

1. to 3. 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 Airport Authority Hong Kong (AA) 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.

In the first round of application, we approved applications from 28 employers with a total of 2 841 quotas covering all 10 job types under the Scheme. In the second round of application, we approved applications from 27 employers with a total of 2 982 quotas covering also all 10 job types under the Scheme. According to the information provided by the Immigration Department, after the first 2 rounds of application, 4 109 imported workers have been approved and arrived to work in Hong Kong, covering all 10 job types under the Scheme. We have just launched a new round of application for labour importation quotas in March this year.

In the first 2 rounds of application, 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 relevant employers will review the working conditions and performance of their employees (including imported labour) in accordance with their operational needs and the relevant employment contracts. Through communications with the relevant employers in the stakeholder consultative group established under the Scheme, we understand that the relevant employers are satisfied with the overall work performance of imported labour.

4. With support from the Government, the AA co-ordinates the sums of payments contributed for each imported worker by the employers and the AA under the Scheme, and has implemented the transport subsidy for local airport frontline staff starting from May last year. Eligible recipients of the transport subsidy must be local airport frontline staff employed by eligible companies and engage in the 10 job types of work identical to that under

the Scheme. The subsidy for public transport expenses of each eligible local staff member is subject to a ceiling of \$400 per month, with a minimum of \$100 per month. The first round of transport subsidy was disbursed to eligible local staff on 16 June last year, who may collect the transport subsidy of the previous month on or after the 16th of each month. At present, over 8 000 eligible local staff members are benefitted each month.

5. With the commissioning of the Three-Runway System at the end of last year, the flight handling capacity of the Hong Kong International Airport (HKIA) will increase and it is expected that the manpower required at the airport will also increase gradually. The Government will take into account a number of relevant factors, such as the findings of the latest round of airport manpower survey conducted by the AA, the implementation status of the Scheme, the stakeholders' views on the Scheme, in considering the way forward of the Scheme.

6. The Government has been maintaining close liaison and communication with the AA and the aviation industry and has taken a series of measures to support the sustainable development of the aviation industry. In this regard, the Government established the Maritime and Aviation Training Fund (MATF) in 2014 and supported the AA in establishing the Hong Kong International Aviation Academy (HKIAA) in 2016 to promote the professional development of the aviation industry and to attract more young people to join the industry. The Government from time to time examines the training and incentive schemes under the MATF for enhancement, and the HKIAA has been continuously updating, enhancing and expanding its training courses in accordance with industry needs to attract and nurture more aviation talents. Meanwhile, the AA has been encouraging the airport community to conduct local recruitment and has organised a number of employment information days and job fairs in conjunction with the industry. The AA also implements technology and smart techniques in airport services to reduce the pressure on manpower and works together with the airport community to actively enhance the working environment and welfare of practitioners.

- End -

CONTROLLING OFFICER'S REPLY

TLB040

(Question Serial No. 3065)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2025-26 that the authorities will continue to oversee the implementation of the Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade (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 number of operators with approved quotas, the quota of imported labour involved, the job types covered, the number of workers who have arrived to work in Hong Kong, the median monthly wage, etc.);
2. Whether there are rejected applications in each round and the specific reasons for the rejection?
3. Whether the Administration has evaluated the performance of the drivers who have already provided services? If yes, what are the details? If not, what are the reasons? and
4. Whether the Administration has assessed the impact of the Scheme on employment in the local transport industry? Whether there are other measures to train and attract local talents to join the transport industry?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 36)

Reply:

1. The Government is concerned about the persistent shortage of drivers in the public light bus (PLB) and coach trade. To further alleviate the manpower problem in the industry, the Government announced the “Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade” in June 2023, and approved 900 quotas for imported PLB drivers and 800 quotas for imported coach drivers in 2 rounds of applications in September 2023 and

July 2024 respectively. All applications are vetted by an Inter-departmental Liaison Group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD).

In the first round, a total of 118 applications have been received and 98 of which have been approved, involving 969 quotas for imported drivers. In the second round, a total of 129 applications have been received and 125 of which have been approved, involving 849 quotas for imported drivers (including 118 unused quotas approved in the first round that have been carried forward to the second round for allocation). Details of the 2 rounds of applications are set out in **Schedule 1**. As at end-February 2025, a total of 1 278 imported drivers have passed the local driving test and over 1 200 of them have been deployed to service. Under the requirements of the Scheme, the wage levels of imported drivers must be no less than the median monthly wages of the relevant posts in Hong Kong. The median monthly wages of the relevant posts are set out in **Schedule 2**.

2. In the 2 rounds of applications, the reasons for the rejection of applications include: failure to meet the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or that the applicants are not holders of valid passenger service licences.

3. The Government attaches great importance to the driving and service performance of imported drivers. Imported drivers are required to receive pre-service courses and complete trainings for the driving test. Only after obtaining the relevant driving licence and completing route familiarisation trainings will the imported drivers be allowed to be deployed to service. After the imported drivers have been deployed to service, the TD will assign staff members to observe the driving performance of the imported drivers on site, so as to ensure that their driving and service performance can meet the requirements. In our observation, the imported drivers can in general provide quality service, which can help alleviate manpower shortage of the trade, and enhance the headways of the green minibus services to help the trade maintain quality and stable services.

4. While implementing the Scheme, the TD has been maintaining communication with the transport trade through the Stakeholder Consultative Group set up under the Scheme, with members consisting of the relevant trade and labour representatives, so as to understand their views on the Scheme. Both parties agree that the industry has been facing continuous and acute shortage of drivers and the problem of ageing in drivers. Representatives of the trade agree that imported labour can help alleviate the acute shortage of drivers, and at the same time indicate that they will continue their efforts to recruit local drivers.

In addition to the Scheme, the Government has been implementing a number of initiatives to help and encourage the trade to recruit locally, which include relaxing the requirements for applying for commercial vehicle driving licences, coordinating the trade's participation in different employment schemes, facilitating the trade to diversify their recruitment channels, launching relevant training programmes, etc. With the assistance of the TD and the Employees Retraining Board (ERB), the ERB and the PLB operators and third-party training organisations have jointly launched the placement-tied driving training scheme for PLB drivers in December 2024. It is expected that the first batch of trainees will be deployed to service at designated GMB routes starting from the second quarter of 2025, after completion of the training course and obtaining relevant driver licenses.

Moreover, we will continue to encourage PLB and coach operators to improve the remuneration packages of their staff through various means, such as increasing salaries and paid leave, so as to create a more desirable working environment and attract more new blood to join the trade.

Schedule 1

Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade

Breakdown of the number of applications and approved quotas
in the first round by driver type

Driver type	No. of applications received	No. of quotas applied	No. of applications approved	No. of quotas for drivers approved
Public light bus driver	68	547	59	461
Local coach driver	32	689	23	262
Cross-boundary coach driver	18	365	16	246
Total	118	1 601	98	969

Breakdown of the number of applications and approved quotas
in the second round by driver type

Driver type	No. of applications received	No. of quotas applied	No. of applications approved	No. of quotas for drivers approved
Public light bus driver	82	842	82	467
Local coach driver	31	394	27	228
Cross-boundary coach driver	16	237	16	154
Total	129	1 473	125	849^{Note}

Note: Including 118 unused quotas approved in the first round that have been carried forward to the second round for allocation.

Schedule 2

Median monthly wages of the of local drivers

Driver type	Median monthly wage (\$)
Public light bus driver	14,300
Local coach driver	19,300
Cross-boundary coach driver	22,000

- End -

CONTROLLING OFFICER'S REPLY

TLB041

(Question Serial No. 2053)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

During 2025-26, the Transport and Logistics Bureau will oversee the work of the Civil Aviation Department on taking forward initiatives in relation to the development of low-altitude economy (LAE), including the review of existing legislation and regulatory regime, implementation of regulatory sandbox projects, infrastructural planning, etc. In this connection, will the Government inform this Committee of the following:

1. What are the administrative costs and staffing provision involved in the implementation of the regulatory sandbox projects respectively?
2. What are the details of division of work, staffing provision and salary expenses of the various government departments in implementing measures related to LAE?
3. What are the estimated expenditures and project details related to the construction of low-altitude infrastructure in the next 3 financial year?
4. Whether provision has been earmarked for setting up a LAE demonstration zone in the Northern Metropolis and building a low-altitude intelligent network which integrates communication, sensing, control and navigation?
5. Whether consideration will be given to setting up a “dedicated LAE fund” to motivate the market to increase investment in research and development and encourage the market to invest in LAE industrial chain so as to create a clustering effect for the low-altitude industry in Hong Kong, and also to pool together research talents and capital so that Hong Kong will serve as an important bridge and window for “going out” and “bringing in”? and
6. What are the specific targets and expenditures for promoting the integration of LAE with the Greater Bay Area in the next financial year? Whether an inter-departmental working

group on Guangdong, Hong Kong and Macao cross-boundary low-altitude economy will be established?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 3)

Reply:

1. At present, the Transport and Logistics Bureau (TLB) and the Civil Aviation Department (CAD) use the existing resources to undertake the work related to the implementation of the Regulatory Sandbox (Sandbox) projects. In 2025-26, the CAD intends to create the following permanent posts to take forward the initiatives in relation to the development of low-altitude economy (LAE), including the work related to the implementation of Sandbox projects:

Permanent post to be created		
Rank	No. of posts	Notional annual mid-point salary (\$ million)
Senior Operations Officer (Aviation Administration)	1	7.74
Operations Officer (Aviation Administration)	1	
Operations Officer (Airworthiness)	1	
Assistant Operations Officer (Aviation Administration)	1	
Senior Electronics Engineer	1	
Electronics Engineer/ Assistant Electronics Engineer	2	
Total:	7	

In addition, the CAD will retain a time-limited supernumerary post^{Note} of 1 Administrative Officer Staff Grade B (D3), as well as time-limited posts of 1 Chief Executive Officer and 1 Senior Executive Officer from 2025-26 to 2026-27 to undertake various work related to enhancing Hong Kong's status as an international aviation hub following the commissioning of the Three-Runway System, supporting the development of LAE in Hong Kong and enhancing the overall administrative governance of the CAD. The salary provision (in terms of notional annual mid-point salary) for the 3 posts above in 2025-26 is \$5.8 million. The TLB, on the other hand, intends to create 3 time-limited posts (1 Senior Engineer, 1 Engineer/Assistant Engineer and 1 Senior Executive Officer) from 2025-26 to 2029-30 to support the enhancement of Hong Kong's status as an international aviation hub and to take forward the development of LAE. The salary provision (in terms of notional annual mid-point salary) for the 3 posts above in 2025-26 is \$3.76 million.

^{Note} The civil service establishment includes posts on the permanent establishment and those on the non-permanent establishment (i.e. time-limited posts). Time-limited directorate posts are referred to as "supernumerary directorate posts", which are time-limited posts on the non-permanent establishment. It does not mean they are not counted towards the establishment.

2. The development of LAE is a huge systematic project, which involves regulations, the formulation of aviation safety policies, technology research and development, infrastructural support, land planning and commercial applications, as well as the collaboration of a number of policy bureaux and departments. The Government promotes the development of LAE in Hong Kong through the Working Group on Developing Low-altitude Economy (Working Group) established in November last year, which is led by the Deputy Financial Secretary and comprises a number of policy bureaux and departments, to enhance co-operation among bureaux and departments and establish an innovative, efficient and secure LAE ecosystem for Hong Kong.

The TLB and the CAD will implement the Sandbox pilot projects, conduct legislative reviews, plan for low-altitude infrastructure, establish the Greater Bay Area (GBA) low-altitude cross-boundary corridor, etc. Meanwhile, other relevant government policy bureaux and departments (including the Commerce and Economic Development Bureau, the Development Bureau, the Innovation, Technology and Industry Bureau, the Security Bureau, the Office of the Communications Authority, the Digital Policy Office, etc.) will also carry out their current duties under their respective policy portfolios to actively cater for the needs of LAE development, such as radio spectrum planning, data sharing and application, land development and planning, geospatial information systems, promotion of cross-boundary low-altitude flying activities, etc., so as to jointly promote the development of LAE. At present, in addition to the posts mentioned in part 1. , the relevant policy bureaux and departments use their existing resources to commence the relevant work. The relevant manpower and salary expenses will be included in their respective annual estimates.

3. The Working Group will, among other things, embark on technical studies and planning for low-altitude infrastructure. The Government will make reference to the experience and data of the Sandbox pilot projects and the relevant technical studies for the formulation of appropriate infrastructure, related supporting facilities as well as standard rules and practices for low-altitude flying activities in the long run. The relevant studies and planning are still underway and the Government will continue to carefully assess the demand and the allocation of resources.

4. New large-scale land development projects, like the New Development Areas of the Northern Metropolis, can provide a large amount of land and space, including sufficient open space, community and commercial land, etc., which should be able to cope with the land and space requirements of the infrastructure relevant to LAE. In terms of town planning, the infrastructure and uses related to LAE, such as vertiports and charging facilities, can generally be accommodated under the permitted uses of the relevant zoning or their ancillary uses. In other words, there is scope for these new development regions to provide the necessary land and infrastructure for promoting LAE.

5. The Government has been supporting research and development (R&D) in various technology areas through different funding schemes. For example, the funding schemes under the Innovation and Technology Fund support local universities, R&D centres and enterprises to conduct R&D in electronics, data transfer and processing, etc., which are related to LAE.

6. It is mentioned in the 2024 Policy Address that the Government will promote interface with the Mainland to lay the foundations for cross-boundary low-altitude flying activities in

future. Cross-boundary helicopter services can enhance the convenience and efficiency of travel between different cities in the GBA, further integrating Hong Kong's diverse economy with other cities in the region. The Government has been encouraging operators to launch regular cross-boundary helicopter services to give full play to Hong Kong's unique advantage as a hub for connecting with both the Mainland and the world. The Working Group is actively promoting interface with the relevant Mainland authorities to discuss the joint development of low-altitude cross-boundary air routes, immigration and customs arrangements, supporting infrastructure, etc.

In November last year, led by the Deputy Financial Secretary, representatives of the TLB, the Security Bureau, the CAD, the Immigration Department and the Customs and Excise Department visited Shenzhen to exchange views with the relevant Mainland authorities on cross-boundary flying activities by unmanned aircrafts and helicopters. The Working Group will continue to discuss with the relevant authorities to create favourable conditions for establishing the GBA low-altitude cross-boundary corridor.

The relevant work is mainly undertaken by the existing resources at present.

- End -

CONTROLLING OFFICER'S REPLY

TLB042

(Question Serial No. 2072)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau will continue to administer the enhanced Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) to encourage the logistics industry to enhance productivity through the application of technology. In this connection, will the Government inform this Committee of the following:

1. How many applications have been received under the Pilot Scheme so far? How many of them have been approved?
2. What is the total amount of subsidies granted for approved cases? Among them, how many cases have benefitted from the enhancement measures and received a cumulative amount of subsidy exceeding \$1 million?
3. The Pilot Scheme covers projects undertaken by Hong Kong third-party logistics companies in the adoption of logistics technology solutions to enhance their competitiveness. Examples include the adoption of applications, the use of robotics, automation, Artificial Intelligence, Internet of Things, ESG technology solutions, etc. in supply chain management. Please list the types of technology solutions adopted in the approved cases; and
4. What is the assessment of the effectiveness of the Pilot Scheme? Has the application of technology in the local logistics industry increased in proportion? Will the Government consider regularising the Pilot Scheme?

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

Reply:

To encourage the logistics industry to enhance productivity and operational efficiency through application of technology, the Government launched the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) with an injection of \$300 million

in October 2020. Following the increase in the subsidy ratio of the Pilot Scheme to 2 (Government) to 1 (applicant) in January 2023, the Government enhanced the Pilot Scheme further in February 2024, with the funding ceiling increased from \$1 million to \$2 million per applicant enterprise and the scope of funding extended to cover training and Environmental, Social, and Governance (ESG) technology-related implementation services, including consultancy services.

As at February 2025, a total of 411 applications have been received under the Pilot Scheme with 272 applications approved and subsidies of about \$162 million granted. Three of the applicant enterprises have received a cumulative subsidy of over \$1 million. The projects approved for logistics technology application include freight management systems, enterprise logistics resources management systems, warehouse automation robotic systems, warehouse/goods distribution centre management systems, application of Internet of Things (IoT) technology and cargo volume and weight measurement systems.

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. However, some logistics enterprises also indicated that a shortage of talents and economic downturn had affected their intention to invest in technology application.

In view of this, the Transport and Logistics Bureau has been working with the Hong Kong Productivity Council (HKPC) to step up publicity on smart and green logistics as well as the Pilot Scheme through the organisation of expositions, seminars, etc. For example, we, in collaboration with the HKPC, organised the “LOGTECH Expo” in June 2024 to introduce to the trade the latest developments and relevant technology solutions regarding smart and green logistics. The HKPC also provides advisory services to small and medium enterprises in the industry on the application of smart logistics technology solutions. Moreover, we have commenced a consultancy study to formulate a roadmap for the development of green and sustainable logistics, which is expected to be promulgated in the first half of this year, so as to enhance the industry’s understanding of ESG.

The Government will continue to closely monitor the implementation progress of the Pilot Scheme and assess the need for regularising it, taking into account factors such as market development situation, feedback and suggestions from the industry, etc. in a holistic manner.

- End -

CONTROLLING OFFICER'S REPLY**TLB043****(Question Serial No. 3190)**

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the planning or implementation and the construction works of a number of road projects in Hong Kong, 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; and (vii) investigation, design and construction study (if applicable) respectively?

Road Infrastructure	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Trunk Road T2 and Cha Kwo Ling Tunnel							
Central Kowloon Route							
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)							

Road Infrastructure	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Improvement of Lion Rock Tunnel							
Widening of T6 Bridge of Tate's Cairn Highway							
Improvement works of Fanling Highway (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							
Road P1 (Tai Ho – Sunny Bay Section)							

2. What are the manpower, staff establishment and expenditure involved in the implementation and monitoring of the above road infrastructure projects by government departments? What measures are put in place to 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.: 38)

Reply:

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

	Commencement Date	Target Completion Date	Total Road Length (kilometres) (see Note 1)	Design Capacity (pcu/hr) (see Note 2)	Approved Project Estimate (APE) of Construction Projects (\$ million) (see Note 3)	APE of Studies/ Design (\$ million) (see Note 3)
Central Kowloon Route	December 2017	2025	approximately 4.7	5 400	42,363.9	206.9 (detailed design and site investigation)
Trunk Road T2 and Cha Kwo Ling Tunnel	November 2019	2026	approximately 3.4	3 600	16,017.0	133.6 (investigation and design)
Improvement works at Tsuen Tsing Interchange	April 2024	2027	approximately 0.8	N/A	581.4	N/A

	Commencement Date	Target Completion Date	Total Road Length (kilometres) (see Note 1)	Design Capacity (pcu/hr) (see Note 2)	Approved Project Estimate (APE) of Construction Projects (\$ million) (see Note 3)	APE of Studies/ Design (\$ million) (see Note 3)
Trunk Road T4 in Sha Tin	August 2024	2030	approximately 2.3	3 600	6,810.0	34.7 (detailed design and site investigation)
Dualling of Hiram's Highway from Marina Cove to Sai Kung Town	December 2024	2032	approximately 4.6	3 000	2,748.9	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 enhance the cost-effectiveness of works projects. Moreover, we will also take into account the latest developments, including policy developments, the Government's fiscal 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:

	Estimated Total Road Length (kilometres) (see Note 1)	Design Capacity (pcu/hr) (see Note 2)	APE of Studies/ Design (\$ million) (see Note 3)
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)
Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	approximately 3.0	under review	N/A
Extension works to Lung Fu Road and Hoi Wing Road in Tuen Mun	approximately 2.1	under review	N/A

	Estimated Total Road Length (kilometres) (see Note 1)	Design Capacity (pcu/hr) (see Note 2)	APE of Studies/ Design (\$ million) (see Note 3)
Widening of Tsuen Wan Road and the associated junction improvement works	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)
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 Road P1 (Tai Ho – Sunny Bay Section), Lantau, and the Fanling Bypass (Western Section) under planning, and the Improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Road Interchange) under construction is provided below:

	Estimated Total Road Length (kilometres) (see Note 1)	Design Capacity (pcu/hr) (see Note 2)	APE of Studies/Design (\$ million) (see Note 3)	APE of Construction Projects (\$ million) (see Note 3)
Hong Kong Island West – Northeast Lantau Link	approximately 13	under review	see Note 4	N/A
Road P1 (Tai Ho – Sunny Bay Section), Lantau	approximately 9.5	under review	130.2 (investigation study, preliminary design and site investigation)	N/A
Fanling Bypass (Western Section)	approximately 2	1 250	see Note 5	see Note 6
Improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Road Interchange)	approximately 4	8 200	see Note 5	see Note 6

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 (such as landscaping and slope 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.

Note 4: The engineering feasibility study of the Hong Kong Island West – Northeast Lantau Link is part of Project Item No. 5768CL – Studies related to Artificial Islands in the Central Waters (with APE of \$550.4 million).

Note 5: The detailed design and site investigation of the Fanling Bypass (Western Section) and the Improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Road Interchange) are part 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 (with APE of \$764.5 million).

Note 6: The construction works of the Fanling Bypass (Western Section) and the Improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Road Interchange) are part of Project Item No. 7828CL – Remaining phase of site formation and engineering infrastructure works at Kwu Tung North New Development Area and Fanling North New Development Area – Construction (with APE of \$30.1679 billion). The Fanling Bypass (Western Section) is currently in the process of tender assessment and construction works are expected to commence in the second half of 2025 for completion in 2031, while the Improvement works of Fanling Highway (between Pak Shek Au Interchange and Po Shek Wu Road Interchange) commenced in August 2024 and is scheduled for completion in 2031.

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

TLB044

(Question Serial No. 0132)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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. What is the approximate amount of financial provision/expenditure for the transport infrastructure projects in the Northern Metropolis in the 2024-25 financial year?
2. The Government has recently announced that it aims to commission the Northern Metropolis Highway (San Tin Section) in phases by 2036, while the remaining 3 road sections will be completed in phases in 3 to 4 years' time. Will the Government consider introducing assistance or other means to further compress the construction time so as to meet public expectations?
3. The Priority Development Area in the New Territories North New Town (NTN NT) includes an 88-hectare industrial park. There are views that people will rely on the Heung Yuen Wai Highway for access, which will cause serious congestion in the event of traffic accidents. Will the Government consider connecting the NTN NT section of the Northern Metropolis Highway with the Enterprise Park in Ta Kwu Ling?
4. What are the timetables for the railway projects in the NTN NT, including the Northern Link Eastern Extension and the Northeast New Territories Line? When will the works commence and when will the railways be commissioned?

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

Reply:

1. The estimated provision for the transport infrastructure projects related to the Northern Metropolis under the Capital Works Reserve Fund in the 2024-25 financial year is \$208.79 million.

2. The Highways Department commenced the investigation study for the Northern Metropolis Highway (NMH) in March this year. We will continue to explore in the study measures to expedite the works, including the adoption of the “Design and Build” contract form, taking on board the views of the contractors as early as possible, and making good use of their technical expertise and construction equipment, etc. We will also maintain good communication with relevant stakeholders and draw on their experiences in the development of large-scale infrastructure projects in the Mainland and overseas. Moreover, we will deepen co-operation through various means (e.g. working meetings, site visits, etc.) and actively introduce suitable methods and technologies to Hong Kong, with a view to expediting the implementation of the NMH project in an efficient manner.

3. The east end of the preliminary alignment of NMH connects the Heung Yuen Wai Highway and Sha Tau Kok Road. We will review the preliminary alignment of the NMH and other feasible alignment options in the investigation study based on the latest land development and planning data, and carry out preliminary assessment on various aspects such as engineering feasibility, transport demand and cost-effectiveness, etc., so as to formulate the best alignment for the NMH. For instance, we will review the need to extend the NMH or propose other road improvement works (including enhancing the design of the relevant connecting roads, etc.) to meet the anticipated transport demand of the relevant development areas.

4. The Government is actively preparing for the next stage of implementation of the Northern Link Eastern Extension and the Northeast New Territories Line, including formulating the implementation approaches and financial arrangements, etc. Under the Hong Kong Major Transport Infrastructure Development Blueprint, the 2 railway projects are expected to be completed in 2039 and beyond. The actual implementation timetable will depend on the land use planning and works programme of the development projects such as the New Territories North New Town.

- End -

CONTROLLING OFFICER'S REPLY

TLB045

(Question Serial No. 0817)

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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is announced in the Budget Speech that “at the end of last year, the Airport Authority Hong Kong (AA) and the Zhuhai Transportation Holdings Group signed the Agreement of Shares Acquisition concerning the equity acquisition of Zhuhai Airport. Separately, 21 airlines and 125 logistics companies have participated in the sea-air intermodal cargo transshipment mode under the cooperation of Hong Kong and Dongguan. It is expected that the first-phase construction of the permanent facility for the Phase 1 development of the logistics park in Dongguan will be completed this year and the preliminary study of the Phase 2 development will commence shortly.” In this connection, will the Administration inform this Committee of the following:

1. Regarding the Agreement of Shares Acquisition concerning the equity acquisition of Zhuhai Airport signed by the AA and the Zhuhai Transportation Holdings Group, what is the amount of financial resources directly invested in the project by the Government so far in supporting the AA for enhancing passenger and cargo connectivity between Hong Kong and Zhuhai? What is the expenditure for the relevant supporting measures? What are the specific facilitating measures adopted?
2. Regarding the logistics park project in Dongguan, what is the estimated expenditure for the first-phase finishing works of the Phase 1 development which is expected to be completed this year? What are the scale of manpower and other resources expected to be invested? What is the estimated financial provision for the preliminary study of the Phase 2 development which will commence shortly? What are the scale of manpower and resources expected to be invested? and
3. Regarding the sea-air intermodal cargo transshipment mode under the cooperation of Hong Kong, Zhuhai and the Dongguan Airlines, what is the amount of financial resources invested by the Government in promoting its operation? What is the expenditure involved

in supporting the management and operation of the mode? What are the specific measures that have been implemented?

Asked by: Hon CHEN Chung-nin, Rock (LegCo internal reference no.: 7)

Reply:

1. The Airport Authority Hong Kong (AA) and the Zhuhai Transportation Holdings Group signed the Agreement of Shares Acquisition concerning the equity acquisition of Zhuhai Airport in November 2024, which provides a reinforced foundation for deepening the co-operation between the 2 airports. We will work with Zhuhai to enhance the “Fly-Via-Zhuhai-HK” direct passenger service, achieving greater synergy by integrating the international aviation network of the Hong Kong International Airport (HKIA) and the domestic aviation network of Zhuhai Airport. We will also pursue co-operation in other aspects, including the development of international air cargo business in collaboration with Zhuhai, and taking forward the development of a high-end aviation industrial cluster, with an aim to realise a development plan which is mutually beneficial to the 2 places. The project for the AA’s equity acquisition of the Zhuhai Airport and the co-operation between the 2 airports are undertaken by the AA and do not involve additional government expenditure.

2. & 3. To fully capitalise on the HKIA’s advantages in handling high-value, temperature-controlled air cargo and to seize the opportunities brought by cross-border e-commerce, the AA is taking forward the sea-air intermodal cargo transshipment mode in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). Given that Dongguan is the manufacturing centre in the GBA, the AA will focus resources to press ahead with the development of the sea-air intermodal cargo transshipment mode with Dongguan so as to maximise its benefits.

In this connection, the AA launched a pilot scheme of the sea-air intermodal cargo transshipment mode by utilising the temporary facilities in Dongguan and the HKIA since end-2021 and established the full set of export and import operation procedures in April and December 2023 respectively. As at January 2025, a total of 21 airlines and 125 freight forwarders participated in the pilot scheme. Since April 2023, over 20 000 tonnes of cargo, with a value of more than \$20 billion, have been handled.

To further develop sea-air intermodal cargo transshipment, the AA is carrying out the construction of the permanent facility for the HKIA Dongguan Logistics Park. The first-phase construction for the Phase 1 development will be completed within the year and the preliminary study of the Phase 2 development will commence shortly. The development of the sea-air intermodal cargo transshipment mode and the project of the HKIA Dongguan Logistics Park are undertaken by the AA and do not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB046

(Question Serial No. 0825)

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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

As announced in the Budget Speech, the Airport Authority Hong Kong (AA) has just promulgated a development plan for expanding the Airport City. With the aviation industry as its focal point, the Airport Island as well as the land and waters in its vicinity will be utilised for the development of a new highlight project encompassing high-end commercial, art, tourism and leisure activities. In this connection, will the Administration inform this Committee of the following:

1. Regarding the work to promote the development of these related industries, are there any measures for manpower training deployed by the AA in the past that are related to the Budget? If yes, please state the specific expenditure items and the amounts involved in the Budget. If no, please state the reasons in the context of the Budget; and
2. Regarding the AA's development plan for expanding the Airport City, are there any measures to be taken in collaboration with the Mainland airports in Shenzhen, Guangzhou, etc. to attract Mainland flights to transfer in Hong Kong? If yes, what are the expenditure items and the amounts involved in the Budget? What are the specific measures?

Asked by: Hon CHEN Chung-nin, Rock (LegCo internal reference no.: 14)

Reply:

1. In January 2025, the Airport Authority Hong Kong (AA) promulgated a development plan for expanding the Airport City. With the aviation industry as its focal point, the Airport Island as well as the land and waters in its vicinity will be utilised for the development of a new highlight project encompassing high-end commercial, art, tourism and leisure activities. The project will attract business and leisure travellers from our Country and all over the world to stay, transfer or transit in Hong Kong, thereby enhancing Hong Kong's role as a link between our Country and the rest of the world in the areas of commerce and trade, culture, tourism, etc. The development of the Airport City will cover a wide range of projects. The

AA will attract businesses and investments to take forward the projects and attract talents from the relevant industries without incurring additional government expenditure.

2. The AA is committed to developing the intermodal transport networks so as to enhance the convenience for the transport of passengers and goods in the Greater Bay Area (GBA) to and from all parts of the world via Hong Kong. The AA will set up city terminals at more strategic locations in the GBA, with the target of increasing the number from 27 (including Shenzhen and Guangzhou) at the beginning of 2025 to over 30 within the year and at the same time work with the Zhuhai Airport to enhance the “Fly-Via-Zhuhai-HK” direct passenger service by promoting the service to more cities in the Mainland. The AA is also completing by phases the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge for use by transit passengers or inbound visitors from Guangdong and Macao. In addition, the Government will, in conjunction with the AA, continue to strategically attract and encourage airlines to launch and increase flights to and from Hong Kong through outreach efforts, incentive schemes and policy facilitation measures, with a view to strengthening the aviation network of the Hong Kong International Airport and our competitiveness as a transit hub. For example, the AA launched the Airport Network Development Programme in June 2024, which provides financial incentives to encourage airlines to open new routes and increase flight frequencies on the existing routes. To date, the Programme has attracted 24 airlines, covering 53 destinations. The above initiatives are undertaken by the AA and do not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB047

(Question Serial No. 0827)

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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is announced in the Budget Speech that Hong Kong will facilitate C919's entry to the international aviation market. The Hong Kong International Aviation Academy (HKIAA) will expand its training programmes to cover C919 aircraft-related aspects. In this connection, will the Administration inform this Committee of the following:

1. What is the latest progress of the preparation made by the HKIAA in providing training programmes which cover C919 aircraft-related aspects to facilitate C919's entry to the international aviation market?
2. What is the implementation timetable for the whole programme, including the estimated commencement date of the first phase of training, the scale of enrolment and the phased targets? and
3. What is the expected effectiveness of the whole programme, including the number of C919-related professionals to be trained in 5 years and their career paths (e.g. airlines, maintenance enterprises and certification bodies), and how Hong Kong's participation in the C919 global supply chain (such as technical services and export of talents) can be enhanced through the programme?

Asked by: Hon CHEN Chung-nin, Rock (LegCo internal reference no.: 16)

Reply:

The Hong Kong International Aviation Academy (HKIAA) was established by the Airport Authority Hong Kong (AA) with the support of the Government in 2016 to promote the professional development of the aviation industry and to attract more young people to join the industry. To attract and nurture more aviation talents, the HKIAA has been continuously updating, enhancing and expanding its training courses in accordance with industry needs. To facilitate C919's entry to the international aviation market, the HKIAA plans to gradually expand its training programmes to cover C919 aircraft-related aspects. The HKIAA is

working with the Commercial Aircraft Corporation of China, Ltd. and relevant aircraft maintenance organisations to examine and develop professional courses targeting C919, which will cover a number of key areas such as flying training, aircraft engineering and maintenance as well as aviation management, with a view to nurturing more quality professionals for the relevant industries. The HKIAA is actively making preparations and deliberating the content and details of the courses, and will announce the relevant information in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB048

(Question Serial No. 0638)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the work to promote the development of low-altitude economy (LAE),

1. When will the results of the first batch of Regulatory Sandbox pilot projects be announced at the earliest? When will the successful applications commence their trial at the earliest?
2. How many unsuccessful applications are there in the first batch of Regulatory Sandbox pilot projects? What subsequent follow-up actions will be taken by the Government to make these projects better comply with the approval requirements or increase their chances of being selected next time?
3. When the application process for the second batch of Regulatory Sandbox pilot projects expected to commence at the earliest? What is the target number of applications to be received in the second batch?
4. Whether the Government will comprehensively review the way to simplify the approval process for the LAE Regulatory Sandbox pilot projects? If yes, what are the details and when will the relevant arrangements be announced at the earliest? and
5. Whether the Government has plans to formulate a legal framework related to Advanced Air Mobility? If yes, what are the details and the specific timetable?

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 9)

Reply:

The Government has implemented the Regulatory Sandbox (Sandbox) pilot projects progressively starting from early this year to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. The first batch of Sandbox pilot projects was open for application in November last year, with the application period

closed at the end of last year. The Government has received applications submitted by a total of 72 applicants. The application results of the first batch of pilot projects were announced on 20 March this year and there are 38 pilot projects in the first batch. The Government is taking forward the relevant work for the projects progressively. Subject to the implementation of the first batch of pilot projects, we will announce the application details of the second batch of Sandbox pilot projects in due course and will review the arrangements for the pilot project scheme, including the approval process, etc., in a timely manner.

At the same time, the Government is reviewing the existing civil aviation legislation and regulatory regimes, with the target to submit the first phase of legislative amendment proposals to the Legislative Council within the second quarter of this year. The proposal is to expand the regulatory scope of the existing Small Unmanned Aircraft Order (Cap. 448G) to cover unmanned aircraft weighing between 25 kg and 150 kg. We also plan to take this opportunity to simultaneously introduce provisions in the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) to empower the Director-General of Civil Aviation to permit trial flights of Advanced Air Mobility (AAM) under specified conditions, provided that aviation safety requirements are met. In the long term, we are studying the introduction of a new, dedicated legislation for various AAM weighing over 150kg.

- End -

CONTROLLING OFFICER'S REPLY

TLB049

(Question Serial No. 3187)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. The Bureau worked with the Airport Authority Hong Kong (AA) and the Civil Aviation Department last year on co-operation initiatives in civil aviation training and oversaw the work to develop the Hong Kong International Aviation Academy (HKIAA) into the aviation training hub for Hong Kong and the region. However, the work item is slightly adjusted this year to “oversee the work of the HKIAA in providing aviation-related training for the industry in Hong Kong and the region”. What is the Administration’s view on the effectiveness of the HKIAA’s work in training local aviation talents and pilots over the years? Please provide figures in tabular form to support the views. Whether the Government (or the AA) has set relevant key performance indicators for monitoring? and

2. Are there any major changes in the work strategies of the HKIAA in the coming year as compared with the past? If yes, what are the major differences?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 12)

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, thereby supporting the sustainable development of the local and regional aviation industry.

The HKIAA currently provides about 110 foundation and professional courses, covering a wide range of subjects, 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 safety and security, 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 and introduced the first Bachelor of Business Administration

degree programme with pilot training in Hong Kong in collaboration with a university. Meanwhile, the HKIAA plans to gradually expand its training programmes to cover C919 aircraft-related aspects, such as flying training, aircraft engineering and maintenance as well as aviation management, so as to facilitate C919's entry to the international market.

Since its establishment, the HKIAA has been further innovating and expanding its courses and became the world's second organisation to have received an Airports Council International – International Civil Aviation Organisation TRAINAIR PLUS Programme – Airport dual recognition in 2023. The HKIAA's work in the training of local aviation personnel has also been very satisfactory and the number of students receiving training in the HKIAA has been increasing year by year. In 2022-23, 2023-24 and 2024-25, the HKIAA respectively provided aviation training for about 42 300, 54 300 and 64 600 (figures as at February 2025) trainees from Hong Kong, the Mainland and overseas (including Belt and Road countries). The HKIAA will continue to update, enhance and expand its training courses in accordance with industry needs in the coming year to nurture more talents for the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB050

(Question Serial No. 3188)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. It is stated in the Budget Speech that the Airport Authority Hong Kong (AA) has signed a Memorandum of Understanding (MoU) with a leading overseas professional aeronautic services company to explore the possibility of providing professional services such as aircraft dismantling, parts recycling and related training in Hong Kong, thereby developing Hong Kong into the first aircraft parts processing and trading centre in Asia. Regarding the signing of the MoU, what is the projected timetable for implementing and taking forward the project in future?

2. Whether the Bureau knows the findings of the AA's research on the industries and markets mentioned in the above question, including the future development potential of Asia? If yes, what are the conclusions of the research? and

3. It is understood that the relevant industries cover a wide range of areas. If Hong Kong is to develop the industries, what are the advantages and challenges anticipated by the Bureau? In this connection, has the Administration made preliminary estimation of the areas in which the Government and the AAHK will need to invest or provide resources respectively for such development?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 13)

Reply:

1. to 3. Aircraft dismantling and parts recycling is a professional aviation business, which covers various aspects including the aircraft parts repair, inspection, certification, value-adding, logistics, etc. As most parts of old aircraft can be recycled, repaired and reused, the demand for aircraft parts processing services will continue to increase amidst the rising demand for aircraft maintenance and the increasing number of retired aircraft. Given that most of the facilities which provide such services are located in Europe and the United States, coupled with the rapid development of the aviation industry in Asia, we anticipate that there will be significant room for developing the aircraft parts processing business in the region.

In this connection, under the facilitation of the Invest Hong Kong, the Airport Authority Hong Kong (AA) has signed a Memorandum of Understanding with Elior Group SA, a leading France-based professional aeronautic services company, to explore the possibility of providing professional services such as aircraft dismantling, parts recycling and related training in Hong Kong, thereby developing Hong Kong into the first aircraft parts processing and trading centre in Asia. This will enrich Hong Kong's position as an international aviation hub and support the aviation development of our country as well as the Asian region as a whole. The AA and the above aeronautic services company will jointly explore the specific business co-operation arrangements. The above work will be undertaken by the AA and the relevant aeronautic services company and does not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB051

(Question Serial No. 3189)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

As an international shipping and trading centre, Hong Kong is facing international competitors such as Singapore and Switzerland in the global development trend of WEB 3.0 and digital economy. They have already extensively implemented measures such as smart contracts, electronic bills of lading, paperless customs clearance and established multi-faceted legal regulatory regime for digital assets and crypto finance. This, coupled with the accelerated exploration of digitalisation in the Mainland, has also put Hong Kong under the pressure to develop or to be driven back. Please advise on the following:

1. Whether the Administration has conducted policy study on the development of the local high value-added maritime industry in the past 3 years, which targets the upgrading of the digital industry as mentioned above? If yes, what are the progress and the findings? If not, will the Hong Kong Maritime and Port Development Board give priority to this item for detailed study in future? and

2. What measures will be introduced by the Administration to promote digital upgrading and transformation of the local maritime industry? Whether the Administration will consider introducing incentive measures (e.g. subsidy schemes) to assist relevant local enterprises in technological application, such as the introduction of blockchain in maritime cargo tracking, ship registration, contract management and payment systems? If not, what are the reasons?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 14)

Reply:

1. Digital transformation is an important trend in the global shipping industry and will continue to shape its future. Consequently, port digitalisation has emerged as a key indicator of international shipping centres. The Hong Kong Maritime and Port Board established a task force in September 2021, under which industry representatives affirmed the necessity for Hong Kong to advance the development of smart port. The Logistics and Supply Chain

MultiTech R&D Centre (LSCM) has been invited, through the then Transport and Housing Bureau, to conduct research and development. Subsequently, LSCM prepared a proof-of-concept prototype of the port community system (PCS) in early 2023. It has also established a working group comprising over 10 industry organisations to invite industry professionals to participate in phased trials of specific cargo delivery processes, and continuously collect industry opinions and optimise the design in the process. As at end-2024, a total of 116 companies participated in the pilot program, which tracked 647 shipments of goods and 1 036 containers, covering transportation processes such as local imports, cross-border transportation, cold chain tracking, export full container load and less than container load, multimodal transport of sea and air transshipment, etc.

After approximately 2 years of trial operation, feedback from the industry has been overwhelmingly positive. Stakeholders agree that the PCS has the potential to deliver significant economic benefits to both the industry and Hong Kong as a whole, and they widely support the Government to fully implement the PCS as soon as possible. With the funding approval of around \$215.08 million by the Finance Committee of the Legislative Council on 28 March 2025, the Transport and Logistics Bureau (TLB) will complete the installation of the PCS in full steam by end-2025, so as to link up the maritime, port, logistics and trading sectors and achieve simultaneous real-time cargo tracking by various parties through data sharing, thereby addressing the current problem of fragmentation of information and creating conditions for Hong Kong to connect with other ports and enhance the international competitiveness of the Hong Kong Port.

After the establishment of the Hong Kong Maritime and Port Development Board (HKMPDB), we will continue to maintain close communication with the industry through the HKMPDB on the implementation of the PCS. The details will be discussed with the HKMPDB upon its establishment.

2. Regarding the various functions mentioned in the question, as the PCS will adopt a modular design approach with technical interfaces reserved for subsequent additional value-added electronic services, it will provide users with more services and convenience in line with market development and the needs of the industry.

The first value-added electronic service which is confirmed to be provided is the “One-Data-Multiple-Declarations” function to facilitate users in making import/export trade declarations for goods. Moreover, stakeholders in the maritime and port industries have also suggested exploring the potential for the PCS to provide a prefilling and pre-submission function for ocean manifests for ships travelling between Hong Kong and the Mainland. TLB will actively follow up on the suggestion. Furthermore, based on TLB’s previous discussions with stakeholders, professionals in the logistics, supply chain management and financing sectors are of the view that since the PCS uses blockchain technology to record cargo flows hence ensuring the integrity and tamper-proof nature of the data, the cargo flow information will be highly reliable and has significant potential to provide financial facilitation services.

To encourage enterprises to use the PCS, there will be no charge for the cargo tracking function during the project period from 2025-26 to 2028-29, while the value-added electronic services will be charged appropriately with reference to similar services in the market. TLB will launch a study within 2025 to explore ways to make the best use of the PCS to provide relevant services and other value-added electronic services, with a view to promoting the

development of the industry and generating fiscal revenue, including charging fees on a “user pays” principle to support the future recurrent expenditure of the PCS in a financially sustainable manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB052

(Question Serial No. 3211)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Airport Authority Hong Kong is committed to attracting, nurturing and retaining quality talents through the implementation of the Management Trainee Programme, the Graduate Engineer Programme and the Summer Internship Programme. Will the Administration inform this Committee of the following:

1. What are the respective numbers of students enrolled in the 3 programmes in the past 3 years (2024, 2023 and 2022)?
2. What are the percentages of graduates from the 3 programmes who have joined the local aviation industry in the past 3 years (2024, 2023 and 2022)?
3. What are the operating expenditures of the 3 programmes in the past 3 years (2024, 2023 and 2022) and the estimated figure this year? and
4. Whether there are any plans to increase student intake so as to nurture more talents for the local aviation industry?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 17)

Reply:

1. to 4. The Airport Authority Hong Kong (AA) is committed to attracting, nurturing and retaining quality talents. To attract young talents, the AA has introduced the Management Trainee Programme, the Graduate Engineer Programme and the Summer Internship Programme to provide young people with hands-on assignments, group projects and training opportunities for more exposure to various facets of airport operation, so as to widen their horizons and enhance their leadership competences, thereby supporting the daily operation of the AA and the long-term development of the Hong Kong International Airport. The programmes are part of the AA's regular recruitment exercises and do not involve Government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB053

(Question Serial No. 3212)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the Budget Speech that the Hong Kong International Airport (HKIA) connects to nearly 200 global destinations. Daily passenger throughput and number of aircraft movements have largely returned to pre-pandemic level. Air cargo throughput has topped the global ranking for multiple years. The HKIA Three-Runway System (3RS) was commissioned at the end of last year, while the related passenger facilities will commence operation by phases from the end of this year. Will the Administration inform this Committee of the following:

1. Whether there are plans to increase the number of direct flight destinations in future?
2. Whether there are plans to attract overseas low-cost carriers to Hong Kong in future?
and
3. What is the estimated operating expenditure of the passenger facilities of the HKIA 3RS?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 18)

Reply:

1. & 2. Over the past 2 years, the Government has updated, reviewed or expanded the bilateral air services arrangements with various aviation partners. To address market demand and seize the opportunities brought by the Three-Runway System (3RS), we will adopt a more forward-looking perspective in developing and expanding the aviation network, which includes supporting the Hong Kong International Airport (HKIA) to strengthen its services on major routes; and planning in advance for civil aviation co-operation with the current major routes and countries along the Belt and Road with potential, including destinations in North America, Europe, Africa, South America and Southeast Asia, so as to negotiate and enhance air services agreements and strengthen aviation services with these

regions. Our target is to explore with 10 or more aviation partners within 2025 the enhancement of air connectivity.

Meanwhile, the Government has been, in conjunction with the Airport Authority Hong Kong (AA), strategically attracting local and non-local airlines (including low-cost carriers) to develop new destinations and increase flights through outreach efforts, incentive schemes and policy facilitation measures. For example, the AA launched the Airport Network Development Programme in June 2024, which provides financial incentives to encourage airlines to open new routes and increase flight frequencies on the existing routes. To date, the Programme has attracted 24 airlines, 6 of which are non-local low-cost carriers.

At the same time, local airlines have responded positively to the Government's request to launch and increase flights to support the overall development of Hong Kong. Following the launch of direct passenger services to Xining, Ningbo, Zhoushan, Huangshan and Yichang (Mainland China), and Vientiane (Laos), Riyadh (Saudi Arabia), Sendai and Yonago (Japan), as well as Cairns and Gold Coast (Australia) last year and earlier this year, they will gradually commence direct flights to Dallas (the United States of America), Hyderabad (India), Munich (Germany), Brussels (Belgium), Rome (Italy), and Urumqi (Mainland China) later this year. They will also increase the frequency of flights between Hong Kong and North America.

3. With the commissioning of the 3RS, the AA is conducting in full swing with its business partners the preparatory work for the opening of the new passenger facilities in phases according to the passenger demand. The relevant operating expenditure, which involves daily operation, maintenance, manpower resources, security screening, energy consumption, technological upgrades, etc., will increase correspondingly, and is included in the overall operating expenditure of the HKIA. The AA regularly publishes the relevant airport operating expenditure in its annual reports.

- End -

CONTROLLING OFFICER'S REPLY

TLB054

(Question Serial No. 3213)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the Budget Speech that “in light of changes of international tax rules, we are enhancing these measures, including introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease.” Will the Administration inform this Committee of the following:

1. What are the specific plans, details and timetables for implementing the above measures?
2. What is the number of ship lessors in the past 3 years (2024, 2023 and 2022)? and
3. Whether there are plans to extend the coverage of tax deduction to tie in with the international tax rules?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 19)

Reply:

The Government launched a series of tax concessions for the maritime industry between 2020 and 2022, including providing tax exemptions for ship leasing business, half-rate tax concessions for marine insurance, ship management, ship agency and ship broking, etc., so as to expand the local maritime network. From the year of assessment 2020-21 to 2022-23, the number of eligible ship lessors benefiting from the aforesaid tax exemptions increased from 11 to 46. The relevant data for the year of assessment 2023-24 is under compilation.

In light of changes of international tax rules, we are enhancing the tax concessionary measures for the maritime industry, including introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease, so as to maintain the competitiveness of Hong Kong's maritime tax concessionary regimes as well as attract the existing enterprises to stay in Hong Kong and new enterprises to establish businesses in Hong Kong. Our target is to introduce the bill into the Legislative Council in the first half of 2026.

- End -

CONTROLLING OFFICER'S REPLY

TLB055

(Question Serial No. 3214)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The full implementation of the Flight Token service at the Hong Kong International Airport and the introduction of the Flight Token e-Channel service by the Immigration Department have greatly facilitated the quick completion of the whole departure process, including departure clearance. Will the Administration inform this Committee of the following:

1. What are the numbers of users of the Flight Token service in the past 3 years (2024, 2023 and 2022)?
2. What are the percentages of users out of the eligible users in the past 3 years (2024, 2023 and 2022)?
3. Whether there are plans to increase the number of users? and
4. What are the annual maintenance expenditure and related costs of the Flight Token service?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 20)

Reply:

1. to 4. The Airport Authority Hong Kong (AA) introduced the Flight Token service in 2022. A passenger only needs to show his/her face for identity verification during the check-in procedure in order to store his/her personal data in the database for comparison purpose. He/she can then pass through subsequent departure procedures at the airport (including luggage check-in, security inspection, immigration departure clearance and boarding gate) by simply showing his/her face without the need to present any travel documents or the boarding pass again.

The numbers of users of the Flight Token service and their percentages out of the numbers of departing passengers in the past 3 years are tabulated below:

	Number of users of the Flight Token service (million)	Percentage out of the number of departing passengers
2022	0.11	8%
2023	6.9	45%
2024	14.4	71%

The AA plans to expand the Flight Token service to cover 80% of departing passengers at the Hong Kong International Airport within 2026. The relevant expenditure for the Flight Token service is borne by the AA and does not involve government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB056

(Question Serial No. 3215)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the Budget Speech that to “provide support for the decarbonisation of the international and local aviation industry, we are promoting the application of Sustainable Aviation Fuel (SAF) at the Hong Kong International Airport. The Airport Authority Hong Kong completed a relevant study last year. We will announce an SAF consumption target this year.” Will the Administration inform this Committee of the following:

1. What are the specific plans, details and timetables for implementing the above measures? and
2. Whether there are plans for promotion or the implementation of measures such as tax incentives to encourage the industry to use SAF?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 21)

Reply:

1. The Government is making reference to the consultancy report of the Airport Authority Hong Kong (AA) in formulating an appropriate target for Sustainable Aviation Fuel (SAF) consumption. International and local circumstances, passenger affordability, views of the stakeholders, etc. are all important considerations. Before finalising the final proposal, the Government will further consult the industry to ensure that the proposal is in line with the actual situation in Hong Kong. The Government's initial plan is to consult the industry in the second to third quarter of 2025, with a view to announcing an SAF consumption target within 2025.
2. The Government will, on the premise of not compromising Hong Kong's status as an international aviation hub, formulate a suitable way forward for Hong Kong based on the findings of the consultancy study commissioned by the AA.

- End -

CONTROLLING OFFICER'S REPLY

TLB057

(Question Serial No. 3217)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the Budget Speech that “under the co-ordination of InvestHK, the Airport Authority Hong Kong has signed a Memorandum of Understanding with a leading overseas professional aeronautic services company to explore the possibility of providing professional services such as aircraft dismantling, parts recycling and related training in Hong Kong, thereby developing Hong Kong into the first aircraft parts processing and trading centre in Asia.” Will the Administration inform this Committee of the following:

1. What are the specific plans, details and timetables for implementing the above measures?
2. What is the estimated provision required for the above measures? and
3. What are the estimated number of jobs to be created and the economic benefits to be brought by the above measures?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 23)

Reply:

1. to 3. Under the facilitation of the Invest Hong Kong, the Airport Authority Hong Kong (AA) has signed a Memorandum of Understanding with Elior Group SA, a leading France-based aeronautic services company, to explore the possibility of providing professional services such as aircraft dismantling, parts recycling and related training in Hong Kong, thereby developing Hong Kong into the first aircraft parts processing and trading centre in Asia. This will enrich Hong Kong's position as an international aviation hub and support the aviation development of our country and the Asian region as a whole. The AA and the above aeronautic services company will jointly explore the specific business collaboration arrangements, including the details of introducing such professional services in Hong Kong. The above work will be undertaken by the AA and the relevant aeronautic services company and does not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB058

(Question Serial No. 3219)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Maritime and Aviation Training Fund (MATF) came into operation on 1 April 2014. The aim is to build up in due course a vibrant, diversified and competitive pool of professionals and technical personnel to support Hong Kong's future development in the 2 sectors. The MATF sustains and enhances the Government's support for the manpower development and promotion of the maritime, aviation and logistics industries. Regarding the maritime-related schemes (the Professional Training and Examination Refund Scheme – Maritime; the Maritime and Aviation Internship Scheme – Maritime; the Local Vessel Trade Training Incentive Scheme; the Local Vessel Competency Enhancement Scheme; the Sea-going Training Incentive Scheme; the Ship Repair Training Incentive Scheme; the Hong Kong Maritime and Logistics Scholarship Scheme; the Hong Kong Nautical and Maritime Scholarship Scheme; The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme; The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme; the Overseas Exchange Scholarship Scheme; the Maritime Training Support Scheme; the Maritime Services Traineeship Scheme – Legal and the Maritime Promotion Project Funding), will the Administration inform this Committee of the following in tabular form:

1. What are the respective numbers of eligible applicants approved in the past 3 years (2024, 2023 and 2022)?
2. What are the operating expenditures in the past 3 years (2024, 2023 and 2022) and the estimates for this year? and
3. Whether there are plans to increase the number of subsidy cases so as to nurture more talents for the local maritime industry?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 25)

Reply:

1. to 2. Details of the number of beneficiaries and the total expenditures of the maritime-related schemes under the Maritime and Aviation Training Fund (MATF) in the past 3 years are at the **Annex**. The estimated cash flow requirement for the MATF in 2025-26 is about \$52 million, of which about \$29 million will be allocated to maritime-related schemes.

3. Since the establishment of the MATF in 2014, we have been reviewing its operation, taking into account the views of the industry stakeholders and enhancing the training, incentives and promotional programmes under the MATF on a need basis. In the coming year, we will (i) expand the coverage of the Maritime Promotion Project Funding under the MATF to seminars/conferences; (ii) expand the Maritime Services Traineeship Scheme to marine insurance; (iii) increase the funding for the Professional Training and Examination Refund Scheme, etc. so that training can be provided in a more comprehensive and diversified manner to nurture more talents for the local maritime industry.

Annex

	2022-23		2023-24		2024-25 <i>(as at end-January 2025)</i>	
Name of Programme	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme (Maritime)	799	2,358	1 023	3,172	777	2,164
2. Maritime and Aviation Internship Scheme (Maritime)	206	3,347	135	2,258	154	2,284
3. Sea-going Training Incentive Scheme	40	4,002	28	4,054	19	3,813
4. Ship Repair Training Incentive Scheme	2	560	1	200	0	58
5. Local Vessel Trade Training Incentive Scheme	21	692	4	329	6	125
6. Local Vessel Competency Enhancement Scheme	84	1,008	100	1,254	199	2,286
7. Hong Kong Nautical and Maritime Scholarship Scheme	2	271	3	384	2	300
8. Hong Kong Maritime and Logistics Scholarship Scheme	9	2,072	8	1,885	10	2,498
9. The University of Hong Kong–Dalian Maritime University Academic Collaboration Scheme	69	469	85	744	61	211

	2022-23		2023-24		2024-25 <i>(as at end-January 2025)</i>	
Name of Programme	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
10.The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	2	402	1	222	0	0
11.Overseas Exchange Scholarship Scheme	4	60	11	330	7	210
12.Maritime Training Support Scheme	0	2,480	0	1,966	24	828
13.Maritime Services Traineeship Scheme – Legal	/	/	4	327	4	475
14.Maritime Promotion Project Funding	15 693*	881	14 324*	1,355	1 871*	1,791

* The figures refer to the number of participants in the promotional activities.

- End -

CONTROLLING OFFICER'S REPLY

TLB059

(Question Serial No. 3220)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Maritime and Aviation Training Fund (MATF) came into operation on 1 April 2014. The aim is to build up in due course a vibrant, diversified and competitive pool of professionals and technical personnel to support Hong Kong's future development in the 2 sectors. The MATF sustains and enhances the Government's support for the manpower development and promotion of the maritime, aviation and logistics industries. Regarding the 6 aviation-related schemes, (i.e. the Professional Training and Examination Refund Scheme – Aviation; the Maritime and Aviation Internship Scheme – Aviation; the Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme; the Hong Kong Aviation Scholarship Scheme; the Aviation Operations Training Incentive Scheme and the Aviation Promotion Project Funding Scheme), will the Administration inform this Committee of the following in tabular form:

1. What are the respective numbers of eligible applicants approved in the past 3 years (2024, 2023 and 2022)?
2. What are the operating expenditures in the past 3 years (2024, 2023 and 2022) and the estimated figure this year? and
3. Whether there are plans to increase the number of subsidy cases so as to nurture more talents for the local aviation industry?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 26)

Reply:

The Government established the Maritime and Aviation Training Fund (MATF) in 2014 to support the professional development of the aviation industry and to attract more young people to join the industry. Details of the number of beneficiaries and the total expenditures of the aviation-related schemes under the MATF in the past 3 years are at **Annex**.

The estimated cash flow requirement for the MATF in 2025-26 is about \$52 million, of which about \$16 million has been earmarked for the aviation-related schemes. We will continue to work closely with the industry and the relevant institutions to enhance the training and incentive schemes under the MATF, so as to meet the development needs of the aviation industry, attract and nurture more talents and promote the sustainable development of the industry.

Annex

Name of Programme	2022-23		2023-24		2024-25 (as at end-January 2025)	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme – Aviation Industry	730	2,801	506	2,578	411	2,254
2. Maritime and Aviation Internship Scheme—Aviation Industry	276	3,547	264	3,176	351	4,820
3. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	13	819	10	581	/ ^	/ ^
4. Hong Kong Aviation Scholarship Scheme	28	2,420	22	1,471	/ ^	/ ^
5. Aviation Operations Training Incentive Scheme	36	504	53	1,092	/ ^	/ ^
6. Aviation Promotion Project Funding Scheme	/	/	173 *	56.5	1 600 *	390

^ The subsidy is granted in February and March each year, and therefore information on the number of beneficiaries and the amount of subsidy is not available.

* The figures refer to the number of participants in the promotional activities.

- End -

CONTROLLING OFFICER'S REPLY

TLB060

(Question Serial No. 3221)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Maritime and Aviation Training Fund (MATF) came into operation on 1 April 2014. The aim of the MATF is to build up in due course a vibrant, diversified and competitive pool of professionals and technical talents to support Hong Kong's future development in the 2 sectors and to sustain and enhance the Government's support for the manpower development and promotion of the maritime, aviation and logistics industries. Regarding the 3 logistics-related schemes, (i.e. the Professional Training on Smart and Green Logistics Scheme; the Logistics Promotion Funding Scheme and the Internship Scheme on Modern Logistics), will the Administration inform this Committee of the following in tabular form:

1. What is the respective number of eligible applicants whose funding applications were approved in the past 3 years (2024, 2023 and 2022);
2. What is the operating expenditure in the past 3 years (2024, 2023 and 2022) and the estimated figure this year; and
3. Are there any plans to increase the number of subsidised cases so as to nurture more talents for the local logistics industry?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 27)

Reply:

To provide more dedicated funding support to strengthen manpower development and promotional efforts in the logistics industry, thereby promoting its sustainable development, the Government injected \$200 million into the Maritime and Aviation Training Fund (MATF) through the 2023-24 Budget and launched the Professional Training on Smart and Green Logistics Scheme (PTSGLS) and the Logistics Promotion Funding Scheme (LPFS) in January 2024 to subsidise logistics organisations and training institutions for organising local training programmes and promotional projects on smart and green logistics. In addition, the Internship Scheme on Modern Logistics (ISML) was launched in April 2024 for full-time

tertiary students to enhance the previous summer internship programme delivered under the Hong Kong Logistics Development Council.

As at end-February 2025, a total of 13 training programmes have been approved under the PTSGLS, 6 promotional projects have been approved under the LPFS, and 15 applications for reimbursement of subsidies have been approved under the ISML. A total of about \$5.27 million in subsidies have been granted under the 3 schemes.

At present, there is no ceiling on the number of subsidised cases under the 3 schemes. The Transport and Logistics Bureau will closely monitor the operation and effectiveness of the 3 schemes and review them in a timely manner, so as to ensure that the schemes meet the needs of the logistics industry and effectively promote the sustainable development of the logistics industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB061

(Question Serial No. 1707)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Notwithstanding the imminent takeover of the Tai Lam Tunnel by the Government, the continued development of Yuen Long and its surrounding areas (such as the public housing developments at Long Bin as well as the Yuen Long South and Hung Shui Kiu development projects) is expected to bring about a substantial population and traffic demand in the short to medium term. Will the Administration inform this Committee of the following:

- (1) What measures are in place to expedite the implementation of the smart and green mass transit system to cater for the traffic demand arising from the intake of population?
- (2) Regarding Route 11, what are the specific timetable and progress?
- (3) What measures are in place to instruct the relevant organisations to enhance the operational efficiency of the Light Rail so as to meet the traffic demand arising from population increase in the area?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 20)

Reply:

(1) The Government has completed the feasibility study on the smart and green mass transit system (SGMTS) in Hung Shui Kiu/Ha Tsuen (HSK/HT) and Yuen Long South (YLS) New Development Areas (NDAs), and has been taking forward the investigation and design works for Phase 1 road works of the SGMTS in HSK/HT NDA in full swing since mid-2024. We are currently reviewing the alignment and station arrangements, formulating design schemes and conducting impact assessments, etc. Our target is to invite tenders for the project next year and we will implement the SGMTS in HSK/HT and YLS NDAs in phases to meet the traffic and transport needs of the NDAs at different stages of development. Subject to the mode of the SGMTS eventually adopted, we will specify in the tender documents the requirement for the tenderer to complete the construction works as soon as possible, so that the commissioning of the SGMTS will tie in with the programme for major population intake and provide convenient feeder services to the public.

(2) The Government is now conducting investigation study for the Route 11 project. The project has been gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the relevant works scheme has been authorised for implementation. To optimise the delivery of the works project, the Government is reviewing the preliminary design and implementation arrangements for the Route 11 project and will continue to take forward the subsequent stages of work in accordance with the established procedures of public works projects.

In addition, the Government will continuously review how to more effectively use public resources and the cost-effectiveness of works projects. Moreover, the Government will also take into account the latest developments, including policy developments, the Government's fiscal position, etc., and continuously review the urgency and priority of the projects under planning and adjust the implementation schedule as appropriate.

(3) The Light Rail is an integral part of the public transport system in the northwest New Territories. The Transport Department (TD) reviews the level of the Light Rail service provided by the MTR Corporation Limited (MTRCL) under the established mechanism, which includes requesting the MTRCL to submit to the TD annually a five-year programme of operations, and reviewing the development of Light Rail routes, service frequency, journey time, vehicle arrangement, vehicle purchase and replacement plan, etc.

Regarding service frequency and vehicle arrangement, the MTRCL has all along taken into account factors such as the travelling patterns of passengers, passenger flow of different Light Rail routes, etc. in determining the frequency and service arrangements of various routes, so as to cater for the passenger demand at different periods. For example, in response to the passenger demand during the morning peak hours on weekdays, the MTRCL has arranged additional short-haul special trips at some of the busier sections of the Light Rail routes, and arranged some routes in Yuen Long and Tin Shui Wai to be entirely operated with coupled-set Light Rail vehicles. In addition, the MTRCL expanded the Light Rail fleet with new trains in 2023 to enhance the overall carrying capacity of the Light Rail network and passengers' experience.

The TD will continue to work with the MTRCL to closely monitor the passenger flow of various Light Rail routes and adjust or enhance the services in the light of the actual situation in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB062

(Question Serial No. 1474)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

To facilitate the recovery of the cruise industry in Hong Kong and to tie in with the gradual completion of the Kai Tak Development project, the Government has been endeavouring to enhance the transport arrangements during ship calls so as to ease the flow of passengers and enhance the efficiency of the transport facilities at the Kai Tak Cruise Terminal (KTCT). In this connection, will the Government inform this Committee of the following:

1. How many times have special bus routes (connecting the KTCT with Kai Tak MTR Station) been arranged in each of the past 3 financial years? What are the maximum number of passengers per hour and the relevant expenditures?
2. How many times have the free franchised bus services and free shuttle bus services (connecting the KTCT with popular tourist destinations) been arranged in each of the past 3 financial years? What are the specific routes, maximum number of passengers per hour and the relevant expenditures?
3. To enhance the taxi service at the KTCT, the Administration distributes coupons (such as the Government Tunnel Toll Tickets and liquefied petroleum gas coupons) to taxi drivers as an incentive. How many times has the Administration distributed coupons in each of the past 3 financial years? How many coupons have been distributed and what are the relevant expenditures?
4. How many staff members has the Administration deployed on site to assist in easing the flow of people and co-ordinating transport arrangements in each of the past 3 financial years and what are the relevant expenditures? and
5. Whether the Administration has plans to further improve the existing public transport services at the KTCT? If yes, what are the details and the estimated expenditures? If not, what are the reasons?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 33)

Reply:

The transportation area of the Kai Tak Cruise Terminal (KTCT) is managed by the terminal operator. The terminal operator has to co-ordinate with cruise companies, transport service operators and travel agents serving cruise passengers and make proper planning and arrangements for embarkation and disembarkation for every single ship call and thereby ensuring efficient, smooth and effective management of cruise passenger flow. The relevant government departments will closely monitor the situation and provide appropriate support when necessary.

Our reply to the various parts of the question in consultation with the Culture, Sports and Tourism Bureau (CSTB) and the Transport Department (TD) is as follows.

1. to 3. For ship call days, the KTCT operator would maintain communication with public transport operators and make assessment based on the transport demand of the cruise ships (e.g. volume of passengers, their origins, their onshore sightseeing arrangements, etc.), with a view to making appropriate public transport arrangements.

In general, franchised bus operators will make preliminary plans based on the expected demand of cruise passengers, and arrange special bus routes to carry tourists to and from the KTCT according to the actual passenger demand. In the past 3 years, the franchised bus operators operated a total of 127 special bus route services as tabulated below:

Year	Number of times of operating special bus routes		
	Citybus Route No. 20R (KTCT – Tsim Sha Shui/ West Kowloon Station of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL))	Citybus Route No. 22R (KTCT – Kai Tak Station)	Kowloon Motor Bus Route No. 25R (KTCT – Kwun Tong (APM))
2021/22	-	-	-
2022/23	-	-	-
2023/24	10	113	4

The maximum hourly occupancy rates of the above services range from 10% to 90%. Subject to the demand of cruise passengers, the franchised bus operators will flexibly arrange to increase the service frequency to help ease the flow of passengers. The above special bus services are provided by the franchised bus operators and do not involve government expenditure.

In addition, having regard to the nature and demand of individual ship calls, the terminal operator will co-ordinate the cruise companies or operators to provide additional paid coach services from the KTCT to the Hong Kong International Airport, cross-boundary points to the Mainland, and/or major tourist attractions.

CSTB and TD have implemented a series of measures with the terminal operator and the taxi trade to stabilise the taxi supply at the KTCT when ships are at berth. Specifically, on certain ship calls the terminal operator will, depending on the actual situation, distribute \$50 or \$100 liquefied petroleum gas coupons to each taxi that picks up passengers at the KTCT during the peak hours of disembarkation of cruise passengers. The relevant expenditure is borne by the terminal operator. The Administration does not keep statistics on the number of times or the quantity of coupons distributed.

4. The regulation and co-ordination of the special franchised bus services are undertaken by existing staff of TD as their established duties. There is no separate breakdown of the expenditure involved.

5. Currently, there are 4 franchised bus routes and 1 green minibus route servicing the KTCT, connecting Kai Tak MTR Station, a number of MTR stations in the vicinity, the West Kowloon Station of the XRL, as well as the Yau Tsim Mong area. The franchised bus services concerned also connect the KTCT with the Kai Tak Sports Park (KTSP), facilitating intra-district travel by tourists and public. TD has already planned to introduce 2 new franchised bus routes servicing the KTCT, i.e. Citybus Route No. 20X and No. 22S, providing express services to Hung Hom and Tsim Sha Tsui direct and connecting services to and from the Kai Tak MTR Station respectively. The relevant bus routes will come into service at an appropriate juncture subject to the progress of development and population intake of the Kai Tak Runway Area. The Government will continue to closely monitor the development progress of the various projects in the Kai Tak Development Area and plan appropriate public transport services to meet the travelling needs of the public and tourists.

Moreover, the Transport and Logistics Bureau (TLB) is implementing the Smart and Green Mass Transit System in Kai Tak (the Project) in full swing for connecting the Kai Tak former runway area (including the KTCT) to the Kai Tak MTR Station. The Project proposes to have stations at the KTCT, Kai Tak Sky Garden, the proposed Kai Tak Metro Park, the KTSP, the Kai Tak Station Square, etc, enabling the public and tourists to access various places and facilities along the alignment. TLB targets to invite tender for the Project in the second half of this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB063

(Question Serial No. 1137)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the 2025-26 Budget that the Hong Kong Special Administrative Region Government is working with the Shenzhen authorities to jointly take forward 2 cross-boundary railway projects. In this connection, will the Government inform this Committee of the following:

1. What is the progress of the negotiation and implementation regarding the above projects between the Government and the Shenzhen authorities?
2. Is there a specific implementation timetable? If yes, what are the details? If not, what are the reasons? and
3. Whether the Government has learned from the experience of the Guangdong Intercity Railway in its efficient construction and operation and explore the incorporation of the above projects into the intercity railway network?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 8)

Reply:

1. & 2. In accordance with the vision of jointly developing the “Greater Bay Area on the Rail”, the Hong Kong Special Administrative Region Government and the Shenzhen authorities are jointly taking forward 2 cross-boundary projects, namely the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL) and the Northern Link (NOL) Spur Line through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force).

Since the establishment of the Task Force, the 2 governments have been working closely to conduct in-depth studies on the cross-boundary railway infrastructure and proactively plan for relevant railway projects, including completing the first and second stage studies of the HSWRL in 2022 and 2024 respectively, and taking forward the planning of the NOL Spur

Line at the same time. The Task Force deliberated the findings of the second-stage study of the HSWRL and the implementation arrangements for the NOL Spur Line in November 2024. Both sides agreed to jointly set up the Office for Implementing Cross-boundary Railway Projects by the relevant departments of the 2 governments to take forward the planning and design of the next stage of the HSWRL and the NOL Spur Line projects.

We expect to commence the investigation and design of the HSWRL project within this year, with the target of commissioning both the Hong Kong Section and the Shenzhen Section of the project in 2035. The detailed planning and design of the NOL Spur Line is also expected to commence this year. We will strive to take forward the NOL Main Line and the Spur Line projects simultaneously such that both projects can benefit from certain synergies, with the target to advance the commissioning of the NOL Spur Line to tie in with that of the NOL Main Line in 2034.

3. The 2 cross-boundary railway projects, namely the HSWRL and the NOL Spur Line, will fully connect the railway networks of Hong Kong and Shenzhen, which will facilitate travel between Hong Kong and Shenzhen through railways by people of the 2 places and enhance the connectivity of the infrastructure in the Guangdong-Hong Kong-Macao Greater Bay Area.

As projects jointly implemented by Hong Kong and Shenzhen, cross-boundary railways provide opportunities for both parties to draw on each other's strengths and experiences in taking forward railway projects, so as to further enhance the efficiency and quality of railway development and strive for excellence. We will embrace innovative mindset to continuously explore different implementation approaches with the goal to reduce construction cost and compress construction time, including flexibly leveraging market resources, introducing new materials and innovative construction technologies, as well as drawing reference from the Mainland and overseas practices and experience.

- End -

CONTROLLING OFFICER'S REPLY

TLB064

(Question Serial No. 1632)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government proposes the construction of “two railways and one major road” in the Northern Metropolis, including the Northern Link Eastern Extension, the Northeast New Territories Line and the Northern Metropolis Highway (NMH). In this connection, will the Government inform this Committee of the following:

1. the estimated construction cost and timetable of the Northern Link Eastern Extension;
2. the estimated construction cost and timetable of the Northeast New Territories Line; and
3. the estimated construction cost and timetable of the NMH.

Asked by: Hon HONG Wen, Wendy (LegCo internal reference no.: 37)

Reply:

1. & 2. The Government is actively preparing for the next stage of implementation of the Northern Link Eastern Extension and the Northeast New Territories Line, including formulating the implementation approaches and financial arrangements, etc. Under the Hong Kong Major Transport Infrastructure Development Blueprint, the 2 railway projects are expected to be completed in 2039 and beyond. Their actual alignments and implementation timetables will depend on the land use planning and works programme of the Northern Metropolis development projects such as the New Territories North New Town. As such, no cost estimate is available at this juncture.

3. The approved project estimate of the investigation for the Northern Metropolis Highway (NMH) approved by the Finance Committee of the Legislative Council (LegCo) in February this year is \$688.3 million. The cost estimate for the construction works can only be ascertained after the actual alignment and preliminary design have been finalised.

With the progressive development of the San Tin Technopole and the Ngau Tam Mei area, traffic congestion is anticipated at the San Tin Highway during peak hours in 2036. The Government will adopt a principle of “Holistic Planning and Phased Implementation” in taking forward the project, with the aim to have the San Tin Section technically ready for tendering in 2027, so that funding approval can be sought from the LegCo as and when necessary for carrying out the advance works and detailed design as well as commencing the main construction works of the San Tin Section, with a view to commissioning the San Tin Section in or before 2036 to increase road capacity of the area and drive the research and technology industry as well as economic development.

As for the remaining sections of the NMH, we will closely liaise with the relevant departments to conduct traffic impact assessments based on the latest planning parameters of the New Development Areas (including reviewing the need for extension of the NMH or proposing other road improvement works). We will take into account the existing transport infrastructure projects and those in the pipeline, including the capacity of roads and railways, overall cost-effectiveness and allocation of public resources, etc., in formulating a more concrete implementation programme, with a view to completing the remaining sections of the NMH in phases in about 3 to 4 years after the commissioning of the San Tin section.

- End -

CONTROLLING OFFICER'S REPLY

TLB065

(Question Serial No. 1285)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

At present, the Local Vessel Trade Training Incentive Scheme (the Scheme) under the Maritime and Aviation Training Fund of the Transport and Logistics Bureau enhances the support for manpower training in the maritime industry. In this connection, will the Administration inform this Committee of the following:

- (1) What are the respective amounts of subsidies granted by the Scheme, the numbers of beneficiaries and the numbers of recipients who have successfully obtained the Coxswain Grade 3 Certificate/Engine Operator Grade 3 Certificate in the past 5 years? and
- (2) Whether the Administration has tracked the subsequent career development of those who have completed training? If yes, how many people continue to work in the maritime industry? If not, what are the reasons?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 9)

Reply:

(1) In the past 5 years, a total of \$2.37 million in subsidies have been granted to 115 recipients under the Scheme. During the period, 76 recipients have successfully obtained the Coxswain Grade 3 Certificate and 60 recipients obtained the Engine Operator Grade 3 Certificate.

(2) The Bureau assesses from time to time the career development of the recipients under the Scheme in respect of their attainment of the Coxswain/Engine Operator Certificate. As at 28 February 2025, there are 170 and 131 recipients who have obtained the Coxswain/Engine Operator Grade 3 Certificate respectively. Among them, 55 and 41 recipients have obtained the Grade 2 Certificate, and 38 and 26 recipients obtained the Grade 1 Certificate respectively. In general, recipients who have obtained the Grade 2 Certificate and Grade 1 Certificate continue to pursue their careers in the maritime industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB066

(Question Serial No. 1290)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau promulgated the Action Plan on Green Maritime Fuel Bunkering (Action Plan) on 15 November 2024, which sets out a series of targets for developing Hong Kong into a green maritime fuel bunkering centre. In this connection, will the Administration inform this Committee of the following:

- (1) Please provide a breakdown of the government fleet by (i) the number of vessels using conventional maritime fuels; (ii) the number of vessels that have switched to green maritime fuels and (iii) the number of vessels which can use green maritime fuels that the Government plans to order and the estimated expenditure involved;
- (2) Please provide a breakdown of the Government's existing storage facilities for maritime fuels, their maximum oil storage capacity, the current amount of oil stored, and the annual expenditure and staffing involved in the maintenance of the facilities; and
- (3) It is stated in the Action Plan that the Administration will identify a port back-up land parcel in Tsing Yi South to develop green maritime fuel storage facilities. What are the estimated expenditure and staffing involved in the construction of the facilities?

Asked by: Hon IP LAU Suk-yee, Regina (LegCo internal reference no.: 14)

Reply:

(1) At present, a total of 445 vessels use conventional fuels¹ in the government fleet, of which 311 use petrol and 134 use diesel. Given the varied functions and operational needs of government vessels, the use of green maritime fuels is not suitable for all government vessels under the current technology. Among them, given that the switch to biodiesel in low concentration for the existing diesel-fuelled vessels does not require engine modification.

¹ This refers to diesel or petrol.

62 of the diesel-fuelled vessels² have already switched to using B5 biodiesel (i.e. 5% biodiesel), a type of green maritime fuel. Our target is for 55% of the diesel-fuelled vessels in the government fleet to switch to using green maritime fuels (including biodiesel) by 2026, subject to fuel availability.

The Marine Department (MD) is planning the building of 2 working vessels which can use green methanol as fuel and is currently studying the design proposals of the 2 vessels. The expenditure involved will be worked out after the design is finalised.

(2) Both the MD and the Hong Kong Police Force (the Police) maintain maritime fuel storage facilities. Among them, the MD's maritime fuel storage facility at the Government Dockyard (GD) on Stonecutters Island has a maximum storage capacity of 120 000 litres of diesel (including biodiesel) and 20 000 litres of petrol. As at 18 March 2025, the actual storage volume is about 57 000 litres of diesel and 9 000 litres of petrol.

As regards the various maritime fuel storage facilities of the Marine Region of the Police at the bases in East Division in Tui Min Hoi, Sai Kung; North Division in Ma Liu Shui and South Division in Aberdeen, the maximum total storage capacity is 570 000 litres of diesel (including biodiesel) and 45 000 litres of petrol. As at 20 March 2025, the actual total storage volume in these facilities is about 393 000 litres of B5 biodiesel and 18 000 litres of petrol. The above figures do not include the storage capacity of the maritime fuel storage facility at the divisional base in Tai Lam West, which is currently out of service for repair.

The maintenance of the maritime fuel storage facilities at the GD and various divisional bases of the Marine Police of the Police is the regular duty of relevant officers in the MD and the Electrical and Mechanical Services Department respectively, and the cost involved is absorbed by existing resources. No detailed breakdown of the manpower and expenditure involved is available.

(3) The Government has identified a land parcel adjacent to the port in Tsing Yi South and expects to invite the industry to submit expressions of interest (EoI) in 2025 in relation to developing green maritime fuel storage facilities on the site and subsequently conduct relevant planning procedures and launch the site at an appropriate juncture. The estimated expenditure involved in the application for planning permission has yet to be confirmed. The relevant bureaux and departments will complete the work related to the EoI invitation and application for planning permission with existing manpower and resources.

- End -

² The number of vessels using B5 biodiesel will vary depending on factors such as the operation of vessels in the government fleet and the availability of this fuel at bunkering locations.

CONTROLLING OFFICER'S REPLY**TLB067****(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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 249 of the Budget Speech that the fixed penalties for traffic offences will be reviewed for better traffic management. In this connection, will the Government inform this Committee of the following:

1. the number of penalty tickets issued for speeding, failing to comply with traffic signals and illegal parking in each of the 2020-21 to 2024-25 financial years;
2. the amount of fixed penalties paid by the public for speeding, failing to comply with traffic signals and illegal parking in each of the 2020-21 to 2024-25 financial years;
3. the law enforcement manpower and the relevant expenditures for handling legislation related to driving offences in each of the 2020-21 to 2024-25 financial years; and
4. the timetable for the above review.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 23)

Reply:

1. The number of penalty tickets issued by the Hong Kong Police Force for speeding, failing to comply with traffic signals and illegal parking under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) and the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) in the past 5 years is as follows:

Number of penalty tickets for speeding, failing to comply with traffic signals and illegal parking between 2020 and 2024					
Year	2020	2021	2022	2023	2024
Speeding	242 419	263 983	262 757	251 183	193 409

Number of penalty tickets for speeding, failing to comply with traffic signals and illegal parking between 2020 and 2024					
Year	2020	2021	2022	2023	2024
Failing to comply with traffic signals	52 898	52 693	52 333	48 090	42 532
Illegal parking	2 707 869	3 302 160	3 363 471	3 013 019	2 543 197

2. The amount of fixed penalties paid by the public for speeding, failing to comply with traffic signals and illegal parking in the past 5 years is as follows:

Amount of penalties from penalty tickets for speeding, failing to comply with traffic signals and illegal parking between 2020 and 2024 (\$ million)					
Year	2020	2021	2022	2023	2024
Speeding	93	100	99	95	74
Failing to comply with traffic signals	32	32	31	29	26
Illegal parking	867	1,057	1,076	964	814

3. Traffic enforcement is the regular duty of police officers. No breakdown of the resources involved is available.

4. The Government is reviewing a number of traffic-related fees and penalties, including the fixed penalties for traffic contraventions. The overall consideration is to enhance traffic management and to maintain fiscal discipline and sustainability. We are examining the specific proposals and timetables for adjusting the various fees and penalties, and plan to complete the review and put forward proposals in batches for consultation with the Legislative Council within 2025.

- End -

CONTROLLING OFFICER'S REPLY

TLB068

(Question Serial No. 1238)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget that \$135 million were earmarked to subsidise the taxi trade in purchasing 3 000 electric taxis. In this connection, will the Administration advise on the following:

(1) Will the relevant applications be considered in conjunction with areas such as “taxi fleet licence” and “regulating online hailed car platforms by legislation”? and

(2) Given the rapid development of self-driving technology and the trial run of autonomous vehicles by Mainland technology enterprises on road sections in Hong Kong last year, will the Administration enhance the review of Hong Kong’s future overall point-to-point transport regulations and development so as to catch up with technological development and the needs of the public?

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 1)

Reply:

To further promote the green transformation of public land transport, the Environment and Ecology Bureau (EEB) promulgated the Green Transformation Roadmap of Public Buses and Taxis on 10 December 2024 and launched the e-taxi subsidy scheme (the Scheme) under the New Energy Transport Fund in the same month to encourage taxi owners to switch to e-taxis. After thorough communication with the taxi trade and the Legislative Council Member from the Transport Functional Constituency, and taking into account considerations from the environmental and economic perspectives, the EEB issued a letter in December 2024 to invite the owners of the 3 000 oldest taxis to accept the e-taxi subsidy quotas. So far, the EEB received replies from about 1 900 eligible taxi owners, of which about 1 700 accepted the subsidy quotas. The second round of invitation is expected to be issued in the second quarter of this year.

Our reply to the 2 parts of the question is as follows:

(1) Under the Scheme, to ensure proper use of public money, the fleet taxis that the 5 selected fleet operators (or their shareholder(s)) committed to own, for the purpose of fulfilling the taxi fleet licence requirements (the relevant number equals 10% of the minimum fleet size, i.e. 30 vehicles for urban or mixed taxi fleets), will not be eligible for the Scheme. As for other fleet taxis, they will be eligible for the Scheme if they can fulfil other eligibility requirements under the Scheme.

Under the taxi fleet regime, the Transport Department (TD) does not mandate taxi fleets to provide a certain number of e-taxis. However, to encourage fleet operators to adopt e-taxis, the TD, in assessing applications for taxi fleet licences, awarded higher scores to applicants who committed to adopting more e-taxis. The TD issued conditional grants of taxi fleet licences to 5 selected fleet operators in July 2024. The 5 fleets will provide over 3 500 taxis, including about 1 900 e-taxis which will be deployed in phases. The taxi fleet regime and the Scheme complement each other, both of which are conducive to encouraging the trade to adopt e-taxis.

As regards the regulation of online car hailing platforms, in view of the overall demand and supply of personalised point-to-point transport services and the changing passenger demand, the Government is actively examining the regulation of online car hailing platforms with reference to the operating modes and regulatory approaches adopted in other places. The Working Group for Enhancing Personalised Point-to-Point Transport Services (the Working Group) has also been set up under the Transport Advisory Committee to explore the strategic direction of the relevant services and how to regulate online car hailing platforms. After consolidating the findings of the study on demand and supply being conducted by the TD as well as the views of various stakeholders, the Working Group will submit a recommendation report to the Government as soon as possible. The Government will formulate legislative proposals on the regulation of online car hailing platforms within this year after it has fully considered the report of the Working Group and the views collected.

(2) The Government has been actively promoting the research and application of autonomous vehicles (AV), and the regulatory framework which provides the industry with flexibility to more broadly and adaptively test and use AV in Hong Kong came into operation on 1 March 2024. The AV trials and application projects currently underway include the Yuen Long Fairview Park autonomous shuttle light buses that began manned testing in August 2024, the AV trials in North Lantau starting from December 2024, and the trial of autonomous light buses in the West Kowloon Cultural District travelling between M+ and the West Gate of the West Kowloon Cultural District via the Hong Kong Palace Museum starting from December 2024. It is expected that 2 more trial projects will be conducted in Hong Kong by end-2025, including autonomous light buses travelling between the Hong Kong Science Park in Sha Tin and the MTR University Station, and the autonomous transportation system connecting the SKYCITY at the Hong Kong International Airport and the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge. The above projects are steadily increasing the carrying capacity of AV and travelling on busier existing public roads.

As mentioned in Part (1) of the reply, the Government is actively examining the overall demand and supply of personalised point-to-point transport services and the changing passenger demand. The Government will explore ways to make good use of technology and

introduce healthy competition so that the personalised point-to-point transport services may move with the times and facilitate travelling by the public.

- End -

CONTROLLING OFFICER'S REPLY

TLB069

(Question Serial No. 1262)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the raising of revenue, the Government has proposed to review a number of fees and penalties. It is preliminarily estimated that the relevant adjustments could generate about \$2 billion additional revenue per year.

(1) Under Head 5, the revenue related to fixed penalty tickets issued for traffic offences in 2024-25 has been adjusted downwards due to the lower-than-expected number of tickets issued. On what data does the Administration base that leads it to expect that the adjustment of fees could help increase revenue? and

(2) Please also provide other referential data when considering the adjustment of relevant transport fees.

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 24)

Reply:

(1) The Government is reviewing a number of traffic-related fees and penalties, including (i) annual licence fee for electric private cars; (ii) parking meter charges; (iii) fixed penalties for traffic offences; and (iv) tunnel tolls. The overall consideration is to enhance traffic management and to maintain fiscal discipline and sustainability. The estimated additional revenue as pointed out in the question includes different fees or penalties, and their respective adjustment methods, timing and magnitude will vary based on different considerations. We are examining the specific proposals and timetables for adjusting the various fees and penalties, and plan to complete the review and put forward proposals in batches for consultation with the Legislative Council within 2025.

The number of fixed penalty tickets for traffic offences issued by the Hong Kong Police Force (the Police) in 2024-25 was lower than the original estimation. It is estimated that the fixed penalty for traffic offences (including illegal parking and all traffic offences) in 2025-26 is about \$1 billion without taking into account any penalty adjustments. Road safety is one of

the Commissioner of Police's Operational Priorities. The Police is committed to adopting a "result-oriented" enforcement approach when formulating the overall traffic policing strategy, with a view to enhancing road safety, reducing the number of persons killed and seriously injured in traffic accidents as well as changing the irresponsible behaviour of road users causing obstruction on roads. In 2025-26, the Police will continue to combat traffic offences under the above principles. Given that some of the fixed penalties have not been adjusted for many years, for example, the fixed penalty for illegal parking has remained unchanged for 31 years, if the level of penalties is adjusted upwards as appropriate, our preliminary estimation is that the total amount of penalties to be received by the Government will increase.

(2) In adjusting the traffic-related fees and penalties as mentioned above, we will consider enhancing traffic management and maintaining fiscal discipline and sustainability. Taking tunnel tolling as an example, the Government will consider in a holistic manner 4 major principles, namely the need for traffic management, "user pays", public transport first and efficiency first, taking into account the specific circumstances of each tunnel and weighing the various principles, so as to work out a suitable toll level for each tunnel. The Government will also carefully consider factors such as public affordability and the prevailing social conditions. The Government has all along adhered to the principles of "user pays" and "cost recovery" and has to levy reasonable fees and charges to ensure the financial sustainability of the transport facilities. For instance, the Aberdeen Tunnel and the Shing Mun Tunnel had operating deficits of \$16 million and \$52 million respectively in 2023-24, and their toll levels have not been adjusted for 34 years. In addition, parking meter charges and the level of fixed penalty for illegal parking have not been adjusted for 31 years, and it has been 24 years since the Government last adjusted the levels of fixed penalty for speeding.

- End -

CONTROLLING OFFICER'S REPLY

TLB070

(Question Serial No. 0603)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

- (1) the names and contents of the various incentive and scholarship schemes currently under the MATF;
- (2) the amount of subsidies and the respective numbers of students and in-service practitioners who benefitted from the various schemes in each of the past 3 years; and
- (3) have any assessments been made on how the MATF can attract more local people to join the aviation and maritime industries? If so, what are the details? If not, whether there are any plans for enhancement?

Asked by: Hon LAI Tung-kwok (LegCo internal reference no.: 12)

Reply:

- (1) Details of the various incentive and scholarship schemes under the Maritime and Aviation Training Fund (MATF) are at **Annex 1**.
- (2) Details of the amount of subsidies and number of beneficiaries under the MATF in the past 3 years are at **Annex 2**.
- (3) Since the establishment of the MATF in 2014, the Transport and Logistics Bureau (TLB) has been reviewing its operation, taking into account the views of the industry stakeholders and enhancing the training, incentive and promotional schemes under the MATF on a need basis, so as to ensure that the various schemes under the MATF will effectively support the sustainable development of the industries and attract more local people to join the maritime and aviation industries. We conducted a comprehensive review in 2024 to evaluate the impact and effectiveness of the MATF in attracting talents and promoting manpower

development in the industries. The findings of the review show that the MATF is generally effective in attracting talents to join the relevant industries. We will follow up on the recommendations of the review to further enhance the efficiency, flexibility and accuracy of the MATF in nurturing talents for the maritime and aviation industries in Hong Kong and to support the professional development of the industries.

Transport and Logistics Bureau
Maritime, Aviation and Logistics Industries
Maritime and Aviation Training Fund

1. Professional Training and Examination Refund Scheme

Practitioners in both the maritime and aviation sectors can apply for refund of 80% of the fees after they have completed an approved course or passed an examination, subject to a cap of \$30,000 per practitioner with a view to encouraging them to pursue continuous career development and obtain professional qualifications.

2. Maritime and Aviation Internship Scheme

Through the tripartite collaboration among the Government, industries and academic institutions, the industries arrange internship positions for secondary six school-leavers and tertiary students and the Government provides subsidy covering up to 75% of an intern's monthly honorarium or \$7,000 (whichever is lower) for an internship period of up to 3 months. The aim is to provide an early exposure for the students and young people in Hong Kong to a wide spectrum of career opportunities in the maritime and aviation sectors, and encourage them to pursue careers in the maritime and aviation industries after graduation.

3. Sea-going Training Incentive Scheme

A monthly incentive subsidy of \$10,000 is offered to applicants on ocean-going vessels, with a maximum period of 18 months for deck cadets and 12 months for engineer cadets. A monthly subsidy of \$3,000 will be given during the period while the applicants are preparing for the professional examinations ashore after their completion of cadetship for up to 9 months. A monthly subsidy of \$6,000 will be given during the period after an applicant has acquired the required professional qualification but is yet to be promoted to officer rank for a maximum of 6 months. Applicants who have successfully passed the Deck Officer/Marine Engineer Officer Class 2 Examination and obtained a Deck Officer/Marine Engineer Officer Class 1 Certificate of Competency (CoC) will receive a one-off \$40,000 and \$80,000 incentive respectively. The scheme aims to entice more local young people to take up sea-going training and to obtain relevant qualifications.

4. Ship Repair Training Incentive Scheme

Eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry are offered a monthly subsidy of \$5,000 for a maximum period of 36 months, aiming to attract new blood to join the ship repair industry.

5. Local Vessel Trade Training Incentive Scheme

To attract more young people to join the local vessel trade, an allowance of up to \$30,000 per person is provided to those who are newly employed by the local vessel trade, as an incentive to them to acquire their first professional qualification as coxswains or engine operators on local vessels.

6. Local Vessel Competency Enhancement Scheme

Individuals who pass the examination and successfully obtain Grade 3 and 2 Local CoC qualification for coxswains or engine operators on local vessels are eligible for a one-off

financial incentive of \$12,000 and \$15,000 respectively, aiming to encourage in-service practitioners of the local vessel trade to take examinations for professional qualifications.

7. Hong Kong Nautical and Maritime Scholarship Scheme

Scholarships are provided to selected students enrolled in the International Shipping and Transport Logistics (ISTL) Programme of the Hong Kong Polytechnic University (PolyU). Scholarship recipients have to undertake to work on board ocean-going vessels or in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme.

8. Hong Kong Maritime and Logistics Scholarship Scheme

Scholarships are provided to selected local, Mainland or overseas students to study the Master of Science in the ISTL Programme of the PolyU. Scholarship recipients have to undertake to work in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme.

9. The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme

To nurture more professionals who are well-versed in the Hong Kong and Mainland legal systems as well as the specialised field of maritime law, the Government provides scholarship to selected students of Dalian Maritime University (DMU) to undertake the Master of Common Law course at the Hong Kong University (HKU). Scholarship recipients have to undertake to work in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme. Separately, the scheme offers funding for law students of the HKU as well as in-service practitioners in the maritime law field in Hong Kong to undertake summer programmes at the DMU or participate in the professional seminars conducted by the DMU teaching personnel in Hong Kong.

10. The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme

To nurture more professionals who are well-versed in the Hong Kong and Mainland legal systems as well as the specialised field of maritime law, the Government provides scholarship to selected students of Shanghai Maritime University to undertake the Master of Common Law course at the HKU. Scholarship recipients have to undertake to work in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme.

11. Overseas Exchange Sponsorship Scheme

Undergraduate students of selected maritime-related disciplines in the Chinese University of Hong Kong and the Hong Kong University of Science and Technology are provided with a financial subsidy of \$30,000 per person to attend 1 semester of credit-bearing maritime-related courses under the overseas exchange programme, aiming to provide them with the opportunity to learn more about the maritime industry so as to attract them to join the maritime sector upon graduation.

12. Maritime Training Support Scheme

The Hong Kong Sea School is sponsored to run a school-based curriculum of Maritime Studies, aiming to enable the students to acquire the necessary knowledge, skills and actual shipboard experience, hence qualify them to sit for the Grade 3 Local CoC examination for

coxswain, with a view to providing a steady and sustainable supply of competent new blood to the local vessel trade.

13. Maritime Services Traineeship Scheme – Legal

To incentivise law firms and barristers with maritime business to provide traineeship for those who aspire to a career in maritime law, with a view to nurturing more home-grown maritime lawyers and enhancing Hong Kong's high value-added maritime services. Successful applicants will be provided with a monthly subsidy of \$20,000 in respect of each trainee, subject to a cap of 2 trainees per applicant. The maximum period of subsidy is 24 months for trainee solicitors and 12 months for pupils.

14. Maritime Promotion Project Funding

The objective is to promote various aspects of the maritime industry and attract more talents to join the industry through different promotion activities organised by the maritime-related organisations or professional bodies.

15. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme

To return part of the tuition fee to students upon completion of the Higher Diploma in Aircraft Maintenance Engineering or the Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC. Students are required to join the aircraft maintenance industry for at least 2 years upon completion of the programme. .

16. Hong Kong Aviation Scholarship Scheme

To provide scholarship for selected students who have completed an aviation-related degree or higher degree programmes. Recipients are required to work in the aviation sector in Hong Kong for at least 1 year upon completion of the programme. .

17. Aviation Operations Training Incentive Scheme

To provide a total amount of study allowance of \$24,000 for registered students of the Diploma in Aviation Operations offered by the Hong Kong International Aviation Academy. Recipients are required to work in the aviation sector in Hong Kong for at least half a year upon completion of the programme. .

18. Aviation Promotion Project Funding Scheme

To subsidise aviation-related organisations or academic institutions in Hong Kong to organise different activities and promote various aspects of the aviation industry with a view to attracting more talents to join the aviation industry, subject to a cap of \$250,000.

19. Internship Scheme on Modern Logistics

To encourage tertiary students to join the logistics industry after graduation through providing sponsorship for logistics enterprises to offer internship placements to students, with the Scheme covering up to 75% of an intern's monthly honorarium or \$7,500 (whichever is lower) for an internship period of up to 3 months.

20. Professional Training on Smart and Green Logistics Scheme

To provide subsidies up to 80% of the course fees for local training courses on modern, smart and green logistics organised by eligible logistics associations and training/education institutions, subject to a cap of \$6,500 for each participant. To diversify course options for logistics industry practitioners, with effect from 4 October 2024, the Scheme has been

enhanced to include courses that operate on a self-financing basis. Eligible logistics practitioners are refunded 80% of the course fees after completion of a pre-approved course, subject to a cap of \$30,000 per applicant, so as to encourage logistics practitioners to pursue studies and develop their careers in the relevant industries.

21. Logistics Promotion Funding Scheme

To provide sponsorship up to 100 percent of the total project costs for local promotional campaigns and activities organised by eligible logistics-related organisations and professional bodies, so as to promote the smart, innovative, high-ended and professional image of the logistics industry.

Annex 2

Name of Programme	2022-23		2023-24		2024-25 (as at end-January 2025)	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme	1 529	5,160	1 529	5,750	1 188	4,417
2. Maritime and Aviation Internship Scheme	482	6,894	399	5,434	505	7,104
3. Sea-going Training Incentive Scheme	40	4,002	28	4,054	19	3,813
4. Ship Repair Training Incentive Scheme	2	560	1	200	0	58
5. Local Vessel Trade Training Incentive Scheme	21	692	4	329	6	125
6. Local Vessel Competency Enhancement Scheme	84	1,008	100	1,254	199	2,286
7. Hong Kong Nautical and Maritime Scholarship Scheme	2	271	3	384	2	300

Name of Programme	2022-23		2023-24		2024-25 (as at end-January 2025)	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
8. Hong Kong Maritime and Logistics Scholarship Scheme	9	2,072	8	1,885	10	2,498
9. The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme	69	469	85	744	61	211
10. The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	2	402	1	222	0	0
11. Overseas Exchange Scholarship Scheme	4	60	11	330	7	210
12. Maritime Training Support Scheme	0	2,480	0	1,966	24	828
13. Maritime Services Traineeship Scheme – Legal	/	/	4	327	4	475

Name of Programme	2022-23		2023-24		2024-25 (as at end-January 2025)	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
14. Maritime Promotion Project Funding	15 693*	881	14 324*	1,355	1 871*	1,791
15. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	13	819	10	581	/ ^	/ ^
16. Hong Kong Aviation Scholarship Scheme	28	2,420	22	1,471	/ ^	/ ^
17. Aviation Operations Training Incentive Scheme	36	504	53	1,092	/ ^	/ ^
18. Aviation Promotion Project Funding Scheme	/	/	173 *	56.5	1 600 *	390
19. Internship Scheme on Modern Logistics [#]	/	/	60	964	65	1,064
20. Professional Training on Smart and Green Logistics Scheme	/	/	0 [@]	0	14	190
21. Logistics Promotion Funding Scheme	/	/	0 [@]	698	550 *	3,274

^ The subsidy is granted in February and March each year, and therefore information on the number of beneficiaries and the amount of subsidy is not available.

* The figures refer to the number of participants in the promotional activities.

It was formerly known as the Summer Internship Scheme on Supply Chain Management.

@ The schemes were launched in January 2024 with all approved projects held in or after the 2024-25 financial year.

- End -

CONTROLLING OFFICER'S REPLY

TLB071

(Question Serial No. 3078)

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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government will establish the Hong Kong Maritime and Port Development Board this year to facilitate the sustainable development of the international maritime centre. What is the relevant expenditure involved, including staff establishment, research, promotion, manpower training, etc.?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 10)

Reply:

As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The Government is making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources

after 2027-28 will be reviewed and considered in the light of the actual operational experience.

- End -

CONTROLLING OFFICER'S REPLY

TLB072

(Question Serial No. 0436)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the past 3 years, 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 so, what were the nature of such services and the expenditures incurred?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 15)

Reply:

The Transport and Logistics Bureau has appointed a law firm as the legal adviser to the Air Transport Licensing Authority (ATLA) to provide legal advisory services to the ATLA on a need basis. In 2023-24, the relevant service fee was HK\$392,700. There is no relevant expenditure in 2022-23 and 2024-25 as no legal advisory services were required.

- End -

CONTROLLING OFFICER'S REPLY

TLB073

(Question Serial No. 1572)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the Budget Speech that Hong Kong will help C919 enter the global market. In this connection, will the Government inform this Committee of the following:

1. What are the number and type of work of C919-related professionals planned to be trained?
2. What are the expenditures involved in the training of C919-related professionals?
3. What are the specific measures to help C919 enter the global market? Are there any specific indicators to assess the effectiveness? and
4. Are there any plans to subsidise the fees of flight departing, landing and parking for C919 aircrafts?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 34)

Reply:

As a world-class city that converges China's and the world's strengths, Hong Kong can provide support in the areas of aircraft maintenance, training and leasing/trading, etc., to help home-developed C919 aircraft enter the international market.

The Hong Kong International Airport (HKIA) has rich experience in aircraft maintenance and excellent ancillary facilities, which fully support the maintenance of home-developed aircraft outside the Mainland. In addition, with the commissioning of the Three-Runway System, the capacity of the HKIA has significantly increased and it is able to support more aircraft maintenance work. Regarding aircraft leasing/trading, the Hong Kong Special Administrative Region Government has been actively developing aircraft leasing and enhanced the aircraft leasing preferential tax regime last year to provide competitive profit tax concession. Given Hong Kong's sound legal system, robust financial system and

friendly relations with neighbouring regions, as well as the fact that Hong Kong is the world's largest and most important offshore Renminbi business centre, Hong Kong's advantages in aircraft leasing will be conducive to the entry of home-developed aircraft to the international market through "finance leasing" in Hong Kong, etc.

As regards the provision of training, the Hong Kong International Aviation Academy (HKIAA) plans to gradually expand its training programmes to cover C919 aircraft-related aspects. The HKIAA is working with the Commercial Aircraft Corporation of China, Ltd. and relevant aircraft maintenance organisations to examine and develop professional courses targeting C919, which will cover a number of key areas such as flying training, aircraft engineering and maintenance as well as aviation management, with a view to nurturing more quality professionals for the relevant industries. The HKIAA is actively making preparation and deliberating the content and details of the courses, and will announce the relevant information in due course.

The Government and the Airport Authority Hong Kong have also been supporting the operation of C919 aircraft at the HKIA and will continue to facilitate its operation as appropriate.

The above work does not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB074

(Question Serial No. 1573)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the Budget Speech that the Government has introduced a series of tax measures conducive to the development of the maritime industry. In this connection, will the Government inform this Committee of the following:

1. Whether tax incentives or other concessionary measures will be provided for maritime enterprises that are financed in Hong Kong or take out Hong Kong or Mainland marine insurance? If yes, what are the details? If not, what are the reasons? and
2. Whether tax incentives or other concessionary measures will be provided for international marine financing, insurance and law firms that set up offices in Hong Kong? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 35)

Reply:

The Transport and Logistics Bureau is committed to promoting the development of high value-added maritime services industry. To promote the development of the maritime services industry, the Government launched a series of tax concessions for the maritime industry between 2020 and 2022, including providing tax exemptions for ship leasing business, half-rate tax concessions for marine insurance, ship management, ship agency and ship broking, etc., so as to expand the local maritime network. In light of changes of international tax rules, we are enhancing the tax concessionary measures for the maritime industry, including introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease, so as to maintain the competitiveness of Hong Kong's maritime tax concessionary regimes. In addition, given that commodities account for more than half of the global shipping trade volume, the Government also proposes to provide half-rate tax concession for commodity traders. Their presence and operation in Hong Kong can drive the development of the local high value-added maritime services. Our target is to introduce the bill into the Legislative Council in the first half of 2026.

At present, the Government does not provide tax concessions for maritime enterprises that obtain financing in Hong Kong, purchase marine insurance in Hong Kong or in the Mainland, and law firms that set up offices in Hong Kong. Nevertheless, the Government will continue to attract shipping commercial principals and physical commodity owners to set up business in Hong Kong through the above measures, so as to inject new impetus to the maritime services industry including maritime finance, marine insurance, maritime law, etc. We will also support the development of the industry by other means, including launching the Maritime Services Traineeship Scheme under the Maritime and Aviation Training Fund in 2023, and planning for the expansion of the Scheme to cover the marine insurance industry by end-2025, with a view to promoting the sustainable development of the industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB075

(Question Serial No. 2384)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government will reform the existing Hong Kong Maritime and Port Board into the Hong Kong Maritime and Port Development Board. It is proposed in paragraph 118 of the Budget Speech to strengthen relevant research, promotion and manpower training to facilitate the sustainable development of the international maritime centre. In this connection, will the Administration inform this Committee of the following:

What is the amount of resources to be earmarked for the establishment of the Hong Kong Maritime and Port Development Board? What is the difference in functions as compared with those of the former Hong Kong Maritime and Port Board? When is the reform expected to be completed? What are the staffing provision and output indicators of the new Hong Kong Maritime and Port Development Board?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 13)

Reply:

As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The specific projects and monitoring arrangements will be worked out after the establishment of the HKMPDB. The Government is making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience.

- End -

CONTROLLING OFFICER'S REPLY

TLB076

(Question Serial No. 2397)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in paragraph 121 of the Budget Speech that to develop smart port, the Government has set aside \$215 million to install the port community system. In this connection, will the Administration inform this Committee of the following:

Please give examples of the emerging technologies, such as automation, Internet of Things, big data, etc., the Government specifically plans to adopt to enhance the efficiency of port operation. What are the respective amounts of money planned for such purposes?

Whether the Government has put in place corresponding manpower training programmes or complementary training support to help port practitioners adapt to the new requirements of smart port? If yes, what are the details? If not, what are the reasons?

What are the estimated manpower and cost savings to be achieved by the Government after the development of smart port?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 26)

Reply:

The Government will install a digitalised port community system (PCS), which will be equipped with functions such as shipment tracking, real-time transport information, electronic information and port data analysis, so as to facilitate the flow and sharing of data among stakeholders in the local maritime, port, logistics and trading industries, to promote Hong Kong's connectivity with other ports and facilitate trade and capital flows.

The PCS will adopt a number of emerging technologies, including Blockchain, Artificial Intelligence (AI), Internet of Things (IoT), big data analytics, cloud services, modular design, etc. Blockchain technology will be used to record cargo flow information to ensure that the data is transparent and cannot be tampered with, thereby enhancing the credibility and efficiency of cargo flow information and giving rise to the potential of providing facilitation

services for trade financing. AI is mainly used for shipment tracking and data analysis. For example, it can help map the ocean bill of lading number with big database automatically to provide real-time shipment tracking information. IoT technology will be used for monitoring the temperature of reefer containers to help monitor the quality of cold chain goods. Big data analytics will provide real-time transport information as well as analysis and alert functions, such as shipment delays, abnormal temperatures in reefer containers, etc. Cloud services include data hosting and network safety services to ensure the stability and safety of the system. Moreover, the PCS adopts a modular design approach to allow flexibility for future expansion of functional modules based on demand. The non-recurrent expenditure of about \$215.08 million for the PCS has already covered the application and implementation of the above relevant technologies.

The Logistics and Supply Chain MultiTech R&D Centre prepared a proof-of-concept prototype of the PCS in early 2023. It has also established a working group comprising over 10 industry organisations to invite industry professionals to participate in phased trials of specific cargo delivery processes, and continuously collect industry opinions to optimise the design. As at end-2024, a total of 116 companies participated in the pilot program, which tracked 647 shipments of goods and 1 036 containers (all real freight cases), covering transportation processes such as local imports, cross-border transportation, cold chain tracking, export full container load and less than container load, multimodal transport of sea and air transshipment, etc. Feedback from the industry is positive and the design of the PCS is considered to be simple, user-friendly and in line with the usual practice of the industry in Hong Kong. During the course of building the PCS, the Transport and Logistics Bureau will actively promote the system to stakeholders in the maritime and logistics industries, emphasising the benefits of the system when explaining to the stakeholders and encourage them to seize the business innovation opportunities it brings. The estimated expenditure for the project also includes the production of user training resources and the organisation of workshops and training courses to help practitioners in the port community adapt to the operation and application of the new system.

The PCS is a business-to-business platform system that facilitates the flow and sharing of data in the industry and is not intended for the provision of government services. As such, it does not involve manpower and cost-saving considerations for the Government.

- End -

CONTROLLING OFFICER'S REPLY

TLB077

(Question Serial No. 1849)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Airport City, what are the specific amount invested by the Government out of the total investment and the funding allocation plan for the relevant projects? To tie in with the joint development of the Airport City with its neighbouring areas such as Tung Chung, Zhuhai and Macao, whether the estimates for supporting infrastructure have been included, and whether there are plans to enhance the synergy with cities in the Greater Bay Area?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.: 9)

Reply:

In January 2025, the Airport Authority Hong Kong (AA) promulgated a development plan for expanding the Airport City. With the aviation industry as its focal point, the Airport Island as well as the land and waters in its vicinity will be utilised for the development of a new highlight project encompassing high-end commercial, art, tourism and leisure activities. The project will attract business and leisure travellers from our Country and all over the world to stay, transfer or transit in Hong Kong, thereby enhancing Hong Kong's role as a link between our Country and the rest of the world in the areas of commerce and trade, culture, tourism, etc.

On enhancing synergy with other cities in the Greater Bay Area (GBA), the AA is committed to developing the intermodal transport networks so as to enhance the convenience for the transport of passengers and goods in the GBA to and from all parts of the world via Hong Kong. As regards passenger services, the AA will set up city terminals at more strategic locations in the GBA, with the target of increasing the number from 27 at the beginning of 2025 to over 30 within the year. In addition, the AA and the Zhuhai Transportation Holdings Group signed the Agreement of Shares Acquisition concerning the equity acquisition of Zhuhai Airport in November 2024, which provides a reinforced foundation for deepening the co-operation between the 2 airports. In this regard, we will work with the Zhuhai Airport to enhance the "Fly-Via-Zhuhai-HK" direct passenger service by promoting the service to more cities in the Mainland. The AA is completing by phases the automated car parks on the

Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge for use by transit passengers or inbound visitors from Guangdong and Macao.

As for air cargo, the AA is working with Dongguan to press ahead with the innovative development of the sea-air intermodal cargo transshipment mode, so that Mainland export cargo can arrive at the Hong Kong International Airport (HKIA) seamlessly for direct transshipment to overseas destinations through Hong Kong's international aviation network, and the reverse process can also be applied to import cargo. The AA is carrying out the construction of the permanent facility for the HKIA Dongguan Logistics Park. It is expected that the first-phase construction for the Phase 1 development of the HKIA Dongguan Logistics Park will be completed within the year and the preliminary study of the Phase 2 development will commence shortly.

The above projects are undertaken by the AA and do not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB078

(Question Serial No. 1860)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Whether the Government has estimated, based on the existing charging criteria, the number of years it takes to recover the construction costs of major tunnels and trunk roads so as to achieve a break-even?
2. Whether provision has been earmarked for the relevant studies and technical support relating to the review of government tunnels and trunk roads? How is the provision allocated to this type of work and when the review is expected to be completed and the new tolls implemented? and
3. How long will the reviews of the annual licence fee for electric private cars, parking meter charges, fixed penalties for traffic offences, etc., take? Whether there is a specific timetable for the work, and whether consideration will be given to a stepped or progressive charging mode and an appropriate transitional period for the community to have time for a smooth transition to the new measures?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.: 20)

Reply:

1. & 2. In determining whether a tunnel should charge tolls and the level of its tolls, the Government will take into account the fact that the management and operation of tunnels require higher costs and more resources than those of ordinary roads built at ground level. For example, they require prolonged operation of the ventilation and lighting systems, more complicated structural inspections and maintenance, the engagement of operators for management, etc. The principle of tunnel tolling is to first consider traffic management needs, public affordability, etc. If the toll levels are not sufficiently high enough for effective traffic management, the toll level will be further adjusted on the basis of "cost recovery" and "user pays". In addition, the principles of "public transport first" and "efficiency first" will also be considered. We will consider the above principles in a holistic manner, taking into account the specific circumstances of each tunnel, such as its geographical

location, the target users and the fact that the tolls of some of the tunnels have not been adjusted for many years or they are facing operating deficits, and so on.

The Transport Department is conducting a review of tunnel tolls and considering and organising its requirements for resources. We are studying the specific proposals and implementation timetables, and plan to put forward proposals for consultation with the Panel on Transport of the Legislative Council (LegCo) as soon as possible within this year.

3. The Government is reviewing a number of transport-related fees and penalties as mentioned in the question to enhance traffic management and to maintain fiscal discipline and sustainability, with a focus on fees and penalties that have not been adjusted for many years, including (i) parking meter charges; and (ii) fixed penalties for traffic offences, such as illegal parking and traffic safety-related offences. As regards the annual licence fee for electric private cars, we, in conjunction with the Environment and Ecology Bureau, are rationalising the basis and structure of the fee to keep it in line with the technological development of electric vehicles and international practices. We are examining the specific proposals and timetables for adjusting the various fees and penalties, and plan to complete the review and put forward proposals in batches for consultation with LegCo within 2025.

- End -

CONTROLLING OFFICER'S REPLY

TLB079

(Question Serial No. 1379)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government proposed to establish the Railways Department (RD) in 2021 to strengthen the 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. However, no progress has been mentioned in the Matters Requiring Special Attention in 2025-26 under this Programme. In this connection, will the Government inform this Committee whether it still plans and intends to establish the RD. If yes, what are the relevant preparatory work, the expenditure involved and the specific timetable for its establishment? If the Administration has abandoned the establishment of the RD, what specific measures will be taken in future to monitor and regulate cost control, works safety and implementation progress of railway projects so as to ensure the orderly completion of various railway projects in Hong Kong?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 15)

Reply:

The Government proposed earlier to establish the Railways Department (RD) under the Transport and Logistics Bureau as the Government's specialised entity responsible for railway planning and implementation by merging the Railway Development Office of the Highways Department (HyD/RDO), the Northern Metropolis Railways Office of the HyD (HyD/NMRO) together with the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB). We are reviewing the additional manpower and resource requirements that would be involved in the establishment of the new department, and considering the arrangements for the proposed RD on the premise of optimising the use of the Government's financial resources. Although the RD has not yet been established, over the past few years the Government and the MTR Corporation Limited (MTRCL) have implemented a series of strategies and workflow processes to enhance the monitoring and control of railway projects, which include enhanced project supervision and communication platforms, strengthened monitoring and checking levels, establishment of proactive reporting and early warning mechanism, and trial of the "Project Safety Review" process. The

existing railway management framework is relatively mature, providing a multi-level monitoring and communication platform for speedy exchanges between the MTRCL and various government departments and a clear mechanism for prompt reporting of major issues and risks identified, so that the MTRCL and the Government can discuss the handling strategy and take follow-up actions at an early stage. We will continue to make good use of the existing framework to ensure railway safety and smooth project delivery.

- End -

CONTROLLING OFFICER'S REPLY

TLB080

(Question Serial No. 1383)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in Paragraph 249 (3) of the Budget Speech that the Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads. In this connection, will the Government inform this Committee of the following:

- (1) Which trunk roads and road tunnels does the Administration initially plan to increase or add the tolls? When will be the implementation dates at the earliest and what is the estimated amount of additional government revenue each year? and
- (2) It is noted that the Administration will prepare legislative amendments for the commissioning of the Trunk Road T2 and the Central Kowloon Route. Will the amendments include the tolling arrangements? If yes, what are the details? Or will they be open to motorists for free?

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

Reply:

(1) The Transport Department is conducting a review of tunnel tolls. The management and operation of tunnels require higher costs and more resources than those of ordinary roads built at ground level. For example, they require prolonged operation of the ventilation and lighting systems, more complicated structural inspections and maintenance, the engagement of operators for management, etc. The principle of tunnel tolling is to first consider traffic management needs, public affordability, etc. If the toll levels are not sufficiently high enough for effective traffic management, the toll level will be further adjusted on the basis of "cost recovery" and "user pays". In addition, the principles of "public transport first" and "efficiency first" will also be considered. We will consider the above principles in a holistic manner, taking into account the specific circumstances of each tunnel, such as its geographical location, the target users and the fact that the tolls of some of the tunnels have not been adjusted for many years or they are facing operating deficits, and so on. We are studying the specific proposals and implementation timetables, and plan to put forward proposals for

consultation with the Panel on Transport of the Legislative Council (LegCo) as soon as possible within this year.

(2) The Government has submitted a paper to the LegCo Panel on Transport on the technical legislative amendments relating to the operation and management of the newly completed tunnels under the Central Kowloon Route and the Trunk Road T2 projects, which does not include tolling arrangements at present.

In considering and reviewing the usage of the relevant tunnels, the Government will take into account the considerations set out in Part 1) above.

- End -

CONTROLLING OFFICER'S REPLY

TLB081

(Question Serial No. 2538)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the planning and design work of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link Spur Line, will the Administration inform this Committee of the following:

(1) What is the total estimate for the detailed planning and design of the Northern Link Spur Line? When is the feasibility study expected to be completed? What are the amounts of provision for the “technical study” and the “environmental impact assessment” and their respective percentage shares? and

(2) After the commencement of works for the 2 railway projects, how will the impacts on the existing transport network (e.g. roads in Hung Shui Kiu) and residents’ living be reduced? What are the justifications? For example, what are the estimated amounts of provision for temporary traffic diversion and noise barriers and details of the implementation timetables?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 21)

Reply:

(1) The governments of Hong Kong and Shenzhen are jointly taking forward cross-boundary railway projects, including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL) and the Northern Link (NOL) Spur Line, through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force). The Task Force deliberated the implementation arrangements for the NOL Spur Line in November 2024. Both sides agreed to jointly set up the Office for Implementing Cross-boundary Railway Projects by the relevant departments of the 2 governments to take forward the planning and design in the next stage, with the target of commencing the detailed planning and design for the project within 2025.

The NOL Spur Line is an extension of the NOL Main Line. We tend to invite the MTR Corporation Limited (MTRCL) to implement the NOL Spur Line project under the ownership

approach, which means that the MTRCL will be responsible for the financing, design, construction, operation and maintenance of the new railway, and ultimately owns the railway. On this basis, the detailed planning and design work of the NOL Spur Line will be undertaken by the MTRCL and no capital works funding from the Government will be involved.

(2) As in previous railway works, relevant railway company/operator will conduct traffic impact assessment for railway project to assess the traffic impact arising from the projects and formulate corresponding mitigation measures and temporary traffic management arrangements, with a view to minimising the impact of the works on the traffic and road users in the vicinity. The relevant temporary traffic management arrangements are subject to the approval of the Traffic Management Liaison Group (members mainly include the Transport Department, the Hong Kong Police Force, the Highways Department and the relevant railway company/operator), so as to meet the road safety requirements and relevant standards. If reprovisioning of road is required, in general the road so reprovisioned should be able to serve the same function of the original road. Before implementing the relevant measures, contractors will communicate with the residents and road users in the vicinity and brief them on the arrangements through various means.

The HSWRL and NOL Spur Line projects are currently at a preliminary planning stage. The traffic impact assessment and formulation of corresponding mitigation measures and temporary traffic management arrangements are to be carried out at a later juncture.

- End -

CONTROLLING OFFICER'S REPLY

TLB082

(Question Serial No. 2544)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau has mentioned that it will take forward the planning and implementation of transport infrastructure projects promulgated under the Hong Kong Major Transport Infrastructure Development Blueprint including railway and road projects, as well as the smart and green mass transit systems (SGMTS) in Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas. Will the Administration inform this Committee of the following:

- (1) Whether the Administration has completed the feasibility study on the specific alignment and station layout of the SGMTS? If yes, what are the details of the estimated financial provision for the project afterwards? If not, what is the estimated provision for the study? Will it be included in the estimates for the coming year?
- (2) Whether provisions have been earmarked for the preliminary works of the SGMTS (e.g. geological survey; tendering procedures) in 2025-26? What are the details of the relevant estimated provisions and distribution of usage?
- (3) Whether the Administration has identified the type of energy to drive the SGMTS (e.g. all electric; hydrogen fuel cell)? What are the justifications? What are the findings of the environmental benefit assessment?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 37)

Reply:

(1) & (2) The Government has completed the feasibility study on the smart and green mass transit system (SGMTS) in Hung Shui Kiu/Ha Tsuen (HSK/HT) and Yuen Long South (YLS) New Development Areas (NDAs), and commenced the investigation and design works for Phase 1 road works of the SGMTS in HSK/HT NDA. We are currently reviewing the alignment and station arrangements, formulating design schemes, conducting impact

assessments, etc. The estimated cost of the road construction works for the project can only be ascertained when the actual alignment and design are finalised.

The estimated provision earmarked in 2025-26 for the investigation and design works for Phase 1 road work of the SGMTS is about \$13.19 million. The estimated amount will be used for reviewing the alignment and station arrangements, formulating design schemes, conducting impact assessments, the tendering procedures, etc.

(3) The SGMTS will be powered by green energy. The Government adopts an open stance on the type of energy used to drive the SGMTS. The Government has earlier invited expressions of interest for the SGMTS from relevant suppliers and operators to collect views from the market. The Government is currently analysing the views, including the proposals on the type of energy to be used, and assessing the environmental and cost effectiveness so as to provide reference for setting out the specific requirements in the tender documents in future.

- End -

CONTROLLING OFFICER'S REPLY

TLB083

(Question Serial No. 2441)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 118 of the Budget Speech that the Government will establish the Hong Kong Maritime and Port Development Board this year to strengthen relevant research, promotion and manpower training to facilitate the sustainable development of the international maritime centre. In this connection, will the Government inform this Committee of the timetable and the estimated expenditure involved in this regard?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 5)

Reply:

As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The Government is making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources

after 2027-28 will be reviewed and considered in the light of the actual operational experience.

- End -

CONTROLLING OFFICER'S REPLY

TLB084

(Question Serial No. 2443)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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. In this connection, will the Government inform this Committee of the following:

- 1) What professional programmes were launched under the MATF, the number of beneficiaries and the amount of subsidies involved in the past year?
- 2) As a follow-up to the above question, which programmes under the MATF have imposed the requirement that the beneficiaries should serve in the industry for a certain period of time after graduation? How effective are these programmes?
- 3) How does the Administration encourage the benefited graduates to join the relevant industries? and
- 4) How does the MATF support the development of high value-added maritime services in Hong Kong, 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.: 7)

Reply:

- 1) The estimated expenditure on the Maritime and Aviation Training Fund (MATF) is mainly for the provision of training, incentives and promotional programmes. A total of 21 programmes were launched under the MATF in 2024-25 (as at end-January 2025), benefitting over 6 000 people, 1 430 of whom are in-service practitioners. Please refer to the table below for details.

Name of Programme	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme	1 188	4,417
2. Maritime and Aviation Internship Scheme	505	7,104
3. Sea-going Training Incentive Scheme	19	3,813
4. Ship Repair Training Incentive Scheme	0	58
5. Local Vessel Trade Training Incentive Scheme	6	125
6. Local Vessel Competency Enhancement Scheme	199	2,286
7. Hong Kong Nautical and Maritime Scholarship Scheme	2	300
8. Hong Kong Maritime and Logistics Scholarship Scheme	10	2,498
9. The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme	61	211
10. The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	0	0
11. Overseas Exchange Scholarship Scheme	7	210
12. Maritime Training Support Scheme	24	828
13. Maritime Services Traineeship Scheme – Legal	4	475
14. Maritime Promotion Project Funding	1 871*	1,791
15. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	/ ^	/ ^
16. Hong Kong Aviation Scholarship Scheme	/ ^	/ ^
17. Aviation Operations Training Incentive Scheme	/ ^	/ ^
18. Aviation Promotion Project Funding Scheme	1 600 *	390
19. Internship Scheme on Modern Logistics [#]	65	1,064

Name of Programme	No. of Beneficiaries	Amount of Subsidy (\$'000)
20. Professional Training on Smart and Green Logistics Scheme	14	190
21. Logistics Promotion Funding Scheme	550 *	3,274

^ The subsidy is granted in February and March each year, and therefore information on the number of beneficiaries and the amount of subsidy is not available.

* The figures refer to the number of participants in the promotional activities.

It was formerly known as the Summer Internship Scheme on Supply Chain Management.

2) & 3) There are 7 programmes under the MATF with the requirement that beneficiaries should serve in the maritime- or aviation-related industries for a certain period of time after graduation. According to the information provided by the universities, most of the students who have been awarded scholarships or subsidies under the MATF complied with the requirement of the MATF and engaged in related jobs in Hong Kong after completion of the programmes, contributing to the development of Hong Kong's maritime services and aviation industry respectively. The relevant programmes are as follows:

(i) Hong Kong Maritime and Logistics Scholarship Scheme

To provide scholarship for the selected local, Mainland or overseas students to study the Master of Science in the International Shipping and Transport Logistics (ISTL) programme of the Hong Kong Polytechnic University (PolyU). Scholarship recipients have to work in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme.

(ii) Hong Kong Nautical and Maritime Scholarship Scheme

To provide scholarship for the selected students to study the ISTL Undergraduate Programme of the PolyU. Scholarship recipients have to work on ocean-going vessels or in the maritime-related field in Hong Kong for at least 1 year after graduation.

(iii) University of Hong Kong (HKU) – Dalian Maritime University (DMU) Academic Collaboration Scheme

To nurture more professionals who are well-versed in the Hong Kong and Mainland legal systems and specialised in maritime law, the Government provides scholarship for the selected students of DMU to undertake the Master of Common Law programme at the HKU. Scholarship recipients have to work in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme.

(iv) HKU – Shanghai Maritime University (SMU) Academic Collaboration Scheme

Similar to the HKU-DMU Academic Collaboration Scheme, the Scheme aims to nurture more professionals who are well-versed in the Hong Kong and Mainland legal systems and specialised in maritime law. The Government provides scholarship for selected students of SMU to undertake the Master of Common Law course at the HKU. Scholarship recipients have to work in the maritime-related field in Hong Kong for at least 1 year upon successful completion of the programme.

(v) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme
To return part of the tuition fee to students upon completion of the Higher Diploma in Aircraft Maintenance Engineering or the Diploma in Vocational Education (Aircraft Maintenance) offered by the Vocational Training Council. Students are required to join the aircraft maintenance industry for at least 2 years upon completion of the programme.

(vi) Hong Kong Aviation Scholarship Scheme

To provide scholarship for selected students who have completed aviation-related degree or higher degree programmes. Recipients are required to work in the aviation sector in Hong Kong for at least 1 year upon completion of the programme.

(vii) Aviation Operations Training Incentive Scheme

To provide a total amount of study allowance of \$24,000 for registered students of the Diploma in Aviation Operations offered by the Hong Kong International Aviation Academy. Recipients are required to work in the aviation sector in Hong Kong for at least half a year upon completion of the programme.

For students who have received the scholarships or subsidies but failed to comply with the requirement of the schemes to work in related jobs in Hong Kong after completion of the courses, the Secretariat will require the applicant to return the scholarships or subsidies.

4) The list of pre-approved courses and examinations of the Professional Training and Examination Refund Scheme under the MATF already included programmes of high value-added development courses for maritime practitioners to enhance their competency and acquire professional qualifications. Eligible maritime practitioners, upon successful completion of the relevant courses or passing the examinations, may apply for reimbursement of 80% of the fees, subject to a ceiling of \$30,000. To further support and promote manpower development for Hong Kong's high value-added maritime services, the Maritime Services Traineeship Scheme – Legal was introduced under the MATF in September 2023. The scheme aims to incentivise law firms or barristers with maritime business to provide traineeship for those who aspire to a career in maritime law with a view to nurturing more home-grown maritime lawyers. We are planning to expand the Maritime Services Traineeship Scheme to cover marine insurance, so as to continue to support the different types of high value-added maritime services in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB085

(Question Serial No. 2464)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government promulgated the Action Plan on Modern Logistics Development in 2023, which formulates strategies and action measures to meet the short-, medium- and long-term development needs of the logistics industry, with a view to promoting the sustainable and high-quality development of Hong Kong's logistics industry. In this connection, will the Government inform this Committee of the following:

It is mentioned in the above Action Plan that the Government will release 4 logistics sites with development potential before 2027, of which the first logistics site in Tsing Yi has been well received by the market. What is the specific timetable for releasing the remaining 3 logistics sites?

The logistics clusters in the Northern Metropolis is mentioned for the first time in the above Action Plan and the findings of the study are expected to be announced this year. Will the Government release additional logistics sites to meet the needs of the logistics and industrial sectors? If so, what are the details? If not, what are the reasons?

As a follow-up to the above question, will the Government set special terms and conditions for land sale in this regard? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 28)

Reply

The Government promulgated the Action Plan on Modern Logistics Development (Action Plan) in October 2023, in which we undertook to provide a stable supply of logistics sites by releasing 4 quality logistics sites near the Kwai Tsing Container Terminals to address the industry's needs for modern, high-end, multi-storey logistics facilities primed for high value-added logistics operations with synergy with the port. The first site, Tsing Yi Town Lot No. 202, was sold in February 2025. The Government will release the remaining 3 logistics sites in the light of the market situation in due course.

To further promote the development of modern logistics, the Action Plan proposes to develop modern logistics clusters with different functions at the logistics sites earmarked in the New Development Areas (NDAs), starting with the 36 hectares of land in the Hung Shui Kiu/Ha Tsuen NDA earmarked for modern logistics development as a pilot scheme. The relevant planning study already commenced in March 2024. Our preliminary proposal is to develop the logistics clusters through an “enterprise-oriented” approach, create a favourable environment for logistics development, introduce anchor enterprises to drive the development of the entire logistics clusters and attract other ancillary supply chain services to converge in the area to form an organic logistics ecosystem. We will have in-depth exchanges and dialogue with major enterprises on the preliminary proposals of the relevant planning study in the first half of 2025 and will further grasp the specific requirements and views for reference and refinement of the relevant proposals. We expect to announce the findings of the study, which include the positioning of the logistics clusters, development parameters, major businesses, development and implementation approach, etc. within 2025.

According to the current programme, site formation and infrastructure works for sites for the logistics clusters will be progressively completed 2 years after the completion of land resumption in 2026. In the light of the ever-changing economic environment, we will invite the industry to submit expressions of interest before land disposal to ensure that the planning of the logistics clusters closely aligns with the needs of the industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB086

(Question Serial No. 2465)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 121 of the Budget Speech that to develop smart port, the Government has set aside \$215 million to install the port community system, with a view to enhancing the flow of data among stakeholders in the maritime, port and logistics industries. In this connection, will the Government inform this Committee of the following:

What is the latest progress of the installation of the port community system? What is the specific implementation timetable?

What are the capital and operating costs of the system? Does the Government have any Key Performance Indicators to monitor its effectiveness?

Whether the system can effectively reduce logistics costs?

Will the Government assess the effectiveness of the system in reducing logistics costs? If yes, what are the details? If not, what are the reasons? and

What is the expected impact of the system on enhancing the competitiveness of Hong Kong Port?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 29)

Reply:

To enhance port competitiveness, the Government will actively promote the development of smart port and take the lead in installing a digitalised port community system (PCS), which will be equipped with functions such as shipment tracking, real-time transport information, electronic information and port data analysis, so as to enable the flow and sharing of data among stakeholders in the local maritime, port, logistics and trading industries, promote Hong Kong's connectivity with other ports and facilitate trade and capital flows. Having obtained funding approval from the Finance Committee of the Legislative Council, the Transport and

Logistics Bureau (TLB) will press ahead with the project at full speed, with the target of completing the installation of the PCS in December 2025 for its launch for industry-wide usage from early 2026 onwards. During the course of building the PCS, the TLB will in parallel actively promote the system to stakeholders in the maritime and logistics industries, emphasise the benefits of the system when explaining to the stakeholders and encourage them to seize the business innovation opportunities it brings.

The non-recurrent expenditure involved in the installation of the PCS from 2025-26 to 2028-29 is around \$215.08 million, which covers cloud services, system implementation services, information technology security-related services, user training and contingencies. The estimated recurrent expenditure of the system is about \$26.8 million per year from 2029-30 onwards, which covers the costs of hardware and software maintenance, communication network, cloud services and system maintenance. The TLB will launch a study within 2025 to explore how to make the best use of the PCS to generate fiscal revenue, including charging fees on a “user pays” principle to support the system’s future recurrent expenditure in a financially sustainable manner.

The Government expects the system to be used by about 50 000 users. Drawing on the experiences of other port cities that have implemented a similar system, the TLB expects that the system will significantly enhance the operational efficiency of the maritime and logistics sectors. Take the Netherlands’ port community system (Portbase) as reference, the system has generated substantial economic benefits for local businesses, resulting in a reduction of about 30 million phone calls, 100 million emails, and 30 million truck kilometres travelled. The cumulative value added to these companies is estimated at about 345 million Euros per year. In view of the fact that the Netherlands and Hong Kong have comparable level of cargo throughput, the system is expected to deliver remarkable economic benefits to Hong Kong’s maritime and logistics industries and improve operational efficiency, thereby enhancing the competitiveness of Hong Kong Port.

- End -

CONTROLLING OFFICER'S REPLY

TLB087

(Question Serial No. 3288)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The HKeToll System, a free-flow tolling service has come into operation at various tunnels progressively since May 2023 to replace the previous manual and automatic toll booths. Subsequently, the land within the toll plaza area has been gradually demolished and the traffic lanes altered, which result in a change in the pattern of drivers travelling through the tunnels. In this connection, will the Government inform this Committee of the following:

The Budget Speech proposes to examine the adjustment of tunnel tolls. The Government has indicated that it will consider the “user pays” principle and how toll adjustment can help divert the traffic. Will the Administration take into account the operating costs of the tunnels in adjusting the tolls, and will the toll-free tunnels be turned to tolled tunnels?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 1)

Reply:

The Transport Department is conducting a review of tunnel tolls. The management and operation of tunnels require higher costs and more resources than those of ordinary roads built at ground level. For example, they require prolonged operation of the ventilation and lighting systems, more complicated structural inspections and maintenance, the engagement of operators for management, etc. The principle of tunnel tolling is to first consider traffic management needs, public affordability, etc. If the toll levels are not sufficiently high enough for effective traffic management, the toll level will be further adjusted on the basis of “cost recovery” and “user pays”. In addition, the principles of “public transport first” and “efficiency first” will also be considered. We will consider the above principles in a holistic manner, taking into account the specific circumstances of each tunnel, such as its geographical location, the target users and the fact that the tolls of some of the tunnels have not been adjusted for many years or they are facing operating deficits, and so on. Upon completion of the review and assessment, the Government will consult the Panel on Transport of the Legislative Council.

- End -

CONTROLLING OFFICER'S REPLY

TLB088

(Question Serial No. 0074)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau is responsible for taking forward a feasibility study on developing logistics clusters in the Hung Shui Kiu/Ha Tsuen New Development Area as a pilot scheme. In this connection, please advise on the following:

1. To optimise the industry pattern and spatial layout of the Northern Metropolis, will the Administration take the initiative to adopt an innovative planning mechanism and strive to build a “dual-circulation” cross-boundary logistics centre in the Northern Metropolis? If so, what are the details? If not, what are the reasons; and
2. Will the Administration start to deepen co-operation with the cities in the Guangdong-Hong Kong-Macao Greater Bay Area through enhancing interface in terms of regulations and administration mechanisms, including enhancing the logistics ecosystem in terms of time and cost, so as to strive for the realisation of “urban integration” of cross-boundary logistics among Guangdong, Hong Kong and Macao? If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 33)

Reply:

To further promote the development of modern logistics, the Government promulgated the Action Plan on Modern Logistics Development (Action Plan) in October 2023, which proposes to develop modern logistics clusters with different functions at the logistics sites earmarked in the New Development Areas (NDAs), starting with the 36 hectares of land in the Hung Shui Kiu/Ha Tsuen NDA earmarked for modern logistics development as a pilot scheme. The relevant planning study already commenced in March 2024 and the findings are expected to be available in 2025.

In view of Hong Kong's established strengths in logistics for high-value goods and the geographical advantages of the modern logistics clusters in Hung Shui Kiu/Ha Tsuen, we

preliminarily propose that the main business of the logistics clusters should focus on high-value cargo, in particular with cross-boundary e-commerce and cargo transshipment as the new growth areas of Hong Kong's logistics to be driven by the logistics clusters. Coupled with the introduction of smart and green logistics measures on a pilot basis, this will allow Hong Kong to become a regional distribution centre for enterprises and the best logistics gateway for the movement of goods between the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) and the rest of the world.

In addition, we will also implement other measures in the Action Plan to enhance logistics collaboration with other cities in the GBA, which include encouraging the industry to enhance the overall quality of logistics services in the GBA through taking part in the formulation of logistics management guidelines and standards for the GBA, and implementing measures to enhance the efficiency of cross-boundary cargo clearance, such as the Cross-boundary Express Cargo Clearance Facilitation Arrangement introduced last year, the "Single Submission for Dual Declaration" Scheme enhanced last year, the continual expansion of the Single E-lock Scheme, etc.

- End -

CONTROLLING OFFICER'S REPLY

TLB089

(Question Serial No. 0075)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau has indicated that it will continue to discuss with the Shenzhen authorities the planning of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and Northern Link Spur line, and to take forward the detailed planning and design of Northern Link Spur Line. In this connection, please advise on the following:

1. What are the major work carried out, the major progress made and the specific difficulties encountered by the relevant departments of the 2 places in this regard in the past 2 years? and
2. To uphold the “infrastructure-led” and” “capacity-creating” principles, will the Hong Kong Special Administrative Region Government seriously assess and learn from the experience and lessons of the delays caused by the implementation of railway projects in the past, expedite the completion of the relevant planning and studies of the proposed projects through redeployment of resources, as well as set interim targets and specific implementation timetables? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 34)

Reply:

1. In accordance with the vision of jointly developing the “Greater Bay Area on the Rail”, the Hong Kong Special Administrative Region Government and the Shenzhen authorities are jointly taking forward 2 cross-boundary projects, namely the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL) and the Northern Link (NOL) Spur Line through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force).

Since the establishment of the Task Force, the 2 governments have been working closely to conduct in-depth studies on the cross-boundary railway infrastructure and proactively plan for the relevant railway projects, including completing the first and second stage studies of the HSWRL in 2022 and 2024 respectively, and taking forward the planning of the NOL Spur

Line at the same time. The Task Force deliberated the findings of the second-stage study of the HSWRL and the implementation arrangements for the NOL Spur Line in November 2024. Both sides agreed to jointly set up the Office for Implementing Cross-boundary Railway Projects by the relevant departments of the 2 governments to take forward the planning and design of the next stage of the HSWRL and the NOL Spur Line projects.

2. We expect to commence the investigation and design of the HSWRL project within this year, with the target of commissioning both the Hong Kong Section and the Shenzhen Section of the project in 2035. The detailed planning and design of the NOL Spur Line is also expected to commence this year. We will strive to take forward the NOL Main Line and Spur Line projects simultaneously such that both projects can benefit from certain synergies. The target is to advance the commissioning of the NOL Spur Line to tie in with that of the NOL Main Line in 2034.

As projects jointly implemented by Hong Kong and Shenzhen, cross-boundary railways provide opportunities for both parties to draw on each other's strengths and experiences in taking forward railway projects, so as to further enhance the efficiency and quality of railway development and strive for excellence. We will embrace innovative mindset to continuously explore different implementation approaches with the goal to reduce construction cost and compress construction time, including flexibly leveraging market resources, introducing new materials and innovative construction technologies, as well as drawing reference from the Mainland and overseas practices and experience.

- End -

CONTROLLING OFFICER'S REPLY

TLB090

(Question Serial No. 0081)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is indicated in paragraph 175 of the Budget Speech that the Government will provide tax exemption for green methanol used for bunkering. Meanwhile, the Government will implement the Action Plan on Green Maritime Fuel Bunkering to develop Hong Kong into a green maritime fuel bunkering centre. In this connection, will the Government inform this Committee of the following:

1. Professional talents are indispensable to a green maritime fuel bunkering centre. It is stated in the Action Plan that 50 talents in relation to green maritime fuels will be trained in 2026. Whether the Administration has assessed if this talent training target can meet the needs of developing the bunkering centre? and
2. Whether the Administration will co-operate with local professional organisations with knowledge in environmental protection and energy, such as the Hong Kong Institution of Engineers and the Hong Kong Institute of Qualified Environmental Professionals, so as to enhance the training of relevant talents to better support the development of the bunkering centre? If yes, what are the details? If not, what are the reasons?

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

Reply:

At present, only a very small number of vessels in the world can use green maritime fuels. Take liquefied natural gas as an example, over 600 ocean-going vessels are currently in operation and over 560 vessels will be delivered before 2033. As for green methanol, over 50 vessels of ocean-going vessels are currently in operation and over 310 vessels will be delivered before 2029. These 2 types of vessels (including those in operation and on order) account for about 1.5% of the total number of vessels in the world. It is therefore expected that the training of 50 green maritime fuel-related personnel by 2026 should be sufficient to meet the demand of the local industry.

In addition, the Government has approved 8 suitable training courses on green maritime fuels in the Greater Bay Area (GBA) as locally recognised courses to allow the Hong Kong in-service maritime practitioners (such as seafarers) to take the relevant training courses. We are also enhancing the subsidy schemes under the Maritime and Aviation Training Fund (MATF) and expanding their coverage to green maritime fuel-related courses offered in Mainland China and beyond. The 8 training courses mentioned above will be included in the pre-approved list of the Professional Training and Examination Refund Scheme under the MATF on 1 April 2025.

At present, the local training programmes for green maritime fuel talents are mainly provided by the local and GBA maritime training institutions in accordance with the standards of international conventions. Regarding the training of relevant talents, the Government has been adopting an open attitude and will liaise and exchange views with the relevant professional bodies in a timely manner, so that the training contents will better meet the requirements of the industry and further consolidate the development and construction of the bunkering centre.

- End -

CONTROLLING OFFICER'S REPLY

TLB091

(Question Serial No. 2259)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government is making major effort in developing green maritime and green aviation industries and has introduced a series of measures. In this connection, will the Government inform this Committee of the following:

- (a) The Government will provide tax exemption for green methanol used for bunkering. Has it assessed the financial implications of the measure in the short and long term? If so, what are the details? If not, what are the reasons;
- (b) To implement the measures set out in the Action Plan on Green Maritime Fuel Bunkering, what are the staffing provision and expenditure that the Government will put into this area of work; and
- (c) What economic benefits will the development of green maritime industrial chain (such as creating new job opportunities or attracting investments from relevant enterprises) bring, which may thereby increase tax revenue?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 20)

Reply:

(a) At present, among the various mainstream green maritime fuels in the world, only methanol is dutiable under the Dutiable Commodities Ordinance (Cap. 109). Taking into account the high price of green methanol, the increasing number of vessels that can be fuelled by green methanol, and that the use of green methanol is conducive to achieving emission reduction in shipping, we will provide tax exemption for green methanol used for bunkering, so as to ensure the market competitiveness of the relevant bunkering services and encourage the development of green methanol bunkering services in Hong Kong.

In terms of financial implications, as Hong Kong does not import green methanol at present, the proposed tax exemption actually will not reduce government revenue. In addition, under

the existing legal framework, importers can denature methanol through an additional process for tax exemption. Therefore, the proposed tax exemption will effectively only serve to simplify the procedures for obtaining tax exemption, by allowing green methanol used for bunkering to be exempted from tax without going through the denaturation process.

(b) As regards the implementation of the various action measures proposed in the Action Plan on Green Maritime Fuel Bunkering, including financial incentives, etc., the relevant bureaux and departments will absorb the relevant expenditures with existing manpower and resources.

(c) With the increase in the number of vessels that can be powered by green maritime fuels, the demand for green maritime fuels from the industry will also grow. Developing Hong Kong into a green maritime fuel bunkering centre will attract more vessels to bunker in Hong Kong. These vessels may even engage in business activities such as loading or unloading cargo and using other value-added services for vessels, thereby boosting the cargo throughput of Hong Kong Port and reinforcing Hong Kong's status as an international maritime centre. Hong Kong can also leverage its advantages as an international financial centre to develop into a trading centre for green maritime fuels, so as to drive the development of the financial, trading and insurance industries and bring new impetus to the Hong Kong economy.

- End -

CONTROLLING OFFICER'S REPLY

TLB092

(Question Serial No. 2272)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in paragraph 71 of the Budget Speech that the Hong Kong Special Administrative Region (HKSAR) Government “are working with the Shenzhen authorities to jointly take forward 2 cross-boundary railway projects. The investigation and design study of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) project and the detailed planning and design of the Northern Link Spur Line are expected to commence this year.” Such work is also included in the Matters Requiring Special Attention in 2025-26 under Programme (2) of the Transport and Logistics Bureau (TLB). In this connection, will the Government inform this Committee of the following:

- (a) What are the numbers of meetings that have been/will be held between the HKSAR Government and the Shenzhen Municipal Government on the 2 cross-boundary railway projects in 2024 and 2025?
- (b) What are the respective (i) staffing provision; (ii) grades, ranks and posts; and (iii) expenditures on salaries, operation and facilities involved in the implementation of the 2 cross-boundary railway projects by the TLB in 2024-25 and 2025-26? and
- (c) Whether the Bureau has made estimation on the respective costs of the (1) design; (2) investigation; (3) land resumption and (4) construction of (i) the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and (ii) the Northern Link Spur line? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 33)

Reply:

- (a) In accordance with the vision of jointly developing the “Greater Bay Area on the Rail”, the Hong Kong Special Administrative Region Government and the Shenzhen authorities are jointly taking forward 2 cross-boundary railway projects, namely the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL) and the Northern Link (NOL) Spur

Line through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force).

Since the establishment of the Task Force, the 2 governments have been working closely to conduct in-depth studies on the cross-boundary railway infrastructure and proactively plan for relevant railway projects, including completing the first and second stage studies for the HSWRL in 2022 and 2024 respectively and taking forward the planning of the NOL Spur Line at the same time. The Task Force deliberated the findings of the second stage study of the HSWRL and the implementation arrangements for the NOL Spur Line in November 2024. Both sides agreed to jointly set up the Office for Implementing Cross-boundary Railway Projects (the Office) by the relevant departments of the 2 governments to take forward the planning and design of the next stage of the HSWRL and the NOL Spur Line projects. The 2 sides convened a total of 3 meetings of the Task Force and its subsidiary technical team in 2024, and also held the first meeting of the Office in January 2025. Hong Kong and Shenzhen will continue to hold Task Force and Office meetings according to the actual progress and needs, and press ahead with the implementation of the 2 cross-boundary railway projects in an orderly manner.

(b) The implementation of cross-boundary railway projects is undertaken by the existing manpower and resources of the Transport and Logistics Bureau. No breakdown of the expenditures involved is available.

(c) We plan to commence the investigation and design of the Hong Kong section of the HSWRL within this year, including financial assessment, collection of views from the market, preparation for tendering, preliminary design, relevant impact assessment, etc. The estimated cost is \$333.6 million in money-of-the-day prices. We consulted the Subcommittee on Matters Relating to Railways of the Panel on Transport of the Legislative Council (LegCo) on 31 March 2025. We would further seek the support of the LegCo Public Works Subcommittee and then make funding application to the LegCo Finance Committee.

The NOL Spur Line is the extension of the NOL Main Line. We tend to invite the MTR Corporation Limited (MTRCL) to implement the NOL Spur Line project under the ownership approach, which means that the MTRCL will be responsible for the financing, design, construction, operation and maintenance, and ultimately owns the new railway. On this basis, the detailed planning and design work of the NOL Spur Line will be undertaken by the MTRCL and no capital works funding from the Government will be involved.

Information on the construction costs of the 2 cross-boundary railway projects, including land resumption cost, will be ascertained during the investigation and design stage of the HSWRL and the detailed planning and design stage of the NOL Spur Line.

- End -

CONTROLLING OFFICER'S REPLY

TLB093

(Question Serial No. 3204)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau indicates in the Matters Requiring Special Attention in 2025-26 under Programme (3) that it will “continue to formulate and implement manpower development strategies, training and promotion initiatives under the Maritime and Aviation Training Fund (MATF), with the advice from the Manpower Development Committee of the Hong Kong Maritime and Port Board, the Tripartite Taskforce on Manpower Training (Aviation) and the Hong Kong Logistics Development Council.” In this connection, will the Government inform this Committee of the following:

- (a) What are the respective (i) expenditures; (ii) numbers of beneficiaries and (iii) numbers of beneficiaries who are still working in the maritime/aviation/logistics industry at present regarding the various programmes under the MATF in 2024-25 and 2025-26;
- (b) Whether the Bureau has set key performance indicators for the effectiveness of the MATF? If so, what are the indicators for 2024-25 and the progress of their achievement, and what are the indicators for 2025-26; If not, what are the reasons; and
- (c) What are the respective (i) staffing provision; (ii) grades, ranks and posts; and (iii) expenditures on salaries, operation and facilities involved in providing support for the MATF by the Bureau in 2024-25 and 2025-26?

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

Reply:

(a) The estimated expenditure for the Maritime and Aviation Training Fund (MATF) is mainly for the provision of training, incentives and promotional programmes. A total of 21 programmes were launched under the MATF in 2024-25 (as at end-January 2025), benefitting over 6 000 people, 1 430 of whom are in-service practitioners. Please refer to the **Annex** for details.

With an estimated cash flow requirement of about 52 million in 2025-26, the MATF will, in addition to enhancing the existing schemes and introducing new measures, also strengthen manpower training in the logistics industry, promote various developments in high-end, high value-added and smart logistics, and encourage the industry to collaborate with tertiary institutions and professional organisations in attracting more young people to join the industry. We will continue to work closely with the industry and the relevant institutions with a view to formulating more comprehensive and diversified training initiatives, as well as stepping up efforts to promote Hong Kong's strengths and opportunities as an international maritime centre, an international aviation hub and a logistics hub locally and, in the Mainland and overseas.

(b) Since the establishment of the MATF in 2014, the Transport and Logistics Bureau (TLB) has been reviewing its operation, taking into account the views of the industry stakeholders and enhancing the training, incentive and promotional schemes under the MATF on a need basis, so as to ensure that the various schemes under the MATF will effectively support the sustainable development of the industries and attract more local people to join the maritime and aviation industries. We conducted a comprehensive review in 2024 to evaluate the impact and effectiveness of the MATF in attracting talents and promoting manpower development in the industries. The findings of the review show that the MATF is generally effective in attracting talents to join the relevant industries. We will follow up on the recommendations of the review to further enhance the efficiency, flexibility and accuracy of the MATF in nurturing talents for the maritime and aviation industries in Hong Kong and to support the professional development of the industries.

(c) The administrative cost of providing support for the MATF is absorbed by the block vote of the TLB and hence no breakdown of the expenditures involved is available.

Name of Programme	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme	1 188	4,417
2. Maritime and Aviation Internship Scheme	505	7,104
3. Sea-going Training Incentive Scheme	19	3,813
4. Ship Repair Training Incentive Scheme	0	58
5. Local Vessel Trade Training Incentive Scheme	6	125
6. Local Vessel Competency Enhancement Scheme	199	2,286
7. Hong Kong Nautical and Maritime Scholarship Scheme	2	300
8. Hong Kong Maritime and Logistics Scholarship Scheme	10	2,498
9. The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme	61	211
10. The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	0	0
11. Overseas Exchange Scholarship Scheme	7	210
12. Maritime Training Support Scheme	24	828
13. Maritime Services Traineeship Scheme – Legal	4	475
14. Maritime Promotion Project Funding	1 871*	1,791
15. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	/ ^	/ ^
16. Hong Kong Aviation Scholarship Scheme	/ ^	/ ^
17. Aviation Operations Training Incentive Scheme	/ ^	/ ^
18. Aviation Promotion Project Funding Scheme	1 600 *	390

Name of Programme	No. of Beneficiaries	Amount of Subsidy (\$'000)
19. Internship Scheme on Modern Logistics [#]	65	1,064
20. Professional Training on Smart and Green Logistics Scheme	14	190
21. Logistics Promotion Funding Scheme	550 *	3,274

[^] The subsidy is granted in February and March each year, and therefore information on the number of beneficiaries and the amount of subsidy is not available.

^{*} The figures refer to the number of participants in the promotional activities.

[#] It was formerly known as the Summer Internship Scheme on Supply Chain Management.

- End -

CONTROLLING OFFICER'S REPLY

TLB094

(Question Serial No. 0243)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Programme 3, the Bureau will work with relevant departments in the coming year to implement the measures set out in the Action Plan on Green Maritime Fuel Bunkering so as to develop Hong Kong into a high-quality green maritime fuel bunkering centre. In this connection, will the Administration advise on the respective manpower and expenditures involved in the implementation of such measures in the coming year? Will a timetable be set for implementing the measures? If yes, what are the details?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 10)

Reply:

The Government promulgated the Action Plan on Green Maritime Fuel Bunkering (Action Plan) on 15 November 2024 to set out clear strategies and actions to promote the development of Hong Kong into a high-quality green maritime fuel bunkering centre. The Government is working with relevant stakeholders in the industry and will actively take forward the action measures in accordance with the implementation timetable for each action item as set out in the Action Plan. Among them, in 2025, we will complete the code of practice on green methanol bunkering; commence a feasibility study on the bunkering of hydrogen and green ammonia; set up the Green Maritime Fuel Bunkering Incentive Scheme; invite the industry to submit expressions of interest in relation to developing green methanol storage facilities on a suitable coastal site in Tsing Yi South; announce the details of the reduction of port dues and registration fees for green maritime fuel-powered vessels; explore the arrangements for exempting green methanol for bunkering purposes from tax and formulate the arrangements for priority use of port facilities by vessels using green maritime fuels. As for the year 2026, we will designate anchorages and sheltered spaces for barges for green maritime fuel bunkering; identify at least 1 suitable port for developing a new green shipping corridor with Hong Kong and commence discussion with the port; launch a funding scheme to support the organisation of large-scale green shipping-related activities in Hong Kong and train 50 green maritime fuel-related talents. We will also continue to take forward measures such as providing a collaborative platform for stakeholders who are interested in developing green

maritime fuel bunkering in Hong Kong and promoting green maritime fuels to the industry, with a view to facilitating the development of Hong Kong into a green maritime fuel bunkering centre.

As regards the implementation of the various action measures proposed in the Action Plan, including financial incentives, etc., the relevant bureaux and departments will absorb the relevant expenditures with existing manpower and resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB095

(Question Serial No. 0244)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has announced earlier that with the commissioning of the Three-Runway System, the manpower shortage in the local aviation industry is estimated to rise to about 18 000 and 23 000 in 2028. Under Programme 3, the Bureau will continue to work with the Airport Authority Hong Kong to implement the Labour Importation Scheme for the Transport Sector – Aviation Industry in the coming year. In this connection, will the Administration advise on the number of applications for the Scheme? What is the total number of imported workers approved so far? Whether the authorities have stepped up efforts to recruit local workers at the same time? If yes, what are the details? If not, what are the reasons?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 7)

Reply:

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 Airport Authority Hong Kong (AA) 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.

According to the information provided by the Immigration Department, after the first 2 rounds of applications, 4 109 imported workers have been approved and arrived to work in Hong Kong, covering all 10 job types under the Scheme. We just launched a new round of application for labour importation quotas in March this year.

While introducing the Scheme, the AA has been encouraging the airport community to conduct local recruitment and has organised a number of employment information days and job fairs in conjunction with the industry. The AA also implements technology and smart techniques in airport services to reduce the pressure on manpower and works together with the airport community to actively enhance the working environment and welfare of practitioners. Among the above measures, under the support of the Government, the AA co-

ordinates the sums of payments contributed for each imported worker by the employers and the AA under the Scheme to subsidise the public transport expenses of local frontline airport staff starting from May last year to enhance the support for local airport staff.

- End -

CONTROLLING OFFICER'S REPLY

TLB096

(Question Serial No. 0251)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Programme 3, the 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 the coming year. In this connection, will the Bureau advise on the total number of destinations worldwide to and from Hong Kong at present and the total number of passengers monthly on average? Which regions will be targeted for developing new destinations in future? How will the Government promote intermodal connectivity to further enhance competitiveness and consolidate Hong Kong's status as an international aviation hub?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 8)

Reply:

At present, the Hong Kong International Airport (HKIA) connects to about 200 global destinations and the average monthly passenger throughput in 2024 is 4.42 million.

To address market demand and seize the opportunities brought by the Three-Runway System, we will adopt a more forward-looking perspective in developing and expanding the aviation network, which includes supporting the HKIA to strengthen its services on major routes; and planning in advance for civil aviation co-operation with the current major routes and countries along the Belt and Road with potential, including destinations in North America, Europe, Africa, South America and Southeast Asia, so as to negotiate and enhance air services agreements and strengthen aviation services with these regions. Our target is to explore with 10 or more aviation partners within 2025 the enhancement of air connectivity.

The Airport Authority Hong Kong (AA) is committed to developing the intermodal transport networks so as to enhance the convenience for the transport of passengers and goods in the Greater Bay Area (GBA) to and from all parts of the world via Hong Kong. Regarding passenger services, the AA will set up city terminals at more strategic locations in the GBA, with the target of increasing the number from 27 at the beginning of 2025 to over 30 within the year. Meanwhile, we will pursue co-operation with the Zhuhai Airport to enhance the

“Fly-Via-Zhuhai-HK” direct passenger service by promoting the service to more cities in the Mainland. In addition, the AA is completing by phases the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge for use by transit passengers or inbound visitors from Guangdong and Macao. As for cargo transport, the AA is actively developing the sea-air intermodal cargo transshipment mode between the HKIA and Dongguan. It is expected that the first-phase construction of the permanent facility for the Phase 1 development of the HKIA Dongguan Logistics Park will be completed within 2025 and the preliminary study of the Phase 2 development will commence shortly.

- End -

CONTROLLING OFFICER'S REPLY

TLB097

(Question Serial No. 0265)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Programme 3, the Transport and Logistics Bureau will continue to oversee the work of the Civil Aviation Department on taking forward initiatives in relation to the development of low-altitude economy in the coming year. The Administration has implemented the Low-Altitude Economy Regulatory Sandbox (Sandbox) pilot projects progressively starting from early 2025 to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. How many applications have been received for the pilot projects under the programme? At present, applicants have to bear the costs involved in preparing the applications and conducting trials on their own. Will the Administration consider providing financial subsidies for the applicants under the Sandbox pilot projects in future? If yes, what are the details? If not, what are the reasons?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 245)

Reply:

The Government has implemented the Regulatory Sandbox (Sandbox) pilot projects progressively starting from early this year to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. The first batch of Sandbox pilot projects was open for application in November last year, with the application period closed at the end of last year. The Government has received applications submitted by a total of 72 applicants which cover a wide range of livelihood issues and involve a number of Mainland and local organisations, university research institutes, public bodies and commercial organisations. The Government announced the application results of the first batch of pilot projects on 20 March this year and there are 38 pilot projects in the first batch. The Government is taking forward the relevant work for the projects progressively. Subject to the implementation of the first batch of pilot projects, we will announce the application details of the second batch of Sandbox pilot projects in due course.

Regarding the Government's funding support for the pilot projects, the Government has been supporting research and development (R&D) in various technology areas through different

funding schemes. For example, the funding schemes under the Innovation and Technology Fund support local universities, R&D centres and enterprises to conduct R&D in electronics, data transfer and processing, etc., which are related to low-altitude economy.

- End -

CONTROLLING OFFICER'S REPLY

TLB098

(Question Serial No. 0970)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Programme that the Bureau continued to take forward the planning and implementation of transport infrastructure projects promulgated under the Hong Kong Major Transport Infrastructure Development Blueprint including railway and road projects, as well as the smart and green mass transit systems (SGMTS) in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas (HSK/HT and YLS NDAs). In this connection, will the Government inform this Committee of the following:

1. The overall implementation of the SGMTS in East Kowloon, Kai Tak and HSK/HT and YLS NDAs, including details of the preliminary alignment planning, progress of tendering, relevant expenditures, staff establishment, implementation timetable, etc.; and
2. The Transport and Logistics Bureau has earlier revealed that the Administration plans to slightly adjust the tunnel at the downhill location of the SGMTS in East Kowloon towards Lam Tin and add the Lam Tin North Station. Please provide the specific details of the plan, including the justifications for site selection and works arrangements. Whether the Bureau has any plans to consult local residents and other relevant stakeholders on the location of the new station?

Asked by: Hon NGAN Man-yu (LegCo internal reference no.: 28)

Reply:

1. The Government invited expressions of interest (EOI) for the 3 smart and green mass transit systems (SGMTS) from the relevant suppliers and operators in 2024. The project teams are enhancing the alignment options of the 3 SGMTS taking into account the views collected from the EOI and the findings of the investigation studies. Consultations on the proposed alignments will be conducted within this year.

In addition, we are taking forward the investigation and design of the 3 SGMTS in full swing. Our target is to invite tenders for the Kai Tak project this year and for the East Kowloon

project and the Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas (HSK/HT and YLS NDAs) project next year, so as to award the contracts in the following year.

Regarding the relevant expenditures, the actual expenditures involved in the investigation and design of the 3 projects in 2024-25 are as follows:

Project	Actual expenditure on investigation and design in 2024-25
SGMTS in East Kowloon	About \$38.12 million
SGMTS in Kai Tak	About \$18.8 million
Road Works for SGMTS Phase 1 in HSK/HT NDA	About \$14.6 million

The implementation of the above 3 SGMTS is undertaken by the existing manpower resources of the Transport and Logistics Bureau, the Highways Department, the Civil Engineering and Development Department and the Transport Department. No detailed breakdown of the staff establishment involved is available.

2. Regarding the addition of an intermediate station in Lam Tin North in the SGMTS in East Kowloon, the government project team, after in-depth study of the engineering feasibility and taking into account the views collected from the EOI, confirms that the addition of a Lam Tin North Station is feasible. Under the revised scheme, the alignment of the tunnel between Ma Yau Tong and Yau Tong East is modified. Part of the tunnel is to be converted to viaduct form to cater for the proposed new station in Lam Tin North and to further enhance the cost-effectiveness of the project.

At present, we are carrying out the planning and preliminary design of the Lam Tin North Station scheme to adjust the alignment, and the exact location of the Lam Tin North Station site has yet to be finalised. Nevertheless, the project team will take into account the views of various parties in finalising the design scheme and technical details of the stations, continuing to enhance the design scheme to enable the SGMTS to cover a wider area while minimising land resumption and its impact on the community. Where technically feasible and space permits, the stations will be located in areas with high pedestrian flow and convenient access. As for the locations of the pedestrian connectivity facilities leading to the stations and the positioning of the station entrances/exits, due consideration will be given to enhancing the connectivity of places with high pedestrian flow, facilitating access to stations by the public. We will consult local residents and other relevant stakeholders on the site selection for the Lam Tin North Station in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB099

(Question Serial No. 2762)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that the Working Group on Developing Low-altitude Economy, established at the end of last year, is examining the applications for the first batch of Regulatory Sandbox (Sandbox) pilot projects. Will the Government inform this Committee of the following:

1. Regarding the first batch of Sandbox pilot projects to be commenced, what are the specific details and the timetable for completion of the projects? When is the application for the second batch of Sandbox pilot projects expected to commence? What is the specific timetable? and
2. Whether resources will be earmarked for the training and employment of talents in the relevant professions, or measures be introduced to attract the relevant professional talents to come and stay in Hong Kong?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 33)

Reply:

1. The Government has implemented the Regulatory Sandbox (Sandbox) pilot projects progressively starting from early this year to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. The first batch of Sandbox pilot projects was open for application in November last year, with the application period closed at the end of last year. The Government has received applications submitted by a total of 72 applicants which cover a wide range of livelihood issues and involve a number of Mainland and local organisations, university research institutes, public bodies and commercial organisations. The Government announced the application results of the first batch of pilot projects on 20 March this year and there are 38 pilot projects in the first batch. The Government is taking forward the relevant work for the projects progressively. Subject to the implementation of the first batch of pilot projects, we will announce the application details of the second batch of Sandbox pilot projects in due course.

2. The development of low-altitude economy (LAE) requires talents in various fields, including those engaging in industries such as Innovation and Technology (I&T). In respect of I&T talents, the Government has been adopting a multi-pronged approach to enlarging the local I&T talent pool. For example, regarding the nurturing of I&T talents, the Government has launched the STEM Internship Scheme to encourage university students to experience I&T-related work. The Government also launches different schemes to assist the youth in pursuing a career in I&T after graduation. For example, through the Research Talent Hub, the Government funds eligible institutions and enterprises to recruit university graduates of STEM subjects (Science, Technology, Engineering and Mathematics) to conduct research and development (R&D) work. The Hong Kong Science and Technology Parks Corporation and the Cyberport also provide I&T talents with internship and start-up opportunities through various schemes. The Technology Talent Admission Scheme provides a fast-track arrangement for admitting overseas and Mainland technology talents to conduct R&D work in Hong Kong, covering 14 technology areas. While taking forward the development of LAE, the Government will review the talents required by the relevant industries and make timely planning accordingly.

- End -

CONTROLLING OFFICER'S REPLY

TLB100

(Question Serial No. 2789)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Bureau will oversee the work of the Civil Aviation Department on taking forward initiatives in relation to the development of low-altitude economy (LAE), including the review of existing legislation and regulatory regime, implementation of Regulatory Sandbox projects, infrastructural planning, etc. in the coming year. Please advise on the following:

1. Regarding the establishment of the Greater Bay Area (GBA) low-altitude cross-boundary corridor, the Bureau will discuss with the Mainland the joint establishment of low-altitude cross-boundary air routes, immigration and customs clearance arrangements, supporting infrastructure, etc. When will the discussion commence and what is the plan? If it has already commenced, what is the latest progress? and

2. It is expected that the review of the relevant legislation and regulatory regime in relation to LAE will cover not only the regulation of the operation of unmanned aircrafts, but also the relevant infrastructure, airspace management, risk management and relevant insurance. The differences in the legal system and monitoring approach in the area of LAE between Hong Kong and the Mainland will pose difficulties for cross-boundary LAE activities. Whether the Bureau has liaised and communicated with other cities in the GBA, such as the Shenzhen Municipal Government or the Guangdong Provincial Government, on the formulation of legislation, so as to establish a clear legal framework, regulatory standards, and a system of professional training and qualification certification for the development of cross-boundary LAE in the whole GBA? If yes, what is the progress? If it is still in the early stages of exchanges, whether there are plans to take forward the relevant work in future?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 24)

Reply:

The Chief Executive announced in the 2024 Policy Address to establish the Working Group on Developing Low-altitude Economy (Working Group) in order to formulate development strategies and inter-departmental action plans for the development of low-altitude economy

in Hong Kong. Meanwhile, cross-boundary helicopter services can enhance the convenience and efficiency of travel between different cities in the Greater Bay Area (GBA), further integrating Hong Kong's diverse economy with other cities in the region. The Government has been encouraging operators to launch regular cross-boundary helicopter services to give full play to Hong Kong's unique advantage as a hub for connecting with both the Mainland and the world. The Working Group is actively promoting interface with the relevant Mainland authorities to discuss the joint development of low-altitude cross-boundary air routes, immigration and customs arrangements, supporting infrastructure, etc. In November last year, led by the Deputy Financial Secretary, representatives of the Transport and Logistics Bureau (TLB), the Security Bureau, the Civil Aviation Department (CAD), the Immigration Department and the Customs and Excise Department visited Shenzhen to exchange views with the relevant Mainland authorities on cross-boundary flying activities by unmanned aircrafts and helicopters. The Working Group will continue to discuss with the relevant authorities to create favourable conditions for establishing the GBA low-altitude cross-boundary corridor.

At the same time, the Government is reviewing the existing civil aviation legislation and regulatory regimes, with the target to submit the first phase of legislative amendment proposals to the Legislative Council within the second quarter of this year. The proposal is to expand the regulatory scope of the existing Small Unmanned Aircraft Order (Cap. 448G) to cover unmanned aircraft weighing between 25 kg and 150 kg. We also plan to take this opportunity to simultaneously introduce provisions in the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) to empower the Director-General of Civil Aviation to permit trial flights of Advanced Air Mobility (AAM) under specified conditions, provided that aviation safety requirements are met. In the long term, we are studying the introduction of a new, dedicated legislation for various AAM weighing over 150kg.

The TLB and the CAD will, in formulating the relevant regulatory regime, make reference to the latest developments in the Mainland and other places in respect of regulations, infrastructure, airspace management, etc.

- End -

CONTROLLING OFFICER'S REPLY

TLB101

(Question Serial No. 2491)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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 Estimate that the authorities 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 projects and continue to oversee the facilitation of trial and use of autonomous vehicles (AV) in Hong Kong. In this connection, will the Government inform this Committee of the following:

1. The use of AV has become an irreversible global trend and many electric vehicle developers have devoted substantial resources in the relevant areas. In future, vehicles will be connected to a central data centre through a network when they are running on the road, and real-time traffic condition will be analysed by big data to identify traffic congestion locations and avoid the relevant road sections, thereby enhancing the efficiency of traffic management in the city. Whether the Government has any blueprints for amending the existing legislation to fully authorise the use of autonomous vehicle technology in Hong Kong in future? If yes, what are the details? If not, what are the reasons? and
2. As a follow-up to the above question, if it takes a long time for the Government to complete legislation amendment to legalise autonomous driving in Hong Kong, whether it will consider using the Hong Kong-Zhuhai-Macao Bridge (HZMB) as an entry point and co-operate with other cities in the Greater Bay Area to launch pilot projects for passenger and freight transport by AV at the HZMB and its surrounding areas, so as to explore the business model of cross-boundary transport, thereby promoting the convergence of autonomous driving rules in the GBA? If not, what are the reasons?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 8)

Reply:

The Government completed the amendment of the “Road Traffic Ordinance” and the enactment of the “Road Traffic (Autonomous Vehicles) Regulation” in May 2023 and January

2024 respectively, while the new regulatory regime for autonomous vehicles (AV) came into operation on 1 March 2024. Meanwhile, the Transport Department promulgated the “Code of Practice for Trial and Pilot Use of Autonomous Vehicles” to provide clearer guidelines for the industry regarding AV technology, safety, driving records, application and licensing, etc. The new legislation provides the industry with flexibility to more broadly and adaptively test and use autonomous vehicles in Hong Kong, while establishing safety requirements, to allow AV at Levels 3 to 5 of the 6 levels of automation (0 to 5) to be tested and used in Hong Kong. The Government will continue to make reference to the latest technologies and the relevant international standards around the world, and update the regulations in a timely manner to tie in with the future technological development of AV.

The Government has been providing financial incentives for the industry by subsidising enterprises or organisations to conduct innovative technology research and applications related to vehicles (including AV and Vehicle-to-Everything (V2X)). As at January 2025, the Smart Traffic Fund has subsidised a total of 13 projects related to AV and V2X, which include 5 projects related to AV trials and 8 related to V2X technology and other auxiliary projects. The road sections under trial cover public roads and various application scenarios. The total amount of subsidies is about \$96 million and \$69 million respectively.

The Government has been actively promoting the research and application of AV. The AV trials and application projects currently underway include the Yuen Long Fairview Park autonomous shuttle light buses that began manned testing in August 2024, the AV trials in North Lantau starting from December 2024, and the trial of autonomous light buses in the West Kowloon Cultural District travelling between M+ and the West Gate of the West Kowloon Cultural District via the Hong Kong Palace Museum starting from December 2024. It is expected that 2 more trial projects will be conducted in Hong Kong by end-2025, including autonomous light buses travelling between the Hong Kong Science Park in Sha Tin and the MTR University Station, and the autonomous transportation system connecting the SKYCITY at the Hong Kong International Airport and the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB). The above projects are steadily increasing the carrying capacity of AV and travelling on busier existing public roads.

Looking forward, the Government has commenced the “Traffic and Transport Strategy Study”, which aims to map out a forward-looking “Transport Strategy Blueprint” for Hong Kong with a view to building a reliable, safe, smart, environmentally friendly and highly efficient transport system. We aim to promulgate the long-term “Transport Strategy Blueprint” in the second half of this year, which includes ways to further promote the development of AV so as to bring Hong Kong in line with other major cities in the Mainland and around the world that promote AV. As regards the proposal to launch pilot projects for passenger and freight transport by AV at the HZMB and its surrounding areas, the AV trials in North Lantau as well as the system connecting the SKYCITY and the Hong Kong Port Island of the HZMB taken forward by the industry operators and the Airport Authority Hong Kong respectively are capitalising on the opportunities brought by the HZMB to promote the development of autonomous driving. The Government will also keep an open mind and communicate with the industry to study the feasibility of arranging more AV projects at the HZMB and its surrounding areas.

- End -

CONTROLLING OFFICER'S REPLY

TLB102

(Question Serial No. 2492)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. What measures will the Government take to continue to actively support and enhance the operation of the “Northbound Travel for Hong Kong Vehicles” to ensure its sustainability and efficiency? and

2. During festive periods, a large number of vehicles which have travelled northward will return to Hong Kong via the Hong Kong-Zhuhai-Macao Bridge (HZMB), resulting in serious traffic congestion at the Clearance Plaza of the Hong Kong Port on the artificial island of the HZMB in Tung Chung. Some members of the public said that there was no movement for an hour because of traffic accidents or system failures of the Immigration Department. Some even said they had been stuck in traffic jams for 2 hours in Zhuhai before they could return to Hong Kong after crossing the border. Whether the Government has any measures or mechanisms to co-ordinate with the relevant Mainland departments to ensure the safe, orderly and efficient operation of the vehicular traffic arrangement between the 2 places, thereby enhancing the traffic arrangements of the HZMB?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 9)

Reply:

1. The “Northbound Travel for Hong Kong Vehicles” (the Scheme), which has been implemented since July 2023 to allow eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the Hong Kong-Zhuhai-Macao Bridge (HZMB), is well received by the public. The governments of Guangdong and Hong Kong have been closely monitoring the implementation of the Scheme and introduce enhancement measures to provide better convenience for applicants in a timely manner, which include:

- (a) number of applications accepted: the cap has been increased from 200 per working day in the beginning to 500 at present, and a replacement mechanism is in place to bring forward the quota of balloted applicants who did not submit

applications within the assigned period to the subsequent round after next in order to better utilise the application quota;

(b) vehicle inspection: the number of vehicle inspection centres in Hong Kong designated for the Scheme has been increased from 1 in the beginning to 3 at present, and the service hours have also been extended to evenings and weekends; and starting from March 2024, vehicle inspection is exempted if the applicant and 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;

(c) travel booking: to allow greater flexibility in travel arrangements, the number of daily travel booking timeslots has been adjusted from 6 timeslots to 4 timeslots, and the periods of booking for departure and cancellation of booking for departure have been shortened (from 2 calendar days and 3 calendar days respectively to at or before noon on 1 calendar day before departure); and

(d) renewal arrangement: to facilitate permit holders to continue to participate in the Scheme, starting from May 2024, eligible holders meeting the specified eligibility criteria may submit their renewal applications online during the application period allotted without having to participate in a computer ballot, so that they will continue to participate in the Scheme seamlessly.

The governments of Guangdong and Hong Kong will continue to monitor the operation of the Scheme and maintain close communication to review and enhance the Scheme in a timely manner.

2. The governments of Guangdong, Hong Kong and Macao have been closely monitoring the passenger and vehicular flow at the HZMB, and promoting co-ordination and co-operation on issues relating to the operation of the HZMB through the Joint Works Committee of the Three Governments (JWC). The Hong Kong Special Administrative Region (HKSAR) Government will continue to relay observations and recommendations through the JWC on the operation of the HZMB and discuss with the relevant Mainland authorities the arrangements for enhancing port clearance.

The relevant authorities have been closely monitoring the operation of the HZMB and continue to examine and implement enhancement measures to ensure the smooth traffic flow at the HZMB. Regarding the HZMB Hong Kong Port, the Transport Department's mobile application "HKeMobility" has added real-time traffic snapshots of the HZMB Hong Kong Port vehicle clearance plaza, allowing travellers to more easily grasp the port situation and hence travel flexibly. On the other hand, the relevant departments of the HKSAR Government will, prior to long holidays, encourage the public and passengers, through press releases and social media applications, to plan their trips in advance, while appealing to Mainland visitors and Hong Kong residents planning to travel by the HZMB to cross the boundary during non-peak hours. Real-time information will be disseminated to alert the public in case of congestion at the Port. In addition, relevant law enforcement agencies also take various measures to enhance the clearance capacity, such as deploying manpower flexibly, optimising workflow, making use of innovative technology, etc., as well as operating additional private car clearance kiosks during peak periods to cater for the increase of

vehicular flow. As regards the HZMB Zhuhai Port, it is understood that the relevant Mainland authorities have been striving to improve the clearance efficiency, including increasing the clearance lanes for private cars since September 2024 and continuously enhancing the facility clearance efficiency, setting up information dissemination system on instant port clearance situation, stepping up publicity to guide travellers to avoid travelling during peak periods, arranging on-site dispersal, etc. The HKSAR Government will continue to maintain close liaison with the relevant Mainland authorities to ensure the smooth vehicular flow of the HZMB and optimise its use.

- End -

CONTROLLING OFFICER'S REPLY

TLB103

(Question Serial No. 2493)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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 Estimate that the authorities 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. How many times have the authorities, or in collaboration with other law enforcement agencies, combated illegal carriage of passengers for hire or reward in the past financial year? How many cases have been prosecuted? How many cases have been convicted by court in the end?
2. Given that Hong Kong is the most backward in the Mainland regarding online car hailing service, will the authorities consider effective measures to solve the problem, such as monitoring online car hailing or legalising the operation of online car hailing to encourage fair competition?
3. In addition, given that quite a number of licences for public transport services have degenerated into tools for speculation and profit, will the authorities consider reviewing the licensing regime for public transport in future, such as the nature of licenses, whether they are transferable and their duration, etc., so as to curb speculative activities? and
4. What are the manpower and salary expenses involved in the departmental work on combatting the illegal carriage of passengers by motor vehicles for hire or reward?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 10)

Reply:

1. The Hong Kong Police Force (HKPF) took 47 enforcement actions against the illegal carriage of passengers by motor vehicles for hire or reward in 2024. The number of cases

convicted by court for the illegal carriage of passengers for hire or reward in the same period is 59.

2. To enhance the quality of personalised point-to-point transport services, the Transport Department (TD) is conducting a study to examine the overall demand and supply of such services and understand the passenger demand and its trend. The Working Group for Enhancing Personalised Point-to-Point Transport Services (the Working Group) has also been set up under the Transport Advisory Committee to explore the strategic direction of the relevant services and how to regulate online car hailing platforms. After consolidating the findings of the study on demand and supply being conducted by the TD as well as the views of various stakeholders, the Working Group will submit a recommendation report to the Government as soon as possible. The Government will formulate legislative proposals on the regulation of online car hailing platforms within this year, after it has fully considered the report of the Working Group and the views collected.

3. To maintain sustainable development and effective utilisation of limited road resources, the Government has adhered to a public transport-oriented transportation policy, with heavy rail as the backbone, complemented by high capacity mass carriers (i.e. franchised buses and light rails), and other public transport services (e.g. public light buses, taxis) which play a supplementary role.

Having regard to the positioning and characteristics of different public transport services, the Government plans, oversees and co-ordinates various public transport services through different regulatory frameworks (e.g. granting franchises or issuing licences). The Government will continue to implement the relevant work in the light of the development needs of society and the market situation, and endeavour to enhance the quality of public transport services and promote their sustainable development, with a view to providing convenient and efficient public transport services for the public.

4. The work to combat the illegal carriage of passengers by motor vehicles for hire or reward is undertaken by the existing staff of the Transport and Logistics Bureau, the TD and HKPF as their regular duties. No breakdown of the resources involved is available.

- End -

CONTROLLING OFFICER'S REPLY

TLB104

(Question Serial No. 2495)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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. I asked a question last year for the reasons why the RD had not yet been established. The Administration replied that the arrangements for its establishment were under review. However, 1 year has passed, what are the latest reasons why the RD has not yet been established? Will the Government undertake to establish the department in the coming year to expedite railway development in Hong Kong?
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? and
3. In the past few years, there were a number of problems occurred on the MTR lines, such as smoke emission, sparking 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 the manpower, establishment and total expenditures involved in monitoring railway service and enforcing railway safety-related ordinances each year?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 12)

Reply:

1.&2. The Government has proposed earlier to establish the Railways Department (RD) under the Transport and Logistics Bureau as the Government's specialised entity responsible for railway planning and implementation by merging the Railway Development Office of the Highways Department (HyD/RDO), the Northern Metropolis Railways Office of the HyD (HyD/NMRO) together with the Railways Branch of the Electrical and Mechanical Services Department (EMSD/RB). We are reviewing the additional manpower and resource requirements that would be involved in the establishment of the new department, and considering the arrangements for the proposed RD on the premise of optimising the use of the Government's financial resources. Although the RD has not yet been established, over the past few years the Government and the MTR Corporation Limited (MTRCL) have implemented a series of strategies and workflow processes to enhance the monitoring and control of railway projects, which include enhanced project supervision and communication platforms, strengthened monitoring and checking levels, establishment of proactive reporting and early warning mechanism, and trial of the "Project Safety Review" process. The existing railway management framework is relatively mature, providing a multi-level monitoring and communication platform for speedy exchanges between the MTRCL and various government departments and a clear mechanism for prompt reporting of major issues and risks identified, so that the MTRCL and the Government can discuss the handling strategy and take follow-up actions at an early stage. We will continue to make good use of the existing framework to ensure railway safety and smooth project delivery.

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. These railways system include those operated by the 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	2022	2023	2024
Assistant Director	1	1	1
Chief Engineer	4*	4*	4*
Senior Engineer	15	15	15
Engineer	28	28	28
Inspector	4	4	4

* Two of them are time-limited supernumerary directorate posts^(Note) for 4 years starting from July 2021.

Note:

The civil service establishment includes posts on the permanent establishment and those on the non-permanent establishment (i.e. time-limited posts). Time-limited directorate posts are referred to as "supernumerary directorate posts", which are time-limited posts on the non-permanent establishment. It does not mean they are not counted towards the establishment.

The total expenditure of the EMSD/RB in the past 3 years is shown in the table below:

	2022-23	2023-24	2024-25 (as at February 2025)
Expenditure (\$ million)	81.1	87.1	82.1

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	2022	2023	2024
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.

- End -

CONTROLLING OFFICER'S REPLY

TLB105

(Question Serial No. 0985)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The aims of the Transport and Logistics Bureau are to maintain and further develop Hong Kong's position as a centre of international and regional aviation by providing sufficient airport capacity to meet the demands; entrench Hong Kong's role as an international maritime centre; uphold the competitiveness of Hong Kong Port so as to sustain Hong Kong's economic growth and meet the demands of trade; and strengthen the role of Hong Kong as the preferred international transportation and logistics hub in Asia. In this connection, will the Administration inform this Committee of the following:

1. It is noted that 75% of international air cargoes of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) are transshipped to the rest of the world via the Hong Kong International Airport (HKIA). The annual cargo throughput of the HKIA in 2024 is 4.9 million tonnes. With the commissioning of the Three-Runway System, it is estimated that the cargo volume handled can reach 10 million tonnes per year in 2035. However, trade associations representing airlines worldwide have estimated that the demand for air freight in the GBA will be as high as 20 million tonnes in 2030. How will the Administration make good use of the additional resources to facilitate the construction of the smart port, enhance air logistics capacity so that Hong Kong can play the leading role as an international cargo hub in the GBA as specified by the Civil Aviation Administration of China?
2. It is mentioned in paragraph 169 of the 2024-25 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. What is the latest progress?
3. There are views that Hong Kong's position as an international maritime centre is at a critical turning point. To cope with the fierce homogeneous competition in the region faced by the maritime industry, will the Administration consider allocating additional resources to expedite the development of high value-added logistics services, such as actively constructing more modern cold-chain logistics facilities to attract more fresh produce, pharmaceutical

products, e-commerce goods, etc. to transship through Hong Kong so as to maintain the competitiveness of Hong Kong Port?

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

Reply:

1. & 2. In response to the digital transformation trend of the global shipping industry, the Government needs to promote the digitalisation of Hong Kong Port (HKP) and advance the development of smart port, with a view to consolidating and enhancing the competitiveness of HKP and its international advantages as an international maritime centre to better support the country's development objectives. As announced by the Chief Executive in the 2024 Policy Address, the Government will complete the installation of a port community system (PCS) in 2025 to facilitate the sharing of data among stakeholders in the maritime, port and logistics industries and link up sea, land and air cargo transport information. The PCS will better bring out the city's strengths in having a comprehensive multimodal transport network and enable a fully transparent cargo delivery process, promote rapid and accurate logistics operations, and provide innovative opportunities and new momentum for businesses. In addition, the PCS will also be an important digital infrastructure that connects Hong Kong's local industries, facilitates Hong Kong's connection with the Mainland and international shipping community, as well as facilitates trade and capital flows.

On the other hand, to consolidate Hong Kong's leading position in air cargo, the Airport Authority Hong Kong (AA) has been striving to enhance the cargo handling capacity and efficiency of the Hong Kong International Airport (HKIA) and has reserved land on both the landside and airside in the South Cargo Precinct, so as to support the growth in transshipment, cross-boundary e-commerce and high value-added temperature-controlled air cargo. Further to the opening of the DHL expanded hub and Cainiao Smart Gateway in 2023, the AA reached an agreement with UPS in December 2023 to develop a new hub facility at the HKIA, which is expected to be completed in 2028 and can handle nearly 1 million tonnes of cargo each year.

In addition, the AA is actively taking forward the development of the sea-air intermodal cargo transshipment mode between the HKIA and Dongguan and the construction of the HKIA Dongguan Logistics Park (the Logistics Park), so as to provide a more seamless and convenient international air transport network for cargo in the Greater Bay Area (GBA) and to further develop Hong Kong's function as an air cargo transshipment hub. It is expected that the first-phase construction of the permanent facility for the Phase 1 development of the Logistics Park will be completed within 2025 and the preliminary study of the Phase 2 development will commence shortly. In order to maximise the benefits of the sea-air intermodal cargo transshipment mode, the AA is working with the Dongguan Municipal Government to explore the feasibility of handling different types of cargo in the Logistics Park. In particular, the AA is actively taking forward the construction of the customs clearance points for cold-chain cargo with a view to facilitating the early commencement of the cold-chain cargo service in the Logistics Park.

3. The Government promulgated the Action Plan on Modern Logistics Development and the Action Plan on Maritime and Port Development Strategy in 2023, under which a number of strategies and action measures have been proposed to consolidate and enhance Hong Kong's position as an international logistics hub and an international maritime centre. In addition, we continue to enhance the quality of service of the logistics and maritime

industries in Hong Kong and our cargo throughput through effectively capitalising on Hong Kong's existing strengths. In particular, Hong Kong has all along been enjoying a leading edge in handling high-value goods, including cold-chain cargoes, as evidenced by the large quantity of Chilean cherries imported into Southern China through the Kwai Tsing Container Terminals via the "Chilean Cherry Express" every year. Leveraging our strengths in this area and focusing on developing high-value goods transshipment, such as cold-chain cargoes, is precisely one of the new growth areas of logistics and maritime industries of Hong Kong.

In this connection, the Government has been committed to supporting the industry in acquiring advanced technology and professional certifications in handling fresh and temperature-controlled cargoes. On the one hand, the logistics industry can obtain matching grants from the Government through the Pilot Subsidy Scheme for Third-party Logistics Service Providers to acquire technology applications related to cold-chain logistics and, on the other hand, industry practitioners can receive training related to modern and smart logistics under the Professional Training on Smart and Green Logistics Scheme so as to further develop high value-added logistics services.

Moreover, the Government also actively enhances cargo clearance efficiency. Through innovative customs clearance modes and the application of technology, an "Air-Land Fresh Lane" for fresh and temperature-controlled cargoes has been put in place to facilitate expeditious movement of relevant cargoes between overseas and the GBA, whereas expanding the cargo hinterland for Hong Kong to maintain the competitiveness of the HKIA and HKP at the same time.

The Government also actively increases the supply of logistics sites to facilitate the sustainable development of modern logistics services, including cold-chain logistics, in Hong Kong. In addition to undertaking to dispose of a total of 4 logistics sites in the vicinity of the Kwai Tsing Container Terminals regularly from 2024 to 2027 for the construction of multi-storey modern logistics facilities, the Government will also develop modern logistics clusters in the Northern Metropolis New Development Areas (NDAs) and use the logistics sites in the Hung Shui Hiu/Ha Tsuen NDA as a pilot. The Government is currently conducting a study on the development mode of the site, with the aim of establishing an organic and symbiotic logistics ecosystem based on an enterprise-oriented approach. The findings of the study are expected to be announced this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB106

(Question Serial No. 2036)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau is responsible for continuing to take forward the railway projects in the Railway Development Strategy 2014, such as the Northern Link, the Tung Chung Line Extension, the South Island Line (West), the cross-harbour railway starting from the Tuen Mun Ferry Pier, the Oyster Bay Station, the Tuen Mun South Extension, the Kwu Tung Station and the Hung Shui Kiu Station, the detailed planning and implementation of the Strategic Studies on Railways and Major Roads beyond 2030, as well as the promulgation of the Hong Kong Major Transport Infrastructure Development Blueprint. At present, the eastbound trains on the Tuen Ma Line are already over-crowded during peak hours. In the next 10 years, population in new development areas such as Tuen Mun South, Hung Shui Kiu, Yuen Long South and Kam Tin South will increase by 500 000. Residents in Yuen Long have to wait for a number of eastbound trains before they can get aboard. Therefore, residents who go to the Hong Kong Island have to go west to Hung Shui Kiu to change to the future "Hung Kong New Railway", i.e. the new cross-harbour railway from Hung Shui Kiu to Hong Kong Island via Siu Lam and Lantau Island. In addition, the Budget also reiterates the target completion of the Northern Link Main Line in 2034. The above railway projects are urgently needed. In this connection, will the Administration inform this Committee of the following:

(a) Whether the Government will make reference to the railway projects of the MTR Corporation Limited (MTRCL) in the Mainland and adopt the public-private partnership model, under which the Government will be responsible for civil engineering works while the MTRCL will take up the works such as power supply, signalling, tracks, etc. so as to solve the financing problem? If yes, what are the details? If not, what are the reasons? and

(b) Whether the Government will issue bonds to raise the funds required in undertaking the above projects? If not, what are the reasons?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 23)

Reply:

(a) & (b) The Government has all along been examining the implementation and financial arrangements of each railway project taking into account the construction and operation details as well as the distinctiveness and individual circumstances of each railway project, and will consider leveraging market forces to take forward a project. In taking forward new railway projects, the Government and the MTR Corporation Limited (MTRCL) will assess and confirm the financial viability of the projects in accordance with the established procedures before entering into project agreements for further implementation.

There are merits in having one single entity to co-ordinate and implement railway projects in a holistic manner. Doing so could ensure that the design details and the construction arrangements of different aspects of the projects are compatible with each other. This also helps reasonably balance the cost-effectiveness of the engineering design, meeting practical requirements while maintaining cost-efficiency and avoiding over-design. If part of the railway project works is to be split into a public works project, we need to consider how to properly handle the interfaces between the works undertaken by the Government and those undertaken by the railway company, which may not be able to help enhance the efficiency of implementation or save time. Consideration should also be given to the financial burden of the Government. The proposal should be considered carefully.

On the other hand, we will review with the MTRCL the various aspects of new railway projects in respect of planning, design and construction, etc. to explore room for enhancing and streamlining the procedures, with a view to saving manpower requirements of the project teams and lowering the costs as far as possible. Meanwhile, we encourage the MTRCL to actively embrace new technologies and techniques from the Mainland and overseas and to explore the application of different strategic cost-control measures to railway projects to improve speed and efficiency, so as to expedite project implementation while lowering project costs and ultimately enhance the financial viability of the projects.

There is room for the MTRCL to raise funds through appropriate channels and means to meet its liquidity needs. The Government will continue to liaise with the management of the MTRCL in this regard. The Government and the MTRCL will also continue to monitor the patronage of railway lines. Depending on the needs of the actual situation, the MTRCL will adopt a multi-pronged approach to improve passenger flow management and enhance the travelling experience of passengers.

- End -

CONTROLLING OFFICER'S REPLY

TLB107

(Question Serial No. 2038)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in paragraph 249 (c) of the Budget Speech that the Government has cancelled the tolls of some major tunnels and strategic routes 3 years ago and the tolls of some government tunnels have not been adjusted for over 30 years. Considering the fact that the Government has invested heavily in building these infrastructure, the Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads to embody the “user pays” principle. In this connection, will the Administration inform this Committee of the following:

What are the charging criteria of the Government when considering the adjustment or charging of tolls for tunnels and trunk roads in future?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 25)

Reply:

The Transport Department is conducting a review of tunnel tolls. The management and operation of tunnels require higher costs and more resources than those of ordinary roads built at ground level. For example, they require prolonged operation of the ventilation and lighting systems, more complicated structural inspections and maintenance, the engagement of operators for management, etc. The principle of tunnel tolling is to first consider traffic management needs, public affordability, etc. If the toll levels are not sufficiently high enough for effective traffic management, the toll level will be further adjusted on the basis of “cost recovery” and “user pays”. In addition, the principles of “public transport first” and “efficiency first” will also be considered. We will consider the above principles in a holistic manner, taking into account the specific circumstances of each tunnel, such as its geographical location, the target users and the fact that the tolls of some of the tunnels have not been adjusted for many years or they are facing operating deficits, and so on. Upon completion of the review and assessment, the Government will consult the Panel on Transport of the Legislative Council.

- End -

CONTROLLING OFFICER'S REPLY

TLB108

(Question Serial No. 2043)

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: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

“Northbound Travel for Hong Kong Vehicles” was launched in July 2023. The number of applications processed by the Government has increased from 400 per working day in the beginning to 500 in January 2025. However, there is still no specific arrangement for the “Southbound Travel for Guangdong Vehicles” (the Scheme) which has been announced for a long time. In this connection, will the Administration inform this Committee of the following:

- (a) What is the estimated number of Mainland visitors who come to Hong Kong under the Scheme after its implementation? and
- (b) Whether the Administration will consider relocating the designated car parks to the nearby MTR stations so as to facilitate the spending of visitors using the Scheme? If yes, what are the details? If not, what are the reasons?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 30)

Reply:

The Hong Kong Special Administrative Region (HKSAR) Government welcomes Mainland visitors to Hong Kong, and is committed to promoting the convenient and smooth people flow under the concept of joint development of the Guangdong-Hong Kong-Macao Greater Bay Area, and at the same time promoting the economic development of Hong Kong. To this end, the HKSAR Government is actively working with respective Mainland authorities to explore the detailed plans and implementation arrangements of the “Southbound Travel for Guangdong Vehicles” (the Scheme), details of which are expected to be announced within this year. As part of the Scheme, the Airport Authority Hong Kong (AA) is completing by phases the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), namely “Park & Fly” and “Park & Visit”, for non-commercial private cars from Guangdong and Macao to come to Hong Kong via the HZMB. Visitors

may fly out from the Hong Kong International Airport or go through Hong Kong immigration clearance at the Passenger Clearance Building, HZMB Hong Kong Port to visit Hong Kong. The AA will commission the automated car parks in alignment with the overall timetable for the Scheme, with details to be announced in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB109

(Question Serial No. 0055)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has cancelled the tolls of some major tunnels and strategic routes 3 years ago and the tolls of some government tunnels have not been adjusted for over 30 years. The Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads to embody the “user pays” principle. The Government will also review the annual licence fee for electric private cars, parking meter charges, as well as the fixed penalties for traffic offences. Based on preliminary estimation, the relevant adjustments could generate about \$2 billion additional revenue per annum. In this connection, will the Administration inform this Committee of the following:

1. What are the respective implementation timetables for the review programmes of the various measures above?
2. Regarding the enforcement against traffic offences, how do the authorities make good use of technology in the past and in future to reduce enforcement costs and enhance efficiency?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 75)

Reply:

1. The Government is reviewing a number of traffic-related fees and penalties to enhance traffic management and to maintain fiscal discipline and sustainability, with a focus on fees and penalties that have not been adjusted for many years, including (i) parking meter fees; (ii) fixed penalties for traffic contraventions, such as illegal parking and traffic safety-related offences; and (iii) tunnel tolls. As regards the annual licence fee for electric private cars, we, in collaboration with the Environment and Ecology Bureau, are rationalising the basis and structure of the fee to keep it in line with the technological development of electric vehicles and international practices. We are examining the specific proposals and timetables for adjusting the various fees and penalties, and plan to complete the review and put forward proposals in batches for consultation with the Legislative Council (LegCo) within 2025.

2. Since March 2020, the Hong Kong Police Force (the Police) has launched the e-Ticketing Scheme in phases across all police districts in the territory so that frontline enforcement officers can access or input data on illegally parked vehicles via their mobile devices and instantly print out the fixed penalty notices (FPNs), so as to reduce human errors in issuing handwritten FPNs and thereby enhancing the overall enforcement accuracy.

Under the existing legislation, the Police can only issue FPNs/Notice Demanding Payment of Fixed Penalty in paper form for traffic contraventions under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240). To provide the legal basis for the issuance of FPNs by electronic means, the Government introduced the Electronic Traffic Enforcement (Miscellaneous Amendments) Bill 2023 to LegCo in December 2023 and was passed by LegCo in June 2024.

To tie in with the introduction of electronic FPNs, the Finance Committee of LegCo approved funding in June 2021 for the development of the Traffic e-Enforcement System (the System). The System comprises 3 major components: (1) an e-Ticketing system that digitises the frontline enforcement process; (2) an internal centralised platform for managing all the relevant data and inquiries related to traffic enforcement; and (3) a thematic portal and mobile application that provides one-stop service for the public. With the full implementation of the System and e-Ticketing, it is estimated that \$247 million in expenditure will be saved each year, which includes reducing the number of supporting civilian staff at the Police's Central Traffic Prosecutions Division. The time saved by frontline officers through e-Ticketing can be allocated to other police duties such as responding to calls for assistance from the public.

The Police is making final preparations for the introduction of electronic FPNs and the System. It is expected that the above amendment ordinance will be implemented within 2025 and the System will also be implemented by the Police in phases.

- End -

CONTROLLING OFFICER'S REPLY

TLB110

(Question Serial No. 1968)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Matters Requiring Special Attention in 2025-26, the Bureau will continue to take forward the smart and green mass transit systems (SGMTS). There are criticisms that the SGMTS in Kai Tak has spanned 17 years and 3 terms of the Chief Executive (CE). However, the SGMTS in Kai Tak is still “castle in the air” with no traces of the trains. Consultants have been engaged one after another and consultancy fees paid again and again. In this connection, will the Government inform this Committee of the following:

- (1) From the Environmentally Friendly Linkage System for Kowloon East proposed in the term of the former CE Mr Donald TSANG to the “multi-modal” Environmentally Friendly Linkage System in the era of the former CE Mrs Carrie LAM and further to the SGMTS in Kai Tak proposed by the current-term Government, how many times have consultants been engaged to conduct feasibility studies for the above projects? What is the amount of public money spent in each study and the total amount of expenditures for the studies?
- (2) Whether the Bureau has earmarked funding for engaging consultants again to study the latest proposal of the SGMTS in Kai Tak? If yes, what is the amount earmarked? and
- (3) Is it necessary to earmark funding again in the new financial year? Will the relevant consultancy reports be open for public inspection?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 17)

Reply:

According to the information provided by the Civil Engineering and Development Department (CEDD), it commenced a preliminary feasibility study for the Environmentally Friendly Linkage System (EFLS) for Kowloon East in 2009. The total actual expenditure for conducting preliminary examination and study on the technical and financial viability of the EFLS is \$17 million. The study proposed the development of an elevated monorail system to connect the Kai Tak Development Area (KTDA), the Kowloon Bay and Kwun

Tong business areas. The CEDD subsequently conducted public consultation on the proposals in the preliminary feasibility study from early 2012 to early 2014, during which the public expressed different views on the alignment and coverage of the proposed elevated monorail system as well as its impact on the Kwun Tong Typhoon Shelter. In view of this, the CEDD commenced a detailed feasibility study on the EFLS in 2015 to further examine various aspects such as its transport mode, alignment design, mode of delivery, financial commitment, effectiveness, etc. The total actual expenditure is \$59.24 million. The detailed feasibility study showed that the construction of the EFLS in elevated mode in Kowloon East, particularly in some of the developed areas, would involve lots of complicated technical challenges and would be severely technically constrained by the dense developments in the vicinity. It is expected that the construction and operating costs would be very high, rendering this option not sustainable and pursuable. The detailed feasibility study proposed the development of a “multi-modal” EFLS on the basis of the existing transport infrastructure and public transport services in Kowloon East to meet the travelling needs of the local residents, connect with the neighbouring communities and help shape the KTDA into a green community.

With the commissioning of some new mass transit systems of medium to low carrying capacity in a number of cities in the Mainland and overseas, the CEDD has engaged consultants to conduct reviews on the application of these systems in Hong Kong. The total actual expenditure involved in the reviews is about \$22 million.

Subsequently, the Government proposed in the Chief Executive 2023 Policy Address to introduce smart and green mass transit systems (SGMTS) in 3 areas (including Kai Tak). Regarding the SGMTS in Kai Tak, the CEDD engaged consultants in the middle of last year to commence the investigation work. The actual expenditure involved in 2024-25 is \$18.8 million and the estimated expenditure in 2025-26 is about \$22 million. Our target is to invite tenders in the second half of this year. We will keep the public informed of the design options, progress and relevant information regarding the Kai Tak project in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB111

(Question Serial No. 1186)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that the Government will create a stronger impetus for the development of the international maritime centre to facilitate its sustainable development, and establish the Hong Kong Maritime and Port Development Board (HKMPDB) this year to strengthen research, promotion and manpower training. In this connection, will the Government inform this Committee of the following:

- (1) what are the estimated staffing provision and salary expenditure of the HKMPDB? What is the increase in staffing provision as compared with that of the Hong Kong Maritime and Port Board?
- (2) what kind of specific work will be undertaken by the HKMPDB in attracting people to join the maritime industry so as to cope with the problem of ageing and insufficient manpower in the industry?
- (3) it has been pointed out that there is a severe shortage of local talents with high-level professional qualifications in ocean-going vessels, particularly in the field of marine engineering. How will the Administration increase the supply of relevant local talents?
- (4) the number of beneficiaries and the total expenditures of various programmes under the Maritime and Aviation Training Fund (MATF) in the past 3 years and
- (5) whether consideration will be given to further raising the refund ceiling of \$30,000 (80%) of the Professional Training and Examination Refund Scheme under the MATF?

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 6)

Reply:

- (1) As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board (HKMPB) will be reconstituted into the "Hong Kong Maritime and

Port Development Board” (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, with a view to supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong’s maritime industry. The Government is making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience. At present, the relevant section in Division 5 of the Transport and Logistics Bureau is responsible for providing secretariat support for the HKMPB and various policy matters related to the development of the maritime industry. The additional staff members employed for the above dedicated team of the HKMPDB represents an increase of about 12% over the existing staff (including non-civil service contract staff) of the relevant section in Division 5 of the Bureau.

(2) The Maritime and Aviation Training Fund (MATF) was established in 2014 with an approved commitment of \$500 million from the 2023-24 financial year onwards to provide training, incentives and promotional programmes in 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 can enhance the general public’s understanding of these industries and 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, etc. and encourage those who aspire to join the industry to receive the relevant training and facilitate their development in the maritime industry; continue to implement different traineeship schemes for the high value-added maritime services and incentivise participating companies in the industry to provide more internship positions; and launch internship programmes for tertiary students which provide young people with the opportunities to work in the industries and encourage them to pursue careers in respective sectors after graduation.

(3) To attract local talents to join the industry, the Sea-going Training Incentive Scheme under the MATF offers a monthly incentive subsidy of \$10,000 to interns on ocean-going vessels, with a maximum period of 18 months for deck cadets and 12 months for engineer cadets. A monthly subsidy of \$3,000 will be given during the period while the applicants prepare for the professional examinations ashore after their completion of cadetship for up to 9 months, and a monthly subsidy of \$6,000 will be given during the period after having

acquired the required professional qualification but are yet to be promoted to officer rank for a maximum of 6 months. Applicants who have successfully passed the Deck Officer/Marine Engineer Officer Class 2 Examination and obtained a Deck Officer/Marine Engineer Officer Class 1 Certificate of Competency will receive a one-off \$40,000 and \$80,000 incentive respectively. The Scheme aims to entice more local young people to take up sea-going training and to obtain relevant qualifications. We will continue to implement training incentive schemes for ocean-going to encourage people who aspire to join the industry to receive the relevant industry training and facilitate their development in the maritime industry, thereby enhancing the local supply of relevant talents.

(4) Details of the number of beneficiaries and the total expenditures of the various schemes under the MATF in the past 3 years are at the **Annex**.

(5) The subsidy ceiling of the Professional Training and Examination Refund Scheme increased from \$18,000 to \$30,000 on 1 September 2021. We conducted a comprehensive review in 2024 of the impact and effectiveness of the MATF in attracting talents and promoting manpower development in the industry. Among other things, the review of the Scheme indicates that the current level of subsidy is reasonable and therefore the Government currently has no plan to raise the refund ceiling of the Scheme.

Annex

Name of Programme	2022-23		2023-24		2024-25 <i>(as at end-January 2025)</i>	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme	1 529	5,160	1 529	5,750	1 188	4,417
2. Maritime and Aviation Internship Scheme	482	6,894	399	5,434	505	7,104
3. Sea-going Training Incentive Scheme	40	4,002	28	4,054	19	3,813
4. Ship Repair Training Incentive Scheme	2	560	1	200	0	58
5. Local Vessel Trade Training Incentive Scheme	21	692	4	329	6	125
6. Local Vessel Competency Enhancement Scheme	84	1,008	100	1,254	199	2,286
7. Hong Kong Nautical and Maritime Scholarship Scheme	2	271	3	384	2	300
8. Hong Kong Maritime and Logistics Scholarship Scheme	9	2,072	8	1,885	10	2,498
9. The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme	69	469	85	744	61	211
10. The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme	2	402	1	222	0	0
11. Overseas Exchange Scholarship Scheme	4	60	11	330	7	210

Name of Programme	2022-23		2023-24		2024-25 (as at end-January 2025)	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
12. Maritime Training Support Scheme	0	2,480	0	1,966	24	828
13. Maritime Services Traineeship Scheme – Legal	/	/	4	327	4	475
14. Maritime Promotion Project Funding	15 693*	881	14 324*	1,355	1 871*	1,791
15. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	13	819	10	581	/ ^	/ ^
16. Hong Kong Aviation Scholarship Scheme	28	2,420	22	1,471	/ ^	/ ^
17. Aviation Operations Training Incentive Scheme	36	504	53	1,092	/ ^	/ ^
18. Aviation Promotion Project Funding Scheme	/	/	173 *	56.5	1 600 *	390
19. Internship Scheme on Modern Logistics [#]	/	/	60	964	65	1,064
20. Professional Training on Smart and Green Logistics Scheme	/	/	0 @	0	14	190
21. Logistics Promotion Funding Scheme	/	/	0 @	698	550 *	3,274

^ The subsidy is granted in February and March each year, and therefore information on the number of beneficiaries and the amount of subsidy is not available.

* The figures refer to the number of participants in the promotional activities.

It was formerly known as the Summer Internship Scheme on Supply Chain Management.

@ The schemes were launched in January 2024 with all approved projects held in or after the 2024-25 financial year.

- End -

CONTROLLING OFFICER'S REPLY

TLB112

(Question Serial No. 1352)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 181 of the Budget Speech that the Government strives to invite tenders for the smart and green mass transit system project in Kai Tak this year and the East Kowloon and Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas projects next year respectively. In this connection, will the Government inform this Committee of the following:

1. Whether the Administration has examined to further compress the construction time of the Kai Tak project so as to advance its completion to 2028, and whether it has exchanged views with suppliers and operators on the extension of the Kai Tak project to the MTR Yau Tong Station? If yes, what are the details? If not, what are the reasons? and
2. Whether the Administration will examine the alignment of the East Kowloon project and reconsider adopting the alignment of the Kai Tak Cruise Terminal via the Kai Tak Station, Kowloon Bay to Yau Tong so as to promote the commercial activities in East Kowloon? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 30)

Reply:

1. The Government is taking forward the smart and green mass transit system (SGMTS) project in Kai Tak in full swing. We will adopt an innovative implementation approach, including further advancing the tender invitation and arranging part of the statutory procedures to be carried out in tandem with the detailed design stage. Our target is to invite tenders in the second half of this year so as to commence construction works as early as possible. Meanwhile, we will review the viability of compressing the implementation programme in various stages from planning, design to construction, such as adopting Design for Manufacturing and Assembly; Multi-trade Integrated Mechanical, Electrical and Plumbing, etc. We will continue to explore feasible measures to further compress the delivery time.

The Government invited expressions of interest (EOI) for the SGMST in Kai Tak between August and October 2024 from suppliers and operators of the relevant system to collect their views on various aspects of the system, including the feasibility of extending the alignment to other districts such as Yau Tong, etc., to see if there are any insurmountable difficulties/constraints in the extension options, and the impacts on the design, construction, operation, maintenance, implementation timetable and cost of the system. In the EOI received, some suppliers and operators indicated that the extension of alignment to developed areas such as Yau Tong will involve a number of complicated technical challenges, such as the difficulty in constructing elevated corridors in narrow road space and crowded environment in the area, the height restriction of the Kwun Tong Typhoon Shelter for the cross-harbour section of the extension, etc. We will continue to exchange views with the suppliers and operators on the feasibility of the extensions.

2. If the alignment from the Kai Tak Cruise Terminal to Kowloon Bay and Yau Tong via the Kai Tak Station is to be adopted, it will have to pass through dense buildings and underground facilities in Kowloon Bay and Kwun Tong, and will involve a number of complicated technical challenges, such as finding sufficient space for the construction of stations and elevated corridors in densely populated areas with heavy road traffic and insufficient space. In addition, for the alignment to pass through narrow roads, we also have to consider how the statutory fire safety requirements can be complied with and how to ensure that at-grade road traffic will not be affected during the construction of elevated corridors, etc. Apart from technical feasibility, we also need to carefully consider the impact of the extension on the implementation timetable, financial viability and sustainability of the project. As such, in order to facilitate the early implementation of the project, we will adopt the current preliminary proposed alignment as the basis to take forward the project, while at the same time studying the feasibility of retaining the option of future extension to other facilities and areas in the system design.

- End -

CONTROLLING OFFICER'S REPLY

TLB113

(Question Serial No. 1213)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2025-26, the Transport and Logistics Bureau will continue to liberalise Hong Kong's air services regime with aviation partners to strengthen our status as an international and regional aviation centre. What are the resources to be allocated for the relevant work?

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

Reply:

The Hong Kong Special Administrative Region Government has been making good use of Hong Kong's unique civil aviation status under "One Country, Two Systems" to conduct air services negotiations with our aviation partners in order to meet the demand for passenger and air cargo services. We have signed air services agreements with 67 aviation partners covering more than 700 destinations worldwide, and memorandums of understanding with 10 other jurisdictions on related air services arrangements to enable airlines of both sides to operate scheduled flights. We also have relevant air services arrangements with the Mainland, Taiwan and Macao.

In the past 2 years, we have updated, reviewed or expanded the bilateral air services arrangements with various aviation partners. To address market demand and seize the opportunities brought by the Three-Runway System, we will adopt a more forward-looking perspective in developing and expanding the aviation network, which includes supporting the Hong Kong International Airport to strengthen its services on major routes; and planning in advance for civil aviation co-operation with the current major routes and countries along the Belt and Road with potential, including destinations in North America, Europe, Africa, South America and Southeast Asia, so as to negotiate and enhance air services agreements and strengthen aviation services with these regions. Our target is to explore with 10 or more aviation partners within 2025 the enhancement of air connectivity. We will also work with the Airport Authority Hong Kong to strategically attract local and non-local airlines to develop new destinations and increase flights, so as to enhance the diversity and

competitiveness of the industry. The relevant work is undertaken by the existing manpower resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB114

(Question Serial No. 1214)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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 (the Scheme) to address the manpower shortage in the aviation industry, please inform this Committee of the following:

1. What are 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, the reasons for rejection, as well as the resources allocated for the work by the Administration?
2. Since the commencement of the Scheme in 2023, it is expected that the two-year contract periods will expire in succession by the end of this year. Will the contracts be renewed automatically for the imported labour? When will the Administration announce the arrangements upon the expiry of contracts? and
3. With the full commissioning of the Three-Runway System, demand for manpower resources will increase. Will the Administration consider increasing the quotas under the Scheme? If yes, what are the details, including whether the current mid-point salary will be reviewed? If not, what measures are in place to cope with the problem of insufficient manpower resources at the airport?

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

Reply:

1. 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 Airport Authority Hong Kong (AA) 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.

According to the information provided by the Immigration Department, after the first 2 rounds of applications, 4 109 imported workers have been approved and arrived to work in Hong Kong, covering all 10 job types under the Scheme. We just launched a new round of applications for labour importation quotas in March this year.

In the first 2 rounds of applications, 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 administrative work of the Scheme is mainly undertaken by the AA, while the work related to the supervision of the Scheme and approval of applications for labour importation is absorbed by the block vote of the Transport and Logistics Bureau, and hence no breakdown of the expenditures involved is available.

2. & 3. On the prerequisite of safeguarding the employment of local workers, the importation of labour aims to alleviate the acute manpower shortage in the aviation industry during the implementation of the Scheme. As such, the approval granted to the relevant employers to import workers will not be automatically renewed upon expiry of the respective employment contracts. With the commissioning of the Three-Runway System at the end of last year, the flight handling capacity of Hong Kong International Airport will increase and it is expected that the manpower required at the airport will also increase gradually. The Government will take into account a number of relevant factors, such as the findings of the latest round of the airport manpower survey conducted by the AA, the implementation status of the Scheme, the stakeholders' views on the Scheme, in considering the way forward of the Scheme, including the arrangements upon the expiry of imported workers' employment contracts, and will make an announcement in due course.

In addition to the labour importation initiative mentioned above, to address the issue of manpower shortage in the aviation industry, the AA has been encouraging the airport community to conduct local recruitment and has organised a number of employment information days and job fairs in conjunction with the industry. The AA also implements technology and smart techniques in airport services to reduce the pressure on manpower and works together with the airport community to actively enhance the working environment and welfare of practitioners.

Regarding the long-term manpower supply, the Government established the Maritime and Aviation Training Fund (MATF) in 2014 and supported the AA in establishing the Hong Kong International Aviation Academy (HKIAA) in 2016 to promote the professional

development of the aviation industry and to attract more young people to join the industry. The Government from time to time examines the training and incentive schemes under the MATF for enhancement, and the HKIAA has been continuously updating, enhancing and expanding its training courses in accordance with industry needs to attract and nurture more aviation talents.

- End -

CONTROLLING OFFICER'S REPLY

TLB115

(Question Serial No. 1215)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2025-26, the Transport and Logistics Bureau will continue to oversee the work of the Civil Aviation Department (CAD) on rationalisation and optimisation of the efficient use of the airspace in the Greater Bay Area (GBA) in partnership with the civil aviation authorities of the Mainland and Macao. Please inform this Committee of the latest work progress of the Pearl River Delta Region Air Traffic Management Planning and Implementation Tripartite Working Group set up by the CAD, the Civil Aviation Administration of China and the Civil Aviation Authority of Macao in rationalising and optimising the airspace in the GBA, and the measures in place to avoid the shortage of airspace due to the continuous expansion of the airports in the GBA. What are the resources involved in addressing the airspace problem?

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

Reply:

To rationalise and optimise the airspace management in the Greater Bay Area (GBA), the Civil Aviation Department (CAD) has been maintaining close liaison and co-operation with the Civil Aviation Administration of China and the Civil Aviation Authority of Macao, with a view to promoting the optimisation of the airspace in the GBA.

Through the co-operation platform of the “Pearl River Delta Region Air Traffic Management Planning and Implementation Tripartite Working Group” (TWG), the TWG takes a holistic view of the airspace development of the entire GBA to promote the optimisation of airspace management and the application of advanced air navigation technologies, and to leverage the development opportunities and synergies among the various airports in the GBA to enhance the efficiency of air traffic management and optimise air traffic flow management measures so as to cope with the continuous growth in aircraft movements in the region.

Last year, the TWG held various working meetings, including the Mainland, Hong Kong and Macao high-level air traffic management meeting in Zhuhai in June last year to study the planning of the peripheral air routes in the GBA, discuss measures to enhance the efficiency

of air traffic flow management in the region, and commence a feasibility study on the application of advanced air navigation technologies to explore the development of a more flexible air traffic management mode by utilising more precise navigation performances of aircraft.

The TWG will continue to study the airspace planning for the airport cluster in the GBA, optimise the peripheral air routes and airspace structure in the GBA in phases and discuss measures to enhance the efficiency of air traffic flow management in the region, and will continue to actively explore the application of new technologies together with more precise navigation performances of aircraft to create a more flexible airspace management mode. The target is to maximise the utilisation of GBA airspace resources to promote the innovation and upgrading of airspace management in the GBA and maximise the effectiveness of the various airports in the region to align with the macro-strategies of the National 14th Five-Year Plan and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area.

The above work is undertaken by the existing staff of the CAD as part of their regular duties under Programme (3).

- End -

CONTROLLING OFFICER'S REPLY

TLB116

(Question Serial No. 1216)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

During 2025-26, 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. Please inform this Committee of the details of the relevant work plan, including the measures in place to further attract more airlines to set up their base in Hong Kong and encourage existing airlines to launch more new routes plying to and from Hong Kong, as well as the resources involved.

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

Reply:

To address market demand and seize the opportunities brought by the Three-Runway System, we will adopt a more forward-looking perspective in developing and expanding the aviation network, which includes supporting the Hong Kong International Airport to strengthen its services on major routes; and planning in advance for civil aviation co-operation with the current major routes and countries along the Belt and Road with potential, including destinations in North America, Europe, Africa, South America and Southeast Asia, so as to negotiate and enhance air services agreements and strengthen aviation services with these regions. Our target is to explore with 10 or more aviation partners within 2025 the enhancement of air connectivity. The relevant work is undertaken by the existing manpower resources.

Meanwhile, the Airport Authority Hong Kong (AA) has adopted a number of relevant measures to attract local and non-local airlines to develop new destinations and increase flights. For example, the AA launched the Airport Network Development Programme in June 2024, which provides financial incentives to encourage airlines to open new routes and increase flight frequencies on the existing routes. To date, the Programme has attracted 24 airlines, covering 53 destinations. Expenditure for the Programme is borne by the AA and does not involve government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB117

(Question Serial No. 1217)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please inform this Committee of the increased number of aircraft lessors that have established their presence in Hong Kong after the enhancement to the aircraft leasing preferential tax regime by the Government and the economic benefits brought by aircraft leasing activities. During 2025-26, the Transport and Logistics Bureau will continue to work with the industry to enhance and promote Hong Kong's aircraft leasing. What are the plans and expenditures for the relevant work?

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

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. About 40 major industry players from the Mainland and overseas have been recorded to set up their subsidiaries/operating arms in Hong Kong, including 4 of the top 5 global aircraft lessors ranked by number of aircraft.

The Chief Executive announces 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. We signed a Memorandum of Understanding with the Administrative Commission of Tianjin Dongjiang Free Trade Port Zone to deepen co-operation in the development of the aircraft leasing and financing industries, and introduced Hong Kong's strengths to the industry at the 11th China Air Finance Development (DFTP) Summit in Tianjin at end-September 2024. The industry is supportive of the enhancement measures. A number of companies are actively considering setting up businesses in Hong Kong, including leading Mainland and multinational enterprises. In future, we will continue to publicise the latest development of Hong Kong's

aircraft leasing policy and the preferential tax regime so as to encourage global aircraft lessors to conduct business in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB118

(Question Serial No. 1218)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

During 2025-26, the Transport and Logistics Bureau will continue to enhance intermodal transshipment and to facilitate the flow of goods and logistics information in the Greater Bay Area (GBA). Please inform this Committee of the relevant work plan. Apart from setting up the Hong Kong International Airport Dongguan Logistics Park, what plans are in place to further expand intermodal transshipment between Hong Kong and the GBA and even further to Guangxi? What is the estimated expenditure involved in the various plans?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

The connectivity in the transport of goods between Hong Kong and the Greater Bay Area (GBA), including the world-class cross-boundary infrastructure, the 24-hour operation at boundary control points, convenient cross-boundary transportation and highly efficient cargo clearance procedures, is the core strength of Hong Kong as an international logistics hub. Coupled with Hong Kong's well-connected international transport network, cargoes from the GBA and other places in the Mainland can be efficiently and seamlessly transhipped to the rest of the world through the Hong Kong International Airport (HKIA) and Hong Kong Port.

To maintain Hong Kong's role as the premier logistics gateway for goods between the GBA and overseas, as set out in the Action Plan on Modern Logistics Development promulgated by the Government in 2023, the Government will continue to enhance intermodal transshipment, including extending the existing arrangements under the Air Transshipment Cargo Exemption Scheme to other intermodal cargo transshipment modes, and continue to actively implement various clearance facilitation measures, such as further extending the coverage of the Single E-lock Scheme to Macao and other provinces and municipalities beyond the Guangdong Province in the Mainland; introducing the "Cross-boundary Express Cargo Clearance Facilitation Arrangement" to reduce the time spent on loading, unloading and locating express cargoes inspected at Hong Kong's boundary control points; and enhancing the "Single Submission for Dual Declaration" Scheme by extending it to all

southbound cargoes at all land boundary control points so as to save the time and manpower required for declaration by the trade, etc. Meanwhile, we will support the Airport Authority Hong Kong (AA) in continuing to improve the intermodal operations related to air cargo. Among others, the AA is taking forward the development of the sea-air intermodal cargo transshipment mode in conjunction with Dongguan and carrying out the construction of the permanent facility for the HKIA Dongguan Logistics Park (the Logistics Park). It is expected that the first-phase construction of the permanent facility for the Phase 1 development of the Logistics Park will be completed within 2025 and the preliminary study of the Phase 2 development will commence shortly.

As regards the enhancement of logistics co-operation with Guangxi, following the signing of the Framework Agreement on Deepening Strategic Co-operation for the Guangxi-Hong Kong Task Force on Transport and Logistics with the Department of Transport of the Guangxi Zhuang Autonomous Region last year, the Transport and Logistics Bureau and the Hong Kong Logistics Development Council visited Guangxi in January this year to explore further enhancement of co-operation on the logistics front between the 2 places. Both sides are actively discussing and following up on the relevant co-operation proposals with a view to increasing the freight volume between Hong Kong and Guangxi.

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 AA.

- End -

CONTROLLING OFFICER'S REPLY

TLB119

(Question Serial No. 1219)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

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. The Government has identified 4 logistics sites with development potential in the vicinity of the Kwai Tsing Container Terminals and plans to release the sites between 2024 and 2027. The first site has been sold. What are the details of the remaining 3 logistics sites and the timetable for their release to the market;
2. Regarding the plan to develop logistics clusters in the Hung Shui Kiu/Ha Tsuen New Development Area as a pilot scheme, what is the latest progress? When is the site for the development of logistics clusters expected to be released to the market; and
3. What are the resources involved in the identification of logistics sites?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

1. The Government promulgated the Action Plan on Modern Logistics Development (Action Plan) in October 2023, in which we undertook to provide a stable supply of logistics sites by releasing 4 quality logistics sites near the Kwai Tsing Container Terminals to address the industry's needs for modern, high-end, multi-storey logistics facilities primed for high value-added logistics operations with synergy with the port. The first site, Tsing Yi Town Lot No. 202, was sold in February 2025. The Government will release the remaining 3 logistics sites in the light of the market situation in due course.
2. To further promote the development of modern logistics, the Action Plan proposes to develop modern logistics clusters with different functions at the logistics sites earmarked in the New Development Areas (NDAs), starting with the 36 hectares of land in the Hung Shui Kiu/Ha Tsuen NDA earmarked for modern logistics development as a pilot scheme. The

relevant planning study already commenced in March 2024. Our preliminary proposal is to develop the logistics clusters through an “enterprise-oriented” approach, create a favourable environment for logistics development, introduce anchor enterprises to drive the development of the entire logistics clusters and attract other ancillary supply chain services to converge in the area to form an organic logistics ecosystem.

We will have in-depth exchanges and dialogue with major enterprises on the preliminary proposals of the relevant planning study in the first half of 2025 and will further grasp the specific requirements and views for reference and refinement of the relevant proposals. We expect to announce the findings of the study within 2025.

According to the current programme, site formation and infrastructure works for sites for the logistics clusters will be progressively completed 2 years after the completion of land resumption in 2026. In the light of the ever-changing economic environment, we will invite the industry to submit expressions of interest before land disposal to ensure that the planning of the logistics clusters closely aligns with the needs of the industry.

3. The manpower resources and expenditures involved in the work related to the identification and release of suitable logistics sites are absorbed by the existing resources of the Transport and Logistics Bureau and the Civil Engineering and Development Department. No breakdown of the expenditures involved is available.

- End -

CONTROLLING OFFICER'S REPLY

TLB120

(Question Serial No. 01220)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2025-26, the Transport and Logistics Bureau will continue to follow up with relevant departments on port-related issues including typhoon shelters, shipyards and maintenance dredging works for principal fairways and port basin. Regarding the maintenance dredging works for principal fairways and port basin, please inform this Committee of the following:

1. How many requests for assistance has the Government received regarding siltation on the seabed or settlement of sediments that affects the navigation or berthing of vessels in the past 3 years (2022, 2023 and 2024)? Where are the locations involved and what follow-up actions have been taken?
2. What measures are in place to monitor the depth of existing harbour fairways and under what conditions will seabed dredging be carried out?
3. What is the latest situation of the various dredging works undertaken by the Government, including the commencement and completion dates as well as the expenditure incurred? and
4. What are the details of the work plan and the estimated expenditure for the maintenance dredging works for major fairways and port basin in 2025-26?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

1. In the past 3 years (2022, 2023 and 2024), the Marine Department (MD) has received a total of 6 reports on the siltation on seabed which affected the safety of berthing or navigation of vessels. Assessments of the needs for maintenance dredging have commenced and the follow-up actions are as follow:

Case	Date	Location	Follow-up action
1	February 2022	Rambler Channel Public Cargo Working Area Berth RC-26 and RC-27	MD has examined the bathymetric data and found no significant change in water depth.
2	July 2022	Sheltered anchorage, fish culture zone and pier in Sha Tau Kok	MD has examined the bathymetric data and found no significant change in water depth.
3	December 2022	Government Dockyard Basin	MD has examined the bathymetric data and found significant change in water depth. Maintenance dredging works have been planned.
4	May 2023	Pier at Hong Kong Sea School	MD has examined the bathymetric data and found significant change in water depth. Maintenance dredging works have been planned.
5	July 2023	Sheltered anchorage in Sha Tau Kok	MD has examined the bathymetric data and found no significant change in water depth.
6	July 2024	Watercourse to Tsim Bei Tsui Pier	MD has examined the bathymetric data and found significant change in water depth. Maintenance dredging works have been planned.

2. As the government department responsible for carrying out hydrographic surveys in Hong Kong waters, MD has been monitoring the bathymetric conditions in Hong Kong waters in a systematic manner. Through regular hydrographic surveys, MD assesses the needs for maintenance dredging in Hong Kong waters, including the principal fairways, anchorages, typhoon shelters, etc., to ensure navigation safety. The bathymetric data collected in the surveys will be used to compare with the information in the existing nautical charts and the records of previous surveys. If there is a significant reduction in water depth within the surveyed waters that affects the navigation safety of vessels, MD will refer the case to the Port Works Division of the Civil Engineering Office under the Civil Engineering and Development Department (CEDD) to examine the feasibility of maintenance dredging. If it is technically feasible, CEDD will, after consultation with the relevant stakeholders, proceed with the planning and commencement of the maintenance dredging works.

3. As at March 2025, the progress of the various maintenance dredging works within Hong Kong waters is as follows:

Project item	Actual/estimated commencement date	Estimated completion date	Estimated expenditure (\$ million)
Kwai Tsing Container Basin (Stage 2)	actual commencement date: December 2024	second half of 2026	about 40.2
Government Dockyard Basin	estimated commencement date: second quarter of 2025	fourth quarter of 2025	about 2.8
Hong Kong Sea School	estimated commencement date: fourth quarter of 2025	first quarter of 2026	about 2.2
Watercourse to Tsim Bei Tsui Pier	estimated commencement date: 2026	2027	to be determined (expenditure depends on the outcome of the marine sediment sample test)

In addition to the 4 maintenance dredging works mentioned above, MD is also reassessing the maintenance dredging works at the Aberdeen South Typhoon Shelter. As they involve a large number of stakeholders and in order to reduce the number of vessels affected, CEDD has put forward an enhancement plan for the dredging works. The new plan will use small dredging equipment to reduce the working area required and the whole dredging works will be implemented in 2 phases. MD is currently assessing the feasibility of the plan.

4. There are no maintenance dredging works which involve principal fairways in 2025-26, while the 2 maintenance dredging works projects involving port basins are at the Kwai Tsing Container Basin and the Government Dockyard Basin. Information on the projects can be found in the table above.

- End -

CONTROLLING OFFICER'S REPLY

TLB121

(Question Serial No. 1221)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2025-26, the Transport and Logistics Bureau will continue to administer the enhanced Pilot Subsidy Scheme for Third-party Logistics Service Providers to encourage the logistics industry to enhance productivity through the application of technology. In this connection, will the Administration inform this Committee of the following:

1. What are the work plan and the resources involved in the implementation of the above Scheme; and
2. Have any surveys been conducted on the application of technology in the logistics industry? If so, what are the details? If not, will the Administration consider conducting relevant surveys and, focusing on the problems faced by the industry, promote the application of technology in the industry so as to enhance the overall efficiency and competitiveness of Hong Kong's logistics services?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

The Government further enhanced the Pilot Subsidy Scheme for Third-party Logistics Service Providers (Pilot Scheme) in February 2024, with the funding ceiling increased from HK\$1 million to HK\$2 million per applicant enterprise and the scope of funding extended to cover training and Environmental, Social, and Governance (ESG) technology-related implementation services, including consultancy services. Since the implementation of the enhancement measures, as at February 2025, a total of 89 new applications have been received under the Pilot Scheme with 45 applications approved and subsidies of about \$26 million granted.

To assess the effectiveness of the enhancement measures, the Hong Kong Productivity Council (HKPC), as the implementation partner of the Pilot Scheme, has interviewed a number of logistics enterprises to understand the extent of technology application in the

industry, which reveals that a lack of understanding of ESG has resulted in a low level of adoption of relevant technology solutions. At the same time, a shortage of talents and economic downturn have also affected the intention of the enterprises in investing in technology application.

In view of this, the Transport and Logistics Bureau has been working with the HKPC to step up publicity on smart and green logistics as well as the Pilot Scheme through the organisation of expositions, seminars, etc.. For example, we, in collaboration with the HKPC, organised the “LOGTECH Expo” in June 2024 to introduce to the trade the latest developments and relevant technology solutions regarding smart and green logistics. The HKPC also provides advisory services to small and medium enterprises in the industry on the application of smart logistics technology solutions. Moreover, we have commenced a consultancy study to formulate a roadmap for the development of green and sustainable logistics, which is expected to be promulgated in the first half of this year, so as to enhance the industry’s understanding of ESG.

- End -

CONTROLLING OFFICER'S REPLY

TLB122

(Question Serial No. 0491)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that the Working Group on Developing Low-altitude Economy (LAE), established at the end of last year, is examining the applications for the first batch of Regulatory Sandbox pilot projects and will announce the results soon. Through the pilot projects, the Administration hopes to expand and enrich the scope of low-altitude flying activities, bringing new areas of growth for Hong Kong's economy.

There are views that as LAE is an emerging industry, it is expected that the relevant enterprises will most likely sustain losses in the initial stage of operation. In this connection, please advise this Committee on the following: is it possible for the Administration to provide certain financial support, such as interest-free government loans for a certain period of time, for those projects with clear market development potential so as to encourage the development of LAE?

Asked by: Hon YIM Kong (LegCo internal reference no.: 9)

Reply:

The Chief Executive announced in the 2024 Policy Address to establish the Working Group on Developing Low-altitude Economy (Working Group) in order to formulate development strategies and inter-departmental action plans for the development of low-altitude economy (LAE) in Hong Kong. The Working Group has implemented the Regulatory Sandbox (Sandbox) pilot projects progressively starting from early this year to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. The first batch of Sandbox pilot projects was open for application in November last year, with the application period closed at the end of last year. The Working Group has received applications submitted by a total of 72 applicants which cover a wide range of livelihood issues and involve a number of Mainland and local organisations, university research institutes, public bodies and commercial organisations. The application results of the first batch of pilot projects have been announced on 20 March this year and there are 38 pilot projects in the first batch. The pilot projects cover a number of areas and different

application scenarios, such as emergency rescue, drone delivery service, maintenance inspection, detection work, low-altitude infrastructure, etc. The Government is taking forward the relevant work for the projects progressively. Subject to the implementation of the first batch of pilot projects, we will announce the application details of the second batch of Sandbox pilot projects in due course. The Government will make reference to the experience and data of the pilot projects for the formulation of appropriate infrastructure, related supporting facilities as well as standard rules and practices for low-altitude flying activities in the long run.

Regarding the Government's funding support for the pilot projects, the Government has been supporting research and development (R&D) in various technology areas through different funding schemes. For example, the funding schemes under the Innovation and Technology Fund support local universities, R&D centres and enterprises to conduct R&D in electronics, data transfer and processing, etc., which are related to LAE.

- End -

CONTROLLING OFFICER'S REPLY

TLB123

(Question Serial No. 0534)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government will establish the Hong Kong Maritime and Port Development Board (HKMPDB) this year to enhance relevant research, promotion and manpower training, thereby propelling for the sustainable development of our international maritime centre.

In this connection, please inform this Committee of the scale of manpower of the HKMPDB under planning, the estimated annual total expenditure and the proportion of overseas promotion expenses in it.

Asked by: Hon YIM Kong (LegCo internal reference no.: 19)

Reply:

As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB) as a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry. The Government is making preparation for the revamp, with the aim of setting up the HKMPDB by mid-2025 and planning to engage a dedicated team in the second half of 2025.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the

dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience.

- End -

CONTROLLING OFFICER'S REPLY

TLB124

(Question Serial No. 0535)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding “high value-added maritime services”, the Government is enhancing a series of tax measures conducive to the development of the maritime industry, including introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease. Meanwhile, the industry has suggested that Hong Kong should strive for the relocation to Hong Kong of state-owned capital fleets using Singapore as the operation centre, so as to jointly promote the better development of Hong Kong as an international maritime centre. In this connection, please advise this Committee on the amount of government revenue that will be reduced each year after the deduction of the expenditure on ship acquisition; and whether the Government will enhance the relevant policies in areas such as further improving the convenience of ship registration, helping to reduce the costs of shipping-related business activities and attracting more international shipping capital and shipping companies to set up headquarters in Hong Kong?

Asked by: Hon YIM Kong (LegCo internal reference no.: 20)

Reply:

Under “One Country, Two Systems”, Hong Kong enjoys the institutional advantages of being an international city with a bilingual common law system, which is unique in the world. In the 2024 International Shipping Centre Development Index, Hong Kong continues to rank fourth for the fifth consecutive year, which reflects our comprehensive strengths in port conditions, professional maritime services, overall business environment, etc. According to the latest data, Hong Kong has a vibrant maritime services cluster with over 1 200 port and maritime-related companies, increasing by about 10% as compared to 5 years ago.

The Government has been committed to promoting the development of the high value-added maritime industry. For example, a series of tax concessions conducive to the maritime industry have been launched between 2020 and 2022, including providing tax exemptions for ship leasing business, half-rate tax concessions for marine insurance, ship management, ship agency, ship broking, etc., so as to reduce the operating costs of maritime enterprises and

expand the local maritime network. Take ship leasing as an example, the number of the relevant enterprises has multiplied from 11 to 46 in the 2 years from 2020-21 to 2022-23. In light of changes of international tax rules, we are enhancing these measures, including introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease. Our target is to introduce the bill into the Legislative Council (LegCo) in the first half of 2026. It would be difficult to estimate the financial implications because ship lessors, ship leasing managers and shipping commercial principals have various business practices and structures, and details of the tax deduction are being formulated.

Meanwhile, commodities including metals and minerals account for more than half of the global shipping trade volume. Commodity traders are the key users in procuring maritime services. Their presence and operation in Hong Kong can drive the development of maritime services industry, which is conducive to consolidating and enhancing Hong Kong's status as an international maritime centre. To encourage existing enterprises to expand their businesses and attract more commodity traders in the Mainland and overseas to set up businesses in Hong Kong (thereby motivating more maritime service enterprises to establish presence in Hong Kong and expanding Hong Kong's maritime ecosystem), the 2025-26 Budget proposes to provide half-rate tax concession for eligible commodity traders, i.e. profits tax being assessed at a half-reduced rate of 8.25%. Our target is to introduce the bill into LegCo in the first half of 2026.

The Hong Kong Shipping Registry, managed by the Marine Department (MD), leads the world in terms of scale and quality. In 2024, the Hong Kong flag ranks fourth in the world in terms of flag size with a port state detention rate of only 0.69%, which is well below the world average of 3.30% and is among the top 3 of the world's top 10 flag states. The MD will continue to, through multi-pronged measures, consolidate and enhance the advantages of Hong Kong's ship registration and further improve the convenience of ship registration, so as to attract shipowners and shipping enterprises from all over the world to register their ships and operate in Hong Kong. Measures include enhancing the 24-hour technical support for shipowners and ship operators through support teams overseas and in the Mainland, where the 7 teams in operation are located in London, Shanghai, Singapore, Australia, San Francisco, Tokyo and Toronto, covering most of the regions frequently visited by Hong Kong flagged ships; enhancing the promotion of the Green Incentive Scheme launched on 28 June 2024, the first of its kind in the world which provides cash incentive based on Carbon Intensity Indicator (CII) rating for all Hong Kong-registered ships of 5 000 gross tonnage or above and having attained rating A or B in the CII formulated by the International Maritime Organization for a period of 3 years from 2024 to 2026 so as to encourage the green transformation of the maritime industry; enhancing the promotion of the Block Registration Incentive Scheme launched on 14 February 2025, such that if more than 1 ship is registered within 24 months, the owner, operator or agent of the ship concerned will be provided with a refund of the ship registration fee and the first-year annual tonnage charge; and making ship registration procedures more convenient through electronic means and streamlining of procedures (including measures to implement the use of electronic certificates/permits/licences in 2023, simplifying the administrative procedures for ship registration and examining the streamlining of statutory procedures).

Premised on the concerted efforts of the industry and the Government over the years, Hong Kong's maritime services industry has become a "golden brand name" in the international arena. To attract more international maritime enterprises to set up businesses in Hong Kong,

we will continue to strengthen communication with the industry, review the effectiveness of the existing measures from time to time and step up publicity to promote Hong Kong's maritime strengths, including making good use of various platforms like large-scale international maritime events and the Hong Kong Maritime Week, deepening co-operation with international maritime organisations, as well as conducting industry outreaches and outbound visits to Mainland and overseas port cities etc., so as to consolidate and enhance the development of Hong Kong's maritime services industry.

- End -

CONTROLLING OFFICER'S REPLY

TLB125

(Question Serial No. 0566)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget that the Government will provide tax exemption for green methanol used for bunkering. Meanwhile, the Government will implement the Action Plan on Green Maritime Fuel Bunkering to develop Hong Kong into a green maritime fuel bunkering centre.

In this connection, will the Government consider earmarking funds or bringing in relevant investors to promote the construction and development of facilities as well as the training and attraction of talents in the new energy ship bunkering and supporting industries, so as to enhance the quality of service and professional standards of the industries? Also, given that the Government welcomes the industry to build new storage facilities for fuels for bunkering in the vicinity of the Tsing Yi Pier, is it possible to exempt or reduce the fees for the change of land use made by the business sector to cater for the development of these strategic emerging industries?

Asked by: Hon YIM Kong (LegCo internal reference no.: 28)

Reply:

Green maritime fuel bunkering involves many aspects. The Government promulgated the Action Plan on Green Maritime Fuel Bunkering on 15 November 2024, under which we will support the industry and provide facilitation in different areas to foster the all-round development of the whole ecosystem for green maritime fuel bunkering.

The bunkering market in Hong Kong has always been open and flexible. The Government will maintain market flexibility and, on the premise of safeguarding safety, welcomes different local and overseas enterprises to start green maritime fuel bunkering and related businesses in Hong Kong. We will reach out to stakeholders who are interested and have the capabilities to engage in the development of green maritime fuel bunkering and related businesses in Hong Kong to sign memoranda of understanding. We will also set up a collaborative platform and implement other facilitation measures for their business

development. The Marine Department has set up a dedicated team to provide one-stop services for green shipping-related companies interested in setting up businesses in Hong Kong.

In addition, the Government will promote the provision of storage facilities for different green maritime fuels in line with the multi-fuel strategy. Among others, the Government has identified a coastal land parcel in Tsing Yi South suitable for developing green methanol storage facilities and plans to invite the industry to submit expressions of interest in 2025 in relation to the development of the site, and subsequently conduct relevant planning procedures and launch the site at an appropriate juncture. The Government also welcomes the industry to retrofit some of the existing oil storage tanks or build new facilities for the storage of green maritime fuels. If the industry encounters restrictions in terms of land lease conditions or town planning requirements when undertaking the relevant development, the Government will provide suitable assistance in relation to the relevant administrative procedures.

As regards manpower training, the Government has already identified 8 suitable training courses on green maritime fuels in the Greater Bay Area, which have been listed as locally-recognised courses for the maritime industry practitioners in Hong Kong to study. It is expected that 50 talents relating to green maritime fuel will be trained in early 2026. We will complete the enhancement of the subsidy schemes under the Maritime and Aviation Training Fund in mid-2025 and proactively include more international or Mainland courses on green maritime fuels on the list of approved courses. Meanwhile, the new Talent List, which came into effect on 1 March 2025, has already covered the professionals in green shipping, and we believe that it can help meet the short-term demand for talents to promote the development of green maritime fuel and bunkering operations.

- End -

CONTROLLING OFFICER'S REPLY

TLB126

(Question Serial No. 3061)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The increase in estimate for Head 158 mainly comes from Programme (3), under which a substantial part is used for the reform of the Hong Kong Maritime and Port Board into the Hong Kong Maritime and Port Development Board (HKMPDB). There are views in the industry that the work of the HKMPDB should include conducting in-depth industry surveys to grasp the latest development and future trends of the international maritime market so as to facilitate Hong Kong's maritime and port industry to quickly adapt to market changes; enhancing exchanges with the headquarters of international maritime companies to establish closer co-operation so as to promote more routes to call Hong Kong port and more shipping companies to set up headquarters in Hong Kong; and actively participating in international promotional and exchange activities to showcase the strengths and potential of the Hong Kong Port so as to attract more maritime resources to Hong Kong. The provision of adequate resource support for the HKMPDB will help it better fulfil its functions and commence its work.

In this connection, will the Government set specific targets and key performance indicators for the HKMPDB as soon as possible to ensure that it will effectively promote the development of Hong Kong's maritime and port industry? What is the estimate for future overseas promotion out of the estimated provision for the HKMPDB, and whether it can meet the needs of publicising and promoting Hong Kong in the international maritime sector? Also, given that the Government has earmarked \$215 million for setting up a port community system (PCS) and the Customs and Excise Department is currently developing a single window smart community, while the maritime and port industry is also building a digital ecosystem, how the Government can prevent the PCS from duplicating with the development of other similar systems? How will the Government actively liaise with the industry to jointly promote the development of smart port and maritime community system?

Asked by: Hon YIM Kong (LegCo internal reference no.: 38)

Reply:

As announced in the Chief Executive's 2024 Policy Address, the existing Hong Kong Maritime and Port Board will be reconstituted into the "Hong Kong Maritime and Port Development Board" (HKMPDB), a high-level advisory body to assist the Government in formulating policies and long-term development strategies. To be chaired by a non-official member, with other members largely from the maritime sector, the new body will be underpinned by dedicated staff to undertake research and promotion work. Additional funding will be provided to enhance its research capabilities, strengthen its promotional work in the Mainland and overseas and step up manpower training, supporting the Government in policy implementation more effectively and promoting the sustainable development of Hong Kong's maritime industry.

To support the work of the HKMPDB, the Government has additionally earmarked about \$11.7 million, \$14.1 million and \$19.1 million in 2025-26, 2026-27 and 2027-28 respectively for the engagement of a dedicated team, promotion and research activities, etc. The dedicated team comprises 3 new posts appointed on Non-Civil Service Contract terms, including 1 Chief Manager, 1 Senior Manager and 1 Manager. The salary expenses of the dedicated team account for about 30% of the earmarked provision and the remaining some 70% will be used for promotion, research activities, etc. The arrangements for resources after 2027-28 will be reviewed and considered in the light of the actual operational experience. The arrangements for effectiveness management of the HKMPDB will be finalised after its establishment.

The Trade Single Window (TSW) and the port community system (PCS) are systems that serve the trade and logistics industries but they have different scopes of coverage and functional positioning. The TSW, with its Business-to-Government positioning, provides a one-stop e-platform for the industry to apply for government licences/permits for the import and export of controlled items and to submit trade documents and cargo information to the Government by electronic means, so as to facilitate the industry to meet the regulatory requirements in respect of cargo declaration and customs clearance.

The PCS is geared towards the enterprises and aims to provide a centralised data exchange platform to facilitate the flow and sharing of data in the industry, provide real-time cargo tracking functions, enhance the transparency of logistics operations, and improve the operational efficiency and competitiveness of the industry. The PCS will also provide value-added electronic services for enterprises, thereby bringing more convenience to them. As a centralised data exchange platform set up by the Government, the PCS not only connects the local industries and facilitates the interconnection and interoperability of data among all stakeholders of the port community on a unified platform, but also links up with the sea, land and air cargo transport information and enhances Hong Kong's connectivity with the shipping communities in the Mainland and overseas. Moreover, the use of Blockchain technology to record cargo flows can also facilitate trade financing and smoother trade and capital flows.

We will continue to discuss with the Commerce and Economic Development Bureau to explore the feasibility of linking up the TSW and the PCS, with a view to creating a more efficient and convenient operating environment for the trade and logistics industries and facilitating the sustainable development of the economy.

- End -

CONTROLLING OFFICER'S REPLY

TLB127

(Question Serial No. 2556)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Three-Runway System of the Airport was commissioned at the end of last year, while the related passenger facilities will commence operation by phases from the end of this year. Passenger throughput at the Airport will continue to increase. Will the Administration inform this Committee of the following:

1. Please list the total number of passengers at the airport; the respective numbers of local, Mainland and other passengers; as well as the respective numbers of transfer and transit passengers in the past 2 years;
2. Please list the number of passengers from the Greater Bay Area who have used the Hong Kong International Airport in the past 2 years;
3. Please list the respective numbers of passengers who have travelled by land, sea, rail and air under the "Fly via Hong Kong" arrangements in the past 2 years; and
4. Please list the respective numbers of passengers who have used the SkyPier Terminal and the speedy ferries and transfer coaches provided in the past 2 years.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 12)

Reply:

1. & 2. According to the information provided by the Airport Authority Hong Kong (AA), the total numbers of passengers at the Hong Kong International Airport (HKIA) and the relevant distribution in 2023 and 2024 are tabulated below:

Table 1

	Number of passengers (million)				
Year	Arriving/departing passengers			Transfer and transit passengers	Total number of passengers
	Local passengers	Mainland passengers	Other passengers		
2023	17.72	5.3	8.43	8.04	39.49
2024	21.51	7.29	12.79	11.46	53.05

Note 1: Arriving/departing passengers are defined by the passport they hold.

Note 2: Transfer and transit passengers refer to passengers who transfer and transit by air via the HKIA, while passengers transit via the HKIA by the intermodal mode are counted as arriving/departing passengers.

Note 3: The numbers of passengers in 2024 are provisional and the actual figures are yet to be verified by the airlines.

The numbers of arriving/departing passengers from other cities in the Guangdong-Hong Kong-Macao Greater Bay Area in 2023 and 2024 are about 5.82 million and 9.52 million respectively.

3. According to the information provided by the AA, the numbers of passengers entering and leaving Hong Kong by different modes of transport and travelling to and from different parts of the world via the HKIA in 2023 and 2024 are tabulated below:

Table 2

	Number of passengers (million)		
Year	By land	By sea	By rail
2023	3.49	0.95	0.88
2024	5.58	1.69	1.33

Note: The numbers of passengers in 2024 are provisional and the actual figures are yet to be verified by the airlines.

For the number of passengers who travel to and from different parts of the world via the HKIA by air, please refer to the number of transfer and transit passengers in Table 1.

4. According to the information provided by the AA, the numbers of passengers who used the SkyPier Terminal in 2023 and 2024 and their distribution are tabulated below:

Table 3

	Number of passengers (million)		
Year	Passengers using ferry service	Passengers using coach service	Total number of passengers
2023	0.47	0.3	0.5
2024	0.68	0.24	0.92

Note 1: The numbers of passengers in 2024 are provisional and the actual figures are yet to be verified by the airlines.

Note 2: The transfer coach service between the SkyPier Terminal and the Hong Kong-Zhuhai-Macao Bridge Macao Port and Zhuhai Port commenced in August and December 2024 respectively.

- End -

CONTROLLING OFFICER'S REPLY**TLB128****(Question Serial No. 2578)**

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Estimates this year that the Government will continue to work with the Airport Authority Hong Kong on initiatives to enhance airport services, and the airport's connectivity and competitiveness. Please inform this Committee of the following:

1. 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?
2. Whether the Government has information on the charges of major international airports worldwide in 2025 and what are the details?
3. 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

2025

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

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4. What incentives will be provided by the Administration in 2025-26 to encourage airlines to develop new routes and to increase 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. & 4. The Government has been, in conjunction with the Airport Authority Hong Kong (AA), strategically attracting local and non-local airlines to develop new destinations and increase flights through outreach teams, incentive schemes and policy facilitation measures. For example, the AA launched the Airport Network Development Programme in June 2024, which provides financial incentives to encourage airlines to open new routes and increase flight frequencies on the existing routes. To date, the Programme has attracted 24 airlines, covering 53 destinations. Expenditure for the Programme is borne by the AA and does not involve government expenditure.

At the same time, local airlines have responded positively to the Government's request to launch and increase flights to support the overall development of Hong Kong. Following the launch of direct passenger services to Xining, Ningbo, Zhoushan, Huangshan and Yichang (Mainland China), and Vientiane (Laos), Riyadh (Saudi Arabia), Sendai and Yonago (Japan), as well as Cairns and Gold Coast (Australia) last year and earlier this year, they will gradually commence direct flights to Dallas (the United States of America), Hyderabad (India), Munich (Germany), Brussels (Belgium), Rome (Italy), and Urumqi (Mainland China) later this year. They will also increase the frequency of flights between Hong Kong and North America. The relevant work does not involve any additional government expenditure.

2. The AA 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 2024 report on such review in which about 50 major international airports in the world were covered, the Hong Kong International Airport (HKIA)'s overall airport charges ranked in the mid-tier and were generally lower than many hub airports worldwide, including the London Heathrow Airport, Amsterdam Airport Schiphol and Singapore Changi Airport. The AA will continue to closely monitor market development and regularly review airport charge levels.

3. Before the pandemic, about 120 airlines operated flights between the HKIA and some 220 destinations worldwide, while currently over 130 airlines operate flights between the HKIA and some 200 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

Name of Place	Number of Flights
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 of 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

Name of Place	Number of Flights
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
Total	3 572

All-cargo services to and from Hong Kong

Name of Place	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

Name of Place	Number of Flights	
	Arrival	Departure
Jordan	1	0
Uzbekistan	1	0
Austria	0	2
Hungary	0	3
Spain	0	1
Total	895	863

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 2 to 8 March 2025)

Passenger services to and from Hong Kong

Name of Place	Number of Flights
Mainland China	703
Japan	480
Taiwan	377
Thailand	270
The Philippines	169
Republic of Korea	159
Singapore	115
Malaysia	101
The United States of America	98
Vietnam	89
Australia	82
Indonesia	73
India	50
The United Kingdom	48
Canada	36
United Arab Emirates	28
New Zealand	17
France	14
Switzerland	14
Qatar	14
Germany	14
Cambodia	13
The Netherlands	11
Mongolia	7
Ethiopia	7
Nepal	7
Turkey	7
Finland	5
Brunei	5
Italy	5
Sri Lanka	5
South Africa	4
Spain	4

Name of Place	Number of Flights
Bangladesh	4
Papua New Guinea	4
Russia	3
United Arab of Emirates	3
Fiji	3
Saipan	2
Total	3 050

All-cargo services to and from Hong Kong

Name of Place	Number of Flights	
	Arrival	Departure
The United States of America	209	322
United Arab Emirates	84	94
Japan	61	51
Mainland China	54	56
Malaysia	60	49
Germany	55	48
Taiwan	49	45
Republic of Korea	44	30
Qatar	35	35
India	25	35
Vietnam	42	14
Singapore	30	19
Ethiopia	24	24
Belgium	22	26
Luxembourg	23	23
The United Kingdom	13	33
Turkey	22	21
Azerbaijan	20	20
Thailand	21	18
The Philippines	19	17
Australia	20	14
Italy	21	11
Bahrain	17	15
Saudi Arabia	14	15
France	14	11
Mexico	12	9
Indonesia	11	6
Israel	8	8
Kazakhstan	6	7
The Netherlands	7	5
Bangladesh	4	4
Egypt	3	3
Canada	3	2
Hungary	0	5
Norway	3	0
Guam	2	0
Cambodia	2	0
Armenia	1	0

Name of Place	Number of Flights	
	Arrival	Departure
New Zealand	1	0
Kuwait	1	0
Total	1 062	1 095

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**TLB129****(Question Serial No. 2587)**

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government launched the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) to address the manpower shortage in the aviation industry. In this connection, please inform this Committee of the following:

1. What is the number of imported workers who have arrived to work in Hong Kong since the implementation of the Scheme? Please provide a breakdown by the 10 job type under the Scheme; and
2. Whether the Administration will extend the Scheme or introduce other measures to make up for the persistent shortage of manpower resources at the Hong Kong International Airport? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 39)

Reply:

1. 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 Airport Authority Hong Kong (AA) 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.

According to the information provided by the Immigration Department (ImmD), after the first 2 rounds of application, 4 109 imported workers have been approved and arrived to work in Hong Kong, covering all 10 job types under the Scheme.

Job Type	Number of workers having arrived to work in Hong Kong[^]
1. Passenger Services Officer	1 387

Job Type	Number of workers having arrived to work in Hong Kong[^]
2. Ramp Services Agent	825
3. Cabin Worker	573
4. Aircraft Maintenance Mechanic/Technician	35
5. Tractor Driver	418
6. Warehouse Operator/Cargo Handler	242
7. Equipment/Loader Operator	294
8. Customer Services Agent	185
9. Aircraft Tug Driver	29
10. Maintenance Technician	121
Total	4 109

[^] According to the information provided by the ImmD, as at February 2025, the number of workers who had arrived to work in Hong Kong included replacement workers for imported workers who had left their jobs.

2. With the commissioning of the Three-Runway System at the end of last year, the flight handling capacity of Hong Kong International Airport will increase and it is expected that the manpower required at the airport will also increase gradually. The Government will take into account a number of relevant factors, such as the findings of the latest round of the airport manpower survey conducted by the AA, the implementation status of the Scheme, the stakeholders' views on the Scheme, in considering the way forward of the Scheme.

The AA has been encouraging the airport community to conduct local recruitment and has organised a number of employment information days and job fairs in conjunction with the industry. The AA also implements technology and smart techniques in airport services to reduce the pressure on manpower and works together with the airport community to actively enhance the working environment and welfare of practitioners.

Regarding the long-term manpower supply, the Government established the Maritime and Aviation Training Fund (MATF) in 2014 and supported the AA in establishing the Hong Kong International Aviation Academy (HKIAA) in 2016 to promote the professional development of the aviation industry and to attract more young people to join the industry. The Government from time to time examines the training and incentive schemes under the

MATF for enhancement, and the HKIAA has been continuously updating, enhancing and expanding its training courses in accordance with industry needs to attract and nurture more aviation talents.

- End -

CONTROLLING OFFICER'S REPLY

TLB130

(Question Serial No. 1491)

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

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

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

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the promotion of the development of low-altitude economy (LAE), will the Government advise on the following:

1. The current number, establishment, ranking, salary expenses by rank and the total salary expenses of the staff responsible for LAE measures in the Civil Aviation Department;
2. The numbers, project contents and the relevant expenditures of the LAE infrastructure completed by the Government in each of the past 5 years, as well as the estimated figures for 2025-26; and
3. Please set out in tabular form the number of study tours conducted since the establishment of the Working Group on Developing Low-altitude Economy, the destinations and contents of the tours, the number of staff and expenditures involved, as well as the estimated figures for 2025-26.

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

Reply:

1. At present, the Civil Aviation Department (CAD) uses its existing manpower and resources to undertake the work related to low-altitude economy (LAE). In 2025-26, the CAD intends to create the following permanent posts to take forward the initiatives in relation to the development of LAE, including the work related to the implementation of Regulatory Sandbox (Sandbox) projects:

Permanent post to be created		
Rank	No. of posts	Notional annual mid-point salary (\$ million)
Senior Operations Officer (Aviation Administration)	1	7.74
Operations Officer (Aviation Administration)	1	
Operations Officer (Airworthiness)	1	
Assistant Operations Officer (Aviation Administration)	1	
Senior Electronics Engineer	1	
Electronics Engineer/Assistant Electronics Engineer	2	
Total:	7	

In addition, the CAD will retain a time-limited supernumerary post ^{Note} of 1 Administrative Officer Staff Grade B (D3), as well as time-limited posts of 1 Chief Executive Officer and 1 Senior Executive Officer from 2025-26 to 2026-27 to undertake various work related to enhancing Hong Kong's status as an international aviation hub following the commissioning of the Three-Runway System, supporting the development of LAE in Hong Kong and enhancing the overall administrative governance of the CAD. The salary provision (in terms of notional annual mid-point salary) for the 3 posts above in 2025-26 is \$5.8 million. The TLB, on the other hand, intends to create 3 time-limited posts (1 Senior Engineer, 1 Engineer/Assistant Engineer and 1 Senior Executive Officer) from 2025-26 to 2029-30 to support the enhancement of Hong Kong's status as an international aviation hub and to take forward the development of LAE. The salary provision (in terms of notional annual mid-point salary) for the 3 posts above in 2025-26 is \$3.76 million.

2. The Government established the Working Group on Developing Low-altitude Economy (Working Group) in November last year to, among other things, embark on technical studies and planning for low-altitude infrastructure. The Government has implemented the Sandbox pilot projects progressively starting from early this year to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. The first batch of Sandbox pilot projects was open for application in November last year, with the application period closed at the end of last year. The Government has received applications submitted by a total of 72 applicants. The application results of the first batch of pilot projects have been announced on 20 March this year and 38 projects have been selected in the first batch. The Government is taking forward the relevant work for the projects progressively. The Government will make reference to the experience and data of the Regulatory Sandbox pilot projects and the relevant technical studies for the formulation of appropriate infrastructure, related supporting facilities as well as standard rules and practices for low-altitude flying activities in the long run. The relevant studies and planning are still underway.

^{Note} The civil service establishment includes posts on the permanent establishment and those on the non-permanent establishment (i.e. time-limited posts). Time-limited directorate posts are referred to as "supernumerary directorate posts", which are time-limited posts on the non-permanent establishment. It does not mean they are not counted towards the establishment.

3. Following the establishment of the Working Group in November last year, led by the Deputy Financial Secretary, representatives of the Transport and Logistics Bureau, the Security Bureau, the CAD, the Immigration Department and the Customs and Excise Department visited Shenzhen in November last year to exchange views with the relevant Mainland authorities on cross-boundary flying activities by unmanned aircrafts and helicopters. The Working Group will continue to discuss with the relevant authorities to create favourable conditions for establishing the Greater Bay Area low-altitude cross-boundary corridor. In particular, a visit to the Mainland will be organised in 2025-26 to exchange views with the relevant authorities and industry representatives on the development of LAE.

The relevant work is mainly undertaken by the existing resources and manpower at present.

- End -

CONTROLLING OFFICER'S REPLY

TLB131

(Question Serial No. 2985)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government states in this year's Budget that it will invite tenders for the smart and green mass transit systems (SGMTS) in Kai Tak and East Kowloon within this year and next year. Please inform this Committee of the following:

1. According to the existing development plan, Cha Kwo Ling and Yau Tong will have a population of nearly 150 000 in 2030. Will the Government consider extending the service to the above 2 areas under the SGMTS in Kai Tak project so as to cope with the travelling needs of the residents and enhance the accessibility of the harbourfront?
2. With the completion of On Tai Estate and On Tat Estate and the development of Anderson Road Quarry Site ready for intake, there will be a population of about 70 000 in the area. As it takes time to walk from the above housing estates to the SGMTS in East Kowloon (Sau Mau Ping Station/Po Tat Station), what plans will the Government have to encourage residents to choose the SGMTS for travelling? Will the Government consider making reference to Discovery Bay/Tai Wo Hau in Kwai Chung and constructing inclined lifts to facilitate residents' access to the SGMTS?
3. What is the latest progress of the relevant projects in East Kowloon, Kai Tak, Hung Shui Kiu/Ha Tsuen and the Yuen Long South New Development Areas, including the initial construction costs, the implementation timetable and delivery mode?

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

Reply:

1. According to the findings of the investigation study and taking into account the views collected from the expressions of interest (EOI), the extension of the smart and green mass transit system (SGMTS) in Kai Tak to areas such as Yau Tong will involve a number of complicated technical challenges, such as the difficulty in constructing elevated corridors in the narrow road space and crowded environment in the area, the height restriction of the Kwun

Tong Typhoon Shelter for the cross-harbour section of the alignment extension, etc. Apart from technical feasibility, we also need to carefully consider the impact of such extension on the implementation timetable, financial viability and sustainability of the project. As such, in order to facilitate the early implementation of the project, we will adopt the current preliminary proposed alignment as the basis for taking forward the project, while at the same time studying the feasibility of retaining the option of future extension to other areas in the design of the system.

2. The proposed SGMTS in East Kowloon will provide convenient and green transport feeder services to the MTR and major public transport interchanges in the vicinity for over 300 000 residents in the uphill areas in northern Kwun Tong (which include residents in On Tai Estate and On Tat Estate, as well as the new population in the development of the Anderson Road Quarry site). The SGMTS will facilitate access to the MTR Choi Hung Station and Yau Tong Station, thus reducing the impact of traffic congestion on them and providing them with more commuting options. The Government is currently carrying out the investigation and design of the project, which include a detailed study on the locations of the various stations and their connections to the pedestrian facilities (including the pedestrian links connecting On Tai Estate, On Tat Estate and Anderson Road), so as to provide access for residents to travel to and from the stations conveniently.

3. The Government invited EOI for the 3 SGMTS from the relevant suppliers and operators in 2024. The project teams are enhancing the alignment options of the 3 SGMTS taking into account the views collected from the EOI and the findings of the investigation studies. Consultations on the proposed alignments will be conducted within this year. The estimated costs of the road construction works for the projects can only be ascertained when the actual alignments and designs are finalised.

We are taking forward the investigation and design of the 3 SGMTS in full swing. Our target is to invite tenders for the Kai Tak project this year and for the East Kowloon project and the Hung Shui Kiu/Ha Tsuen project next year. We will specify in the tender documents the requirement for the tenderer to complete the construction works as early as possible. As for the SGMTS in Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas (NDAs), we will implement the project in phases to tie in with the traffic and transport demand of the different stages of development of the NDAs. The implementation timetable will depend on the programmes for major population intake of the NDAs.

For each of the above 3 projects, the Government proposes a single entity to be responsible for undertaking the detailed design and construction as well as the operation and maintenance of the system during the contract period, and handing over the system in good operation conditions to the Government at the end of the contract period.

- End -

CONTROLLING OFFICER'S REPLY

TLB132

(Question Serial No. 3001)

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

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Acting Permanent Secretary for Transport and Logistics
(Ms Amy WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the Budget Speech, the Government is working with the Shenzhen authorities to jointly take forward cross-boundary railway projects. The investigation and design study of the Hong Kong-Shenzhen Western Rail Link (HSWRL) project is expected to commence this year. Please inform this Committee of the following:

1. What is the specific timetable for commencing the investigation and design study of the HSWRL project? and
2. The Airport Authority Hong Kong has promulgated a development plan for expanding the Airport City and will create a new landmark "SKYTOPIA". To tie in with the development of the Airport City and maximise the regional synergy effect of connecting the Airport City with the Northern Metropolis and the Guangdong-Hong Kong-Macao co-operation platforms in Qianhai, will the Government consider inter-departmental collaboration in planning the HSWRL Southern Extension (from Hung Shui Kiu via Sunny Bay to the Airport Express Line) in parallel?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 41)

Reply:

1.&2. The governments of Hong Kong and Shenzhen are taking forward cross-boundary railway projects, including the Hong Kong-Shenzhen Western Rail Link (HSWRL) (Hung Shui Kiu – Qianhai), through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force). The Task Force completed the first and second stage studies for the HSWRL in 2022 and 2024 respectively, which established the strategic value and necessity of the project, and preliminarily studied the planning, engineering feasibility, benefits, environmental impacts as well as the construction and operational arrangements of the railway scheme. Both sides agreed to jointly set up the Office for Implementing Cross-boundary Railway Projects by the relevant departments of the

2 governments to take forward the planning and design of the next stage of the cross-boundary railway projects.

The Hong Kong Special Administrative Region Government plans to commence the investigation and design of the Hong Kong section of the HSWRL within this year, including financial assessment, collection of views from the market, preparation for tendering, preliminary design and relevant impact assessment, etc. We consulted the Subcommittee on Matters Relating to Railways of the Panel on Transport of the Legislative Council (LegCo) on 31 March 2025. We would further seek the support of the LegCo Public Works Subcommittee and then make funding application to the LegCo Finance Committee (FC). We have invited tenders for the investigation and design contract for the Hong Kong section of the HSWRL in parallel. We plan to award the relevant contract immediately after obtaining funding approval from the FC and aim to complete the investigation and design within 25 months.

The current proposed alignment of HSWRL should be able to meet the demand arising from the planned developments of Hung Shui Kiu/Ha Tsuen New Development Area and the Qianhai Co-operation Zone in Shenzhen under the Guangdong-Hong Kong-Macao Greater Bay Area development strategy, as well as the need for close social, economic and personnel exchanges between the 2 places. In the long run, flexibility could be allowed for the Shenzhen and Hong Kong sections of the HSWRL to extend northwards and southwards respectively. We will review the proposal to enhance the railway connectivity with the Hong Kong International Airport at an appropriate juncture.

- End -

CONTROLLING OFFICER'S REPLY

TLB133

(Question Serial No. 1797)

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 traffic conditions in Hong Kong, will the Government inform 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 utilisation in terms of traffic flow at the three road harbour crossings (RHCs) by various types of vehicle (goods vehicle, private car, public bus, light bus, taxi) and their respective percentages in the past five years;
4. the changes in peak-hour traffic flow at the tunnels upon implementation of the time-varying toll plan;
5. whether the toll plan for rationalising traffic among the three RHCs has resulted in more congested conditions on the relevant connecting roads since implementation; if yes, the details; and
6. if there has been more congestion than before, whether the Government will consider rationalising the traffic among the relevant connecting roads so as to achieve synergistic effect with the rationalisation plan for the three RHCs?

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

Reply:

- 1-2. With the Annual Traffic Census 2024 still under compilation, the traffic volume statistics updated to 2023 are provided hereby. The design capacities and peak-hour utilisation rates (measured by ratios of vehicular flow/design capacity) of strategic routes are tabulated at **Annex 1**, while the design capacities and peak-hour utilisation rates of tolled tunnels are tabulated at **Annex 2**.

3. The daily traffic flows of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), with a breakdown by vehicle type and respective percentage, in the past five years (i.e. 2020 to 2024) are set out at **Annex 3**.
4. The Government has implemented time-varying tolls since 17 December 2023 at the three RHCs. The traffic flows of the three RHCs during peak time slots on weekdays before and in the year after the implementation of the new tolls (i.e. December 2023 to December 2024) are set out below:

Traffic Flow (Two-way) during Peak Time Slots on Weekdays (in Vehicle)	WHC	CHT	EHC	Total
Before the implementation of time-varying tolls ¹	37 500	32 900	31 700	102 000
After the implementation of time-varying tolls ²	40 100 [+7%] ³	31 500 [-4%] ³	29 400 [-7%] ³	101 100 [-1%] ³

Notes:

1. The period from 4 to 8 December 2023
 2. Mondays to Fridays in the period between December 2023 and December 2024, excluding summer holidays, public holidays and the days affected by public holidays
 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
- 5-6. Data shows that after the implementation of the new tolls, the daily cross-harbour traffic remained stable, with traffic flows at the three RHCs on par with the levels prior to the implementation of time-varying tolls. Without inducing additional traffic, the new tolls led to more evenly distributed cross-harbour traffic among the three RHCs and better utilisation of the capacity of each tunnel.

Apart from geographical diversion of traffic, the new tolls facilitated re-distribution of traffic among different time periods. Generally speaking, the traffic flow at the three RHCs during peak time slots registered a decrease, while there was an overall increase in traffic flows of three RHCs outside the peak time slots, reflecting a change in the commuting habits of some motorists who chose to travel during the time slots with lower tolls.

The above situation is in line with our expectation. In the past, the traffic flow at CHT was high throughout the day while WHC, which has the highest capacity, had not been well utilised for most of the time in a day. The current tolls have driven an effective utilisation of the capacities of the three RHCs, rationalising the unevenly distributed traffic caused by the tolls in the past. The congestion at both the CHT and EHC during peak time slots was alleviated, and the non-cross-harbour traffic condition near the tunnel portals had also improved significantly. During normal and off-peak time slots, which account for nearly 80 per cent of the day, the overall cross-harbour traffic was significantly smoother than before. This brings benefits to cross-harbour bus

passengers, private car motorists, the public transportation trade, the commercial vehicle trade, and the community as a whole.

The travelling time at WHC during the morning peak time slot has increased as a result of the reduction in tolls. To enhance the capacity of Hong Kong Island exit section of the WHC and reduce the need for vehicle weaving, thereby smoothing the traffic flow at the tunnel portal and its vicinity, the Transport Department (TD) and the Highways Department are actively pursuing the road improvement works of constructing an additional lane at the tunnel portal on the Hong Kong Island side towards Central and Sheung Wan. The relevant works commenced in December 2024 and is projected to be completed in mid-2026. Upon completion of the works, the traffic at Hong Kong Island exit of WHC is expected to improve afterwards.

The Government is now consolidating and analysing the cross-harbour traffic data for the whole year of 2024 for the purpose of reviewing the existing arrangements for peak time slots for each tunnel. The review is expected to be completed by the middle of this year and the findings will be presented to the Legislative Council.

Design Capacities and Peak-hour Utilisation Rates of Strategic Routes

Strategic route ¹	Road section	Design capacity (vehicle/hour)	Peak-hour utilisation rate in 2023²
Hong Kong Island			
Route 4	Harcourt Road (between Tamar Street and Arsenal Street)	9 450 ³	0.6
Route 4	Central-Wan Chai Bypass	4 700	0.5
Kowloon			
Route 1	Princess Margaret Road (between Wylie Road and Pui Ching Road)	4 700	0.6
Route 2	Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	4 700	0.6
Route 3	West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	4 700	0.8
Route 5	East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	3 000	1.0
Route 7	Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	4 700	0.9
New Territories			
Route 3	Ting Kau Bridge	4 700	1.2
Route 8	Nam Wan Tunnel	4 700	0.5
Route 9	Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	6 300	1.1
Route 9	Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	4 700	0.6
Route 9	Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	6 300 ⁴	0.9
Route 10	Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	4 700	0.1

Note 1: Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel as well as Tseung Kwan O-Lam Tin Tunnel. Since the entire

Route 6 is scheduled for commissioning in 2026, its utilisation rate is not available.

Note 2: Peak-hour refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays) in the busiest direction.

Note 3: Harcourt Road (Westbound)

Note 4: Tuen Mun Road (Eastbound)

Design Capacities and Peak-hour ² Utilisation Rates ³ of Tolled Tunnels ¹

Tunnel	Design capacity (vehicle/hour)	Peak-hour utilisation rates in 2024
Aberdeen Tunnel	2 600	0.8
CHT ⁴	2 600	1.1
EHC ⁴	2 600	1.1
WHC ⁴	4 200	1.0
Lion Rock Tunnel	2 600	1.1
Tate's Cairn Tunnel	2 600	1.0
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	0.8
Shing Mun Tunnels	2 600	0.8
Tai Lam Tunnel	4 700	0.6

Note 1: The TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 2: Peak-hour refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays) in the busiest direction.

Note 3: The utilisation rate of tolled tunnels refers to the ratio of average hourly traffic volume to tunnel design capacity provided by toll collection systems. The utilisation rates set out in the table have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. The actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. Therefore, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

Note 4: Since the implementation of time-varying tolls at the three RHCs (i.e. CHT, EHC and WHC) on 17 December 2023, peak-hour refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays).

Average Daily Traffic Flows by Vehicle Type and Respective Percentage at the Three RHCs (in Two-way Vehicles) ^{1&2}

Year	WHC					
	Private car	Motorcycle ³	Taxi	Bus ⁴	Light bus ⁵	Goods vehicle
2020	31 000 [55%]	1 400 [2%]	9 200 [16%]	3 900 [7%]	600 [1%]	10 100 [18%]
2021	34 400 [54%]	1 600 [3%]	11 200 [18%]	4 000 [6%]	600 [1%]	11 600 [18%]
2022	27 900 [52%]	1 400 [3%]	10 100 [19%]	3 600 [7%]	400 [1%]	10 500 [19%]
2023	36 200 [50%]	1 400 [2%]	19 100 [27%]	4 200 [6%]	400 [1%]	10 700 [15%]
2024	51 300 [50%]	2 100 [2%]	22 700 [22%]	5 700 [6%]	500 [1%]	20 200 [20%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and public holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. “Motorcycle” includes motor tricycles.
4. “Bus” includes public and private buses.
5. “Light bus” includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Average Daily Traffic Flows by Vehicle Type and Respective Percentage at the Three RHCs (in Two-way Vehicles) ^{1&2}

Year	CHT					
	Private car	Motorcycle ³	Taxi	Bus ⁴	Light bus ⁵	Goods vehicle
2020	49 400 [47%]	5 500 [5%]	17 200 [16%]	6 300 [6%]	900 [1%]	24 800 [24%]
2021	48 700 [46%]	5 400 [5%]	18 100 [17%]	6 800 [6%]	1 000 [1%]	25 300 [24%]
2022	46 600 [46%]	4 800 [5%]	17 800 [18%]	6 000 [6%]	800 [1%]	24 800 [25%]
2023	48 800 [48%]	4 500 [4%]	16 700 [16%]	6 400 [6%]	800 [1%]	24 600 [24%]
2024	53 600 [57%]	3 900 [4%]	17 200 [18%]	5 400 [6%]	600 [1%]	14 100 [15%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and public holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. “Motorcycle” includes motor tricycles.
4. “Bus” includes public and private buses.
5. “Light bus” includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Average Daily Traffic Flows by Vehicle Type and Respective Percentage at the Three RHCs (in Two-way Vehicles) ^{1&2}

Year	EHC					
	Private car	Motorcycle ³	Taxi	Bus ⁴	Light bus ⁵	Goods vehicle
2020	45 900 [60%]	2 900 [4%]	12 200 [16%]	2 900 [4%]	500 [1%]	11 700 [15%]
2021	47 600 [58%]	3 000 [4%]	14 600 [18%]	3 000 [4%]	600 [1%]	12 600 [15%]
2022	41 500 [57%]	2 600 [4%]	13 700 [19%]	2 700 [4%]	500 [1%]	11 400 [16%]
2023	42 000 [57%]	2 600 [4%]	14 200 [19%]	2 800 [4%]	600 [1%]	11 200 [15%]
2024	40 800 [57%]	2 700 [4%]	12 800 [18%]	3 100 [4%]	600 [1%]	12 000 [17%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and public holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. “Motorcycle” includes motor tricycles.
4. “Bus” includes public and private buses.
5. “Light bus” includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

- End -

CONTROLLING OFFICER'S REPLY

TLB134

(Question Serial No. 1798)

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 (PCs) and other vehicle classes with a breakdown by fuel types each year;
2. the measures to be taken by the Transport Department (TD) to complement the promotion of the development of new energy vehicles;
3. a breakdown of the number of fixed penalty notices (FPNs) 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. given that the TD has actively taken forward automated parking systems (APS) in recent years, the expenditure involved and effectiveness; and whether there were system failures;
7. a breakdown of the number of vehicles with Guangdong-Hong Kong vehicle licences in Hong Kong by vehicle types; and
8. the numbers of applications submitted and approved under the “Northbound Travel for Hong Kong Vehicles” scheme each year.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 35)

Reply:

1. The numbers of first registered vehicles from 2022 to 2024 with breakdown by vehicle classes and fuel types are at **Annex 1**.
2. The TD has always supported the adoption of new vehicle technologies. To facilitate the trade's adoption of new technologies to keep up with the latest development of the automotive market, the TD conducts timely reviews on the advancement in technology and liaises closely with the trade for their feedback, while taking road safety, local traffic conditions as well as the regulatory experience and relevant technical requirements of other places into consideration in making amendments to the relevant legislation and technical guidelines. In response to the policy of promoting new energy vehicles, the TD supports the introduction of different new energy vehicles and issued a technical guideline titled "Vehicle Construction Approval Requirements for Electric Vehicles" in 2010 to elaborate in detail the technical and safety requirements for use of electric vehicles (EVs) in Hong Kong. In the updated version in May 2023, the TD has provided further guidance and specifications on the technical and safety requirements for EVs and simplified the vehicle trades' submission of relevant information on EVs with a view to expediting the approval of EV applications. The TD also released the latest version of the guidelines in June 2024 to accept applications for vehicle type approval of EVs with battery swapping technology.

On the other hand, the TD has completed the legislative amendment work to allow electric taxis, electric private light buses, electric buses (including private and public buses), electric goods vehicles (including light, medium and heavy goods vehicles) and electric recovery vehicles with a minimum rated power of 7 kilowatts to travel on expressways without the need to apply for an expressway permit starting from 1 March 2025. The TD has already informed the trade of this amendment. As for electric PCs with a rated power of not less than 7 kilowatts or electric motorcycles or motor tricycles with a rated power of not less than 3 kilowatts, they have been allowed to be used on expressways without the need to apply for an expressway permit.

In addition, to keep pace with the development trend of hydrogen as fuel, the Government set up the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group) in 2022 to coordinate preparation works of bureaux/departments for using hydrogen as fuel locally, with a view to encouraging local application of hydrogen energy. The TD has been providing professional advice on transport matters to the Working Group regarding applications of hydrogen energy trial projects. The TD also maintains close communication and coordination with various government departments to facilitate hydrogen fuel cell vehicles to complete the vehicle examination process smoothly before vehicle registration.

The TD will continue to maintain close communication with the trade and listen to the trade's views, update technical guidelines and streamline the approval process in a timely manner to further promote the development of new energy vehicles, while ensuring that these vehicles meet the relevant technical requirements.

3. The figures of FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the Hong Kong Police Force by Police Region in the past three years are tabulated below:

Police Region	Number of FPNs issued against illegal parking		
	2022	2023	2024
Hong Kong Island	624 000	523 167	397 077
Kowloon East	555 417	443 038	297 579
Kowloon West	1 011 084	960 276	872 319
New Territories South	570 895	471 527	390 462
New Territories North	602 075	615 011	585 760
Total	3 363 471	3 013 019	2 543 197

4. The numbers of parking spaces in the 18 districts as at December 2024 are at **Annex 2**. The utilisation rates of public car parks managed by the TD, the Leisure and Cultural Services Department (LCSD) and the Government Property Agency (GPA) in the past three years are at **Annex 3**, **Annex 4** and **Annex 5** respectively. The fee-charging public car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, Heung Yuen Wai Boundary Control Point, Ka Fu Fong Public Car Park, New Territories (Shatin) Forensic Medicine Centre and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port and some parking spaces at Cheung Sha Wan Government Offices are open for public use all day long. The remaining fee-charging public car parks are parking spaces in government joint-user general office buildings (JUBs) which are open for public use during non-office hours only.
5. Regarding government car parks, Ka Fu Fong Public Car Park in Sheung Shui, the first “single site, multiple use” (SSMU) project with a public vehicle park (PVP), was commissioned in November 2024, providing 326 parking spaces. As for the supply of parking spaces in the coming year, PVPs in the Chinese Medicine Hospital in Tseung Kwan O and the JUB in Area 67, Tseung Kwan O, which are expected to be completed and commissioned in 2025, will provide more than 500 additional parking spaces. With the completion and commissioning of more PVPs in the next few years, the number of parking spaces will further increase. As the provision of parking spaces at short-term tenancy (STT) car parks and on-street parking spaces is subject to multiple factors, including the views of relevant stakeholders and the implementation progress of development projects, it is technically difficult to give a projection of the number of parking spaces to be provided.
6. The TD has kept under review the latest developments in the application of APS worldwide. With the technology of APS for PCs reaching a mature stage, the TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable STT car parks and public works projects.

APS in STT car parks at Hoi Shing Road in Tsuen Wan, Pak Shek Kok in Tai Po and Tung Chau Street in Sham Shui Po are already commissioned. The average utilisation

rates of APS in these three car parks in the third quarter of 2024 were about 60% to 90%. As APS in STT car parks are funded and constructed by the relevant STT tenants, and operated on a commercial basis, the TD does not keep information on the construction costs and system failure records. Nevertheless, APS is subject to the regulatory control of the Lifts and Escalators Ordinance (Cap. 618), and is regularly examined and maintained by registered lift contractors. Based on the experience of STT tenants, there have been few cases of system failures in the APS and it can continuously operate in a reliable manner.

The details of the public works projects with APS under construction are at **Annex 6**.

7. 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 obtain the Mainland Approval Notice issued by the Guangdong Provincial Public Security Department and the closed road permit (CRP) issued by the 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 the 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” (the Scheme) and the HZMB Macao Port Park-and-Ride Scheme.

As at the end of February 2025, the numbers of Guangdong-Hong Kong cross-boundary coaches, goods vehicles and PCs issued with valid CRPs (except those under the Scheme and the HZMB Macao Port Park-and-Ride Scheme) are tabulated below:

Vehicle types	Number of valid CRPs
Goods vehicle	9 545
Coach	1 285
Private car	59 150

8. The Scheme was launched in July 2023. To ensure that the Scheme is implemented in an orderly manner, the governments of Guangdong and Hong Kong agreed to set a cap on the number of applications to be accepted, which is allocated through computer balloting. The number of applications to be accepted has been increased from 200 per working day at the beginning to 500 per working day at present. 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, with a view to fully utilising every application quota. The number of applications received by the TD (including new and renewal applications) and the number of approved applications since June 2023 are tabulated below:

Year	Number of applications received	Number of approved applications
2023 (June to December)	41 620	36 079
2024	91 316	82 333
2025 (January to February)	18 902	16 981

Numbers of first registered vehicles with breakdown by vehicle class and fuel type**2022**

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum	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	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

2024

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	Liquefied Petroleum	Hydrogen	Total
Motorcycle	3 726	0	307	0	0	4 033
Private car	13 503	0	33 206	0	0	46 709
Taxi	4	0	140	827	0	971
Franchised bus	0	25	20	0	0	45
Non-franchised public bus	0	307	10	0	0	317

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	Liquefied Petroleum	Hydrogen	Total
Private bus	0	63	3	0	0	66
Public light bus	0	105	3	14	0	122
Private light bus	0	132	1	0	0	133
Goods vehicle	0	2 936	249	0	0	3 185
Special purpose vehicle	2	71	3	5	0	81

Note 1: Hybrid vehicles are included under their respective fuel types. Only pure EVs are counted in the category of EVs.

Note 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 December 2024)**

District	Total ^{Note}
Central & Western	41 826
Wan Chai	41 051
Eastern	51 509
Southern	43 709
Yau Tsim Mong	39 345
Sham Shui Po	37 495
Kowloon City	57 358
Wong Tai Sin	24 686
Kwun Tong	58 032
Tsuen Wan	42 733
Tuen Mun	48 788
Yuen Long	48 587
North	26 101
Tai Po	35 069
Sai Kung	50 522
Sha Tin	82 942
Kwai Tsing	49 310
Islands	22 469
Total	801 532

Note: The total numbers of parking spaces include the parking spaces for PCs, motorcycles (MCs), 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 operated by the TD from 2022 to 2024

District	Car park	Number of parking spaces (except those for MCs) Note	Average utilisation rate (%) of parking spaces					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2022	2023	2024	2022	2023	2024
Central and Western	Star Ferry	377	81	82	81	27	31	28
	City Hall	170	57	65	58	19	25	24
	Rumsey Street	829	63	57	62	34	27	33
	Kennedy Town	195	85	86	85	80	80	80
Wan Chai	Tin Hau	428	81	79	75	66	64	62
Eastern	Shau Kei Wan	385	83	80	76	80	78	75
Southern	Aberdeen	293	69	64	63	83	79	78
Wong Tai Sin	Sheung Fung Street	267	74	77	74	84	83	80
	Wong Tai Sin	25	63	45	36	38	32	39
Kwai Tsing	Kwai Fong	521	80	83	73	76	76	68
Tsuen Wan	Tsuen Wan	545	84	86	79	80	82	77

Note: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining 10 car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

District	Car park	Number of parking spaces for MCs	Average utilisation rate (%) of parking spaces for MCs					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2022	2023	2024	2022	2023	2024
Central and Western	Star Ferry	37	76	72	65	58	54	47
	City Hall	27	74	77	74	60	68	67
	Rumsey Street	164	82	93	83	75	87	75
	Kennedy Town	37	69	74	75	78	82	82
Wan Chai	Tin Hau	75	79	77	76	82	78	77
Eastern	Shau Kei Wan	72	80	76	72	85	81	78
Southern	Aberdeen	51	71	67	71	78	72	77
Wong Tai Sin	Sheung Fung Street	74	70	67	65	79	75	73
Kwai Tsing	Kwai Fong	93	79	82	75	80	80	71
Tsuen Wan	Tsuen Wan	34	73	64	69	72	63	68

Utilisation rates of public car parks managed by LCSD from 2022 to 2024

District	Average utilisation rate		
	2022	2023	2024
Central & Western	37%	54%	43%
Wan Chai	44%	49%	50%
Eastern	72%	69%	52%
Southern	16%	17%	29%
Yau Tsim Mong	40%	38%	33%
Sham Shui Po	17%	23%	23%
Kowloon City	62%	57%	55%
Wong Tai Sin	17%	21%	28%
Kwun Tong	53%	50%	44%
Tsuen Wan	28%	33%	23%
Tuen Mun	43%	54%	51%
Yuen Long	55%	63%	35%
North	57%	65%	58%
Tai Po	27%	27%	28%
Sai Kung	44%	51%	44%
Sha Tin	43%	55%	52%
Kwai Tsing	30%	36%	36%
Islands	27%	23%	25%

Utilisation rates of public car parks managed by GPA from 2022 to 2024

District	Car park	Number of parking spaces	Average utilisation rate (%)		
			2022 ^(Note 1)	2023 ^(Note 2)	2024 ^(Note 3)
Central & Western	Queensway Government Offices	181	13%	14%	32%
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower	Ceased operation from 15 March 2024	25%	13%	14% ^(Note 4)
Eastern	North Point Government Offices	95	41%	40%	29%
	Chai Wan Municipal Services Building	45	91%	78%	30%
Southern	No car park under GPA's management				
Yau Tsim Mong	West Kowloon Government Offices	50	38%	39%	42%
Sham Shui Po	Cheung Sha Wan Government Offices	263	52%	49%	54%
Kowloon City	Tokwawan Market and Government Offices	32	37%	36%	77%
	Trade and Industry Tower	24	47%	38% ^(Note 5)	29% ^(Note 5)
Wong Tai Sin	No car park under GPA's management				
Kwun Tong	Shun Lee Disciplined Services Quarters	105	55%	94%	68%
Tsuen Wan	No car park under GPA's management				
Tuen Mun	Tuen Mun Government Offices	42	23%	23%	10%
Yuen Long	Yuen Long District Office Building	43	47%	46%	42%
North	North District Government Offices	96	26%	36%	57%
	Heung Yuen Wai Boundary Control Point	466	-	45% ^(Note 6)	49%
	Ka Fu Fong Public Car Park	326	-	-	19% ^(Note 7)
Tai Po	Tai Po Government Offices	73	59%	63%	70%
Sai Kung	Sai Kung Government Offices	70	18%	12%	18%
Sha Tin	Sha Tin Government Offices	143	42%	49%	43%

District	Car park	Number of parking spaces	Average utilisation rate (%)		
			2022 ^(Note 1)	2023 ^(Note 2)	2024 ^(Note 3)
	New Territories (Shatin) Forensic Medicine Centre	50	-	13% ^(Note 8)	20%
Kwai Tsing	No car park under GPA's management				
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port	733	1%	26%	18%

Notes:

- (1) These are the average utilisation rates of parking spaces of the fee-charging public 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 parking spaces of the fee-charging public car parks during the operating hours for the period from January to December 2023 provided by the contractors.
- (3) These are the average utilisation rates of PC parking spaces of the fee-charging public car parks during the operating hours for the period from January to December 2024 provided by the contractors.
- (4) As the fee-charging public car park at Wanchai Tower, Immigration Tower and Revenue Tower ceased operation from 15 March 2024, only the average utilisation rates of parking spaces of the car park during the operating hours in January 2024 are provided by the contractor.
- (5) As the fee-charging public car park at Trade and Industry Tower ceased operation from 10 October 2023 to 25 April 2024, only the average utilisation rates of parking spaces of the car park during the operating hours for the periods from April 2022 to September 2023 and from May to December 2024 are provided by the contractor.
- (6) As the fee-charging public 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 by the contractor.
- (7) As Ka Fu Fong Public Car Park commenced operation in mid-November 2024, only the average utilisation rates of the parking spaces of the fee-charging public car park during the operating hours from December 2024 to January 2025 are provided.
- (8) As the New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of PC parking spaces of the fee-charging public car park during the operating hours for the period from February to December 2023 are provided by the contractor.

Public works projects with APS	Expected Commissioning of APS
Joint-user Government Office Building in Area 67, Tseung Kwan O	2025 (Tentative)
District Open Space, Sports Centre and Public Vehicle Park (PVP) at Sze Mei Street	2026 (Tentative)
Open Space with PVP at Yen Chow Street West, Sham Shui Po	2026 (Tentative)
Amenity Complex in Area 103, Ma On Shan	2029 (Tentative)
Town Park with PVP in Area 66, Tseung Kwan O	2029 (Tentative)

- End -

CONTROLLING OFFICER'S REPLY

TLB135

(Question Serial No. 1799)

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 Mass Transit Railway (MTR) services by visitors to access the boundary crossing points (BCPs) during the Golden Week, will the Government inform this Committee of the following:

1. What is the number of visitors using MTR services such as the East Rail Line (ERL) to access the BCPs during the Golden Week, and its ratio to the number of local passengers?
2. Given the large number of visitors using ERL service, is congestion observed during the morning and evening peak hours? Is its carrying capacity exceeded? If yes, what are the details?
3. What are the measures taken by the Government and stakeholders to meet the additional service demand of local passengers as well as visitors during holidays? and
4. Given that visitors are unfamiliar with the local commuting pattern as well as rules, regulations and system of public transport in Hong Kong, what are the Government's measures to enhance their awareness in this respect?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 36)

Reply:

1. to 3.

The Lunar New Year, Labour Day and National Day Golden Weeks are the peak periods for Mainland visitors to come to Hong Kong. The Government has been working with the public transport operators to plan ahead for the peak periods of cross-boundary travel and scale up their services as appropriate to cope with the travelling demand of local residents as well as visitors. In particular, the MTR Corporation Limited (MTRCL) will increase the train frequencies of ERL services to/from Lo Wu and Lok Ma Chau Stations and other local railway lines as necessary to facilitate the trips of local residents and visitors alike. MTRCL will maintain close liaison with departments working at

the frontline of rail-based BCPs during festive holidays to make timely adjustments to the train frequency of ERL cross-boundary services having regard to the actual situation at the BCPs. The broadcast and dissemination of information will be enhanced as well. Also, MTRCL will deploy additional staff for implementing crowd control measures at Sheung Shui Station and other major ERL stations to maintain order as necessary.

In addition, the Transport Department (TD) has been maintaining close liaison with MTRCL, which will timely adjust train service arrangements in view of the travel patterns and demands of passengers in different areas. In light of the passenger demand for ERL service, MTRCL has enhanced the train service to/from Lok Ma Chau Station during the morning and evening of weekends and public holidays since 16 March 2024 and increased the train frequency between Admiralty and Lo Wu/Lok Ma Chau Stations during parts of the morning and evening of weekdays, weekends and public holidays since 31 August 2024. Given the rise in total patronage of ERL services, 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.

According to information provided by MTRCL, patronage figures of ERL service to/from Lo Wu and Lok Ma Chau Stations during the Golden Weeks of Labour Day and National Day in 2024 and Lunar New Year in 2025 were as follows:

	Total patronage of ERL service to/from Lo Wu and Lok Ma Chau Stations	
	Total patronage	Average daily patronage
Labour Day in 2024 (1 to 5 May 2024)	1 426 000	285 200
National Day in 2024 (1 to 7 October 2024)	2 217 000	317 000
Lunar New Year in 2025 (28 January to 4 February 2025)	2 228 000	279 500

TD and MTRCL do not maintain statistics on patronage of ERL cross-boundary services broken down by local residents and visitors.

During the above three Golden Weeks, the patronage of the critical links of ERL (i.e. from Tai Wai to Kowloon Tong) during the busiest one hour in the morning on weekdays was about 40 300, with a loading of about 92%. Loading of the critical links during the busiest hours on weekends or public holidays was about 58%. For most of the rest of the period, loading was under 48%. Overall, there is still room for ERL to accommodate more passengers.

- MTRCL has been providing passengers (including visitors travelling on ERL and Express Rail Link) with train information of MTR, such as rules and regulations, ticketing arrangements and passenger etiquette via various channels. Apart from putting up notices and signs at stations and on trains, delivering broadcasts at stations and in train compartments, and providing electronic information, MTRCL also organises regular promotional activities with different themes and makes publicity and educational efforts via social media platforms commonly used by visitors. The

Government will continue to encourage MTRCL to provide passengers with caring and comfortable services, with a view to enhancing the travelling experience of local residents and visitors.

- End -

CONTROLLING OFFICER'S REPLY**TLB136****(Question Serial No. 3105)**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 patronage of the MTR East Rail Line (ERL), will the Government inform this Committee of the following for the past three years:

1. the numbers, durations and causes of service disruption of ERL in tabular 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 will be further increased; and
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?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 38)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	
2022	Equipment failure ^(Note)	28	8 to 30 minutes	27
			31 minutes or above	1

Year	Cause	Number of incidents	Duration of disruption and number of cases	
	Human factors	1	8 to 30 minutes	1
			31 minutes or above	0
2023	Equipment failure ^(Note)	13	8 to 30 minutes	13
			31 minutes or above	0
	Human factors	0	--	--
2024	Equipment failure ^(Note)	11	8 to 30 minutes	11
			31 minutes or above	0
	Human factors	0	--	--

Note: Including station equipment failure, infrastructure (e.g. signalling system) and rolling stock failure, etc.

- 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
2022	16
2023	44
2024	18

To further enhancing passenger safety, MTRCL is installing automatic platform gates at ERL platforms in phases. As at the end of February 2025, 10 stations had platform gates in full operation, with the installation works for the remaining three stations (i.e. Lo Wu, Mong Kok East and University) due for completion within 2025. Meanwhile, MTRCL has put in place various safety facilities at ERL platforms, including the trial of new technology starting from 2023 to detect passengers standing beyond the yellow line or exhibiting other unusual behaviour, and immediately alert station staff. With the gradual implementation of the above various safety measures, the number of passenger-on-track cases decreased by 26 to 18 in 2024, compared with 2023.

3. to 4.

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 2024, the patronage was 42 800, 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 applying technology and implementing passenger flow control 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 passengers' demand for ERL service, MTRCL has enhanced the train service to/from Lok Ma Chau Station during the morning and evening of weekends and public holidays since 16 March 2024, and has increased the train frequency between Admiralty and Lo Wu/Lok Ma Chau Stations during parts of the morning and evening of weekdays, weekends and public holidays since 31 August 2024. Following 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

TLB137

(Question Serial No. 0086)

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 provision of public car parking services, will the Transport Department (TD) inform this Committee of the following:

1. What is the current number of fee-charging public car parks in Hong Kong? How many of them are operated and managed by TD; and how many of them are outsourced to contractors for management?
2. For public car parks under TD's management, how much manpower and expenditure is required for their operation, of which what is the expenditure for repair and maintenance? For public car parks managed by outsourced contractors, how much manpower does TD need to deploy for monitoring work? What is the expenditure required for assisting contractors in carrying out repair and maintenance for the public car parks?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 2)

Reply:

1. As at December 2024, there are 30 fee-charging public car parks operated and managed by government departments in Hong Kong, of which 11 are operated by TD and 19 by the Government Property Agency (GPA) or the Leisure and Cultural Services Department (LCSD). Details are set out at **Annex**. Regarding the 11 public car parks under TD's management, TD has engaged two car park operators under service contracts through open tender to provide day-to-day management, operation and maintenance services.
2. In 2024, the charges paid to the two car park operators by TD is about \$57 million. The manpower and expenditure of TD for monitoring the operation of the 11 public car parks under TD's management are absorbed under the overall provision and establishment for TD and cannot be separately identified.

Fee-charging Public Car Parks Operated and Managed by Government Departments

Operating department	Fee-charging public car park
TD (Total: 11)	Star Ferry
	City Hall
	Rumsey Street
	Kennedy Town
	Tin Hau
	Shau Kei Wan
	Aberdeen
	Sheung Fung Street
	Wong Tai Sin
	Kwai Fong
	Tsuen Wan
GPA (Total: 18)	North Point Government Offices
	Queensway Government Offices
	North District Government Offices
	Yuen Long District Office Building
	Sai Kung Government Offices
	Tuen Mun Government Offices
	Tai Po Government Offices
	West Kowloon Government Offices
	Tokwawan Market and Government Offices
	Trade and Industry Tower
	Sha Tin Government Offices
	Cheung Sha Wan Government Offices
	Chai Wan Municipal Services Building
	Shun Lee Disciplined Services Quarters
	Hong Kong – Zhuhai – Macao Bridge
	Hong Kong Port
	New Territories (Shatin) Forensic Medicine Centre
	Ka Fu Fong Public Car Park
	Heung Yuen Wai Boundary Control Point
LCSD (Total: 1)	Tai Po Tung Cheong Street Leisure Building

Note: Ancillary car parks for public use in subsidised housing managed by the Hong Kong Housing Authority and leisure and cultural facilities managed by LCSD are not included.

- End -

CONTROLLING OFFICER'S REPLY**TLB138****(Question Serial No. 0460)**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 progress and development of smart mobility initiatives including the implementation of the Smart Traffic Fund (the Fund) and automated parking system (APS) projects, please advise this Committee of the following:

1. the approved projects under the Fund with funding suspended or terminated in the past three years (set out in table form); and
2. the distribution of APS projects across the territory and the annual maintenance costs involved (set out in table form).

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

1. Among the applications approved by the Management Committee on Smart Traffic Fund in the past three years, there were two approved applications withdrawn as initiated by applicants, which were accepted by the Management Committee. No payment from the Fund had been disbursed to the applicants concerned. Details are as follows:

Project Title	Project Summary
A Key Technology Study for Intelligent Collaboration of 5G Network Connected Vehicles for Smart Traffic (Pure Research Project)	The project aims to build an autonomous driving system with a lifelong learning perception model and a Vehicle-to-Everything based collaborative path planning mechanism.
EV Smart Driving Solution and Risk Assessment Model (Research and Application Project)	The project aims to develop an AI-powered risk assessment model, a smart driving app, and a risk tracking management web portal for electric vehicle drivers in Hong Kong. The project will collect and analyse driving data from electric vehicle drivers and visualise relevant driving risks in real-time. The risk assessment model will help car insurance companies consider adjusting premiums for electric vehicles.

2. Automated parking systems (APS) in public car parks are mainly installed in the following types of development:
- (i) short-term tenancy (STT) car parks;
 - (ii) government properties/facilities; and
 - (iii) private developments.

Information of APS installed for public use in (i) and (ii) above is set out in the following table:

APS projects commissioned or under construction	
(i) APS in STT car parks	
STT Car Park at Hoi Shing Road, Tsuen Wan*	As APS are funded and operated by STT tenants on a commercial basis, the Transport Department (TD) does not have information on their maintenance costs involved.
STT Car Park at Pak Shek Kok, Tai Po*	
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po*	
STT Car Park at Hoi Wang Road, Yau Ma Tei#	
(ii) APS in government properties/facilities	
Joint-user Government Office Building in Area 67, Tseung Kwan O#	As the APS are still at the construction stage and the maintenance work has not yet started, information on the relevant expenditure is not available.
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#	
Main works of Amenity Complex in Area 103, Ma On Shan#	
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O#	

* in operation.

under construction or construction would commence soon.

For APS in private developments, the TD does not have information on their maintenance costs involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB139

(Question Serial No. 0467)

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 bus service rationalisation, will the Government inform this Committee of the following:

1. What is the status of bus service rationalisation? Please set out in table form the service districts and the number of routes with rationalisation completed, being pursued and to be pursued;
2. Please set out in table form (i) the overall carrying capacities; (ii) the numbers of buses; (iii) the numbers of drivers; (iv) operating expenses; and (v) bus fares of bus routes in service districts before and after the rationalisation; and
3. Has the Government reviewed the effectiveness of bus service rationalisation? If yes, what are the districts that have completed the review and the outcomes? If no, how does the Government know about its effectiveness?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 27)

Reply:

1. The Transport Department (TD) has been working with the franchised bus operators (FBOs) to 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 through the established mechanisms (including the annual bus Route Planning Programmes (RPPs)). Some bus routes have 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. Bus route rationalisation caters for the passengers' latest travelling patterns and allows the operators to 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 bus network and the sustainability of services, thereby benefitting commuters as a whole. For instance, over the past year, FBOs have allocated resources to strengthen the service of routes connecting to boundary control points to take advantage of the increased service

demand. 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, thereby minimising the impact on passengers.

TD implemented 318 and 357 service rationalisation items in 2023 and 2024 respectively. Details of the items implemented for each district are set out below:

	Service rationalisation items implemented ^(Note 1)	
District	2023	2024
Central & Western	10	5
Wan Chai	3	1
Eastern	7	3
Southern	25	10
Kowloon City	16	11
Kwun Tong	27	50
Wong Tai Sin	21	28
Sham Shui Po	15	14
Yau Tsim Mong	10	0
Sai Kung	12	17
North	14	10
Tai Po	23	33
Sha Tin	48	63
Tsuen Wan	13	20
Kwai Tsing	24	28
Tuen Mun	27	30
Yuen Long	18	25
Islands	5	9
Total	318	357

Note 1:

As many routes span across more than one district, the above figures are calculated according to route origins to avoid double counting.

2. & 3.

After service rationalisation, TD will review the effectiveness through various channels, including examining the operating returns submitted by FBOs and conducting regular surveys. As part of its day-to-day duties, TD will also closely monitor the operation and service level of franchised bus services, such as monitoring the number of vehicles and drivers to ensure sufficient vehicles and manpower for providing the necessary service, as well as meeting passenger demand.

TD does not have the information on the changes of the operational data before and after the rationalisation as they can be affected by various factors (such as the effectiveness of the rationalisation, changes in travel patterns of passengers, overall economic environment, changes in other operational costs including fuel prices and staff salaries, and asset depreciation).

- End -

CONTROLLING OFFICER'S REPLY**TLB140****(Question Serial No. 0468)**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, will the Government inform this Committee of the following:

1. in the past three years and up to the present:
 - (a) the numbers of parking spaces for private cars (PCs), motorcycles (MCs) and goods vehicles (GVs) in each district in the past three years;
 - (b) the numbers of parking spaces for commercial vehicles (CVs) provided by the Government and the private sector in each district;
 - (c) the utilisation rates of car parks in each district;
2. the numbers of fixed penalty notices (FPNs) against illegal parking issued by the Hong Kong Police Force (HKPF) and the total amounts of fixed penalties involved, and among which the numbers and percentages of electronic FPNs (e-FPNs) issued in the past three years (set out the breakdown by 18 districts);
3. the number of short-term tenancy (STT) sites used as temporary car parks in each district 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); and

20XX

District	STT location	Number of parking spaces	Scheduled resumption date

4. the number of additional parking spaces planned to be provided in each of the 18 districts and the proportion of automated parking system (APS) in the next three years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 28)

Reply:

1. The numbers of parking spaces for PCs, MCs and GVs by district, and the numbers of parking spaces for CVs provided by the Government and the private sector by district in the past three years are set out at **Annex 1** and **Annex 2** respectively. The utilisation rates of the public car parks managed by the Transport Department (TD), the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD) by district in the past three years are set out at **Annex 3**. The fee-charging public car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, Heung Yuen Wai Boundary Control Point, Ka Fu Fong Public Car Park, New Territories (Shatin) Forensic Medicine Centre and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and some parking spaces at Cheung Sha Wan Government Offices are open for public use all day long. The remaining fee-charging public car parks are parking spaces in government joint-user general office buildings (JUBs) which are open for public use during non-office hours only.

TD does not maintain the statistics on the utilisation rates of privately-operated car parks.

2. The statistics on FPNs issued against illegal parking by the HKPF are categorised by Police Region. Therefore, the relevant figures by 18 districts are not available. 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	2022		2023		2024	
	Total	e-FPN	Total	e-FPN	Total	e-FPN
Hong Kong Island	624 000	542 480 (86.9%)	523 167	501 545 (95.9%)	397 077	388 112 (97.7%)
Kowloon East	555 417	526 486 (94.8%)	443 038	439 529 (99.2%)	297 579	296 785 (99.7%)
Kowloon West	1 011 084	934 178 (92.4%)	960 276	949 590 (98.9%)	872 319	868 003 (99.5%)
New Territories South	570 895	518 108 (90.8%)	471 527	459 872 (97.5%)	390 462	386 628 (99.0%)
New Territories North	602 075	554 146 (92.0%)	615 011	604 693 (98.3%)	585 760	582 811 (99.5%)
Total	3 363 471	3 075 398 (91.4%)	3 013 019	2 955 229 (98.1%)	2 543 197	2 522 339 (99.2%)

The amounts of fixed penalties involved in FPNs issued against illegal parking by the HKPF in the past three years are tabulated below:

Amounts of fixed penalties involved in FPNs issued against illegal parking from 2022 to 2024			
Year	2022	2023	2024
Amount of fixed penalty (\$ billion)	\$1.076	\$0.964	\$0.814

3. According to the information maintained by the Lands Department (LandsD) and TD, the numbers of fee-charging STT public car parks and the relevant numbers of parking spaces in 2024 with a breakdown by District Council district are set out at **Annex 4**. At present, LandsD does not have any plan to resume fee-charging STT public car parks.
4. Regarding government car parks, Ka Fu Fong Public Car Park in Sheung Shui, the first “single site, multiple use” (SSMU) project with a public vehicle park (PVP), was commissioned in November 2024, providing 326 parking spaces. As for the supply of parking spaces in the coming year, PVPs in the Chinese Medicine Hospital in Tseung Kwan O and the Joint-user Government Office Building in Area 67, Tseung Kwan O which are expected to be completed and commissioned in 2025 will provide more than 500 additional parking spaces. With the completion and commissioning of more PVPs in the next few years, the number of parking spaces will further increase. For privately-operated car parks, as it involves the development pace of individual commercial projects and market factors, it is difficult for us to give a projection of the number of parking spaces to be provided in these car parks.

For the APS, TD does not have information on the numbers of APS in privately-operated car parks. Nevertheless, for public works projects with APS being taken forward by the Government, the percentage of APS parking spaces in all PC parking spaces is over 50% on average.

Annex 1**Numbers of parking spaces for PCs, MCs and GVs by district in the past three years** ^{Note}

District	Situation as at end-December of each year	PC	MC	GV
Central & Western	2024	39 080	1 597	1 066
	2023	38 456	1 477	1 004
	2022	38 437	1 452	1 077
Wan Chai	2024	38 980	1 403	514
	2023	38 733	1 345	337
	2022	38 765	1 296	334
Eastern	2024	46 629	2 751	1 850
	2023	46 830	2 655	1 826
	2022	46 778	2 591	1 821
Southern	2024	40 299	2 014	1 122
	2023	40 077	1 988	1 124
	2022	40 371	1 946	1 096
Yau Tsim Mong	2024	35 639	2 139	1 322
	2023	35 958	2 140	1 390
	2022	35 735	2 091	1 388
Sham Shui Po	2024	31 531	2 325	3 215
	2023	30 628	2 234	3 309
	2022	30 096	2 176	3 297
Kowloon City	2024	53 195	2 445	1 449
	2023	52 161	2 283	1 367
	2022	51 390	2 108	1 251
Wong Tai Sin	2024	20 736	2 561	1 298
	2023	20 965	2 408	1 279
	2022	20 917	2 338	1 287
Kwun Tong	2024	49 220	5 006	3 684
	2023	49 363	4 765	3 522
	2022	48 735	4 598	3 357
Tsuen Wan	2024	38 393	1 827	2 104
	2023	38 582	1 759	2 144
	2022	38 505	1 672	2 057
Tuen Mun	2024	43 753	2 228	2 555
	2023	43 694	2 076	2 547
	2022	42 952	1 924	2 508
Yuen Long	2024	43 975	2 027	2 151
	2023	44 045	1 974	2 063
	2022	43 785	1 954	2 045
North	2024	23 360	1 105	1 517
	2023	22 945	1 058	1 745
	2022	22 507	911	1 615
Tai Po	2024	32 493	1 251	1 173
	2023	32 429	1 216	1 208

District	Situation as at end-December of each year	PC	MC	GV
Tai Po	2022	31 957	1 191	1 204
Sai Kung	2024	44 946	3 668	1 565
	2023	44 288	3 446	1 454
	2022	44 381	3 342	1 492
Sha Tin	2024	76 508	3 510	2 723
	2023	77 103	3 372	2 824
	2022	75 528	3 195	2 752
Kwai Tsing	2024	36 378	3 151	9 567
	2023	36 333	2 959	10 575
	2022	36 139	2 924	10 810
Islands	2024	20 403	767	1 008
	2023	20 650	709	1 005
	2022	15 946	647	870
Total	2024	715 518	41 775	39 883
	2023	713 240	39 864	40 723
	2022	702 924	38 356	40 261

Note: 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 parking spaces for CVs by district in the past three years

District	Situation as at end- December of each year	Number of parking spaces for CVs ^{Note}	
		Provided by the Government	Provided by the private sector
Central & Western	2024	651	498
	2023	643	443
	2022	642	515
Wan Chai	2024	490	178
	2023	313	180
	2022	284	181
Eastern	2024	533	1 596
	2023	545	1 616
	2022	537	1 617
Southern	2024	323	1 073
	2023	327	1 069
	2022	331	1 049
Yau Tsim Mong	2024	708	859
	2023	774	875
	2022	732	864
Sham Shui Po	2024	1 433	2 206
	2023	1 446	2 292
	2022	1 448	2 278
Kowloon City	2024	443	1 275
	2023	418	1 244
	2022	421	1 068
Wong Tai Sin	2024	468	921
	2023	458	910
	2022	435	950
Kwun Tong	2024	723	3 083
	2023	702	2 943
	2022	670	2 810
Tsuen Wan	2024	225	2 288
	2023	219	2 322
	2022	226	2 228
Tuen Mun	2024	669	2 138
	2023	668	2 131
	2022	654	2 105
Yuen Long	2024	676	1 909
	2023	699	1 811
	2022	696	1 793
North	2024	869	767
	2023	852	1 007
	2022	800	916
Tai Po	2024	654	671
	2023	666	695

District	Situation as at end- December of each year	Number of parking spaces for CVs ^{Note}	
		Provided by the Government	Provided by the private sector
Tai Po	2022	646	692
Sai Kung	2024	586	1 322
	2023	599	1 224
	2022	596	1 242
Sha Tin	2024	618	2 306
	2023	609	2 411
	2022	619	2 335
Kwai Tsing	2024	972	8 809
	2023	950	10 054
	2022	960	10 282
Islands	2024	255	1 044
	2023	389	884
	2022	266	890
Total	2024	11 296	32 943
	2023	11 277	34 111
	2022	10 963	33 815

Note: 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.

Utilisation rates of public car parks operated by TD from 2022 to 2024

District	Car park	Number of parking spaces (except those for MCs) ^{Note}	Average utilisation rate (%) of parking spaces					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2022	2023	2024	2022	2023	2024
Central and Western	Star Ferry	377	81	82	81	27	31	28
	City Hall	170	57	65	58	19	25	24
	Rumsey Street	829	63	57	62	34	27	33
	Kennedy Town	195	85	86	85	80	80	80
Wan Chai	Tin Hau	428	81	79	75	66	64	62
Eastern	Shau Kei Wan	385	83	80	76	80	78	75
Southern	Aberdeen	293	69	64	63	83	79	78
Wong Tai Sin	Sheung Fung Street	267	74	77	74	84	83	80
	Wong Tai Sin	25	63	45	36	38	32	39
Kwai Tsing	Kwai Fong	521	80	83	73	76	76	68
Tsuen Wan	Tsuen Wan	545	84	86	79	80	82	77

Note: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining 10 car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

District	Car park	Number of MC parking spaces	Average utilisation rate (%) of parking spaces for MCs					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2022	2023	2024	2022	2023	2024
Central and Western	Star Ferry	37	76	72	65	58	54	47
	City Hall	27	74	77	74	60	68	67
	Rumsey Street	164	82	93	83	75	87	75
	Kennedy Town	37	69	74	75	78	82	82
Wan Chai	Tin Hau	75	79	77	76	82	78	77
Eastern	Shau Kei Wan	72	80	76	72	85	81	78
Southern	Aberdeen	51	71	67	71	78	72	77
Wong Tai Sin	Sheung Fung Street	74	70	67	65	79	75	73
Kwai Tsing	Kwai Fong	93	79	82	75	80	80	71
Tsuen Wan	Tsuen Wan	34	73	64	69	72	63	68

Utilisation rates of public car parks managed by GPA from 2022 to 2024

District	Car park	Number of parking spaces	Average utilization rate (%)		
			2022 ^(Note 1)	2023 ^(Note 2)	2024 ^(Note 3)
Central & Western	Queensway Government Offices	181	13%	14%	32%
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower	Ceased operation from 15 March 2024	25%	13%	14% ^(Note4)
Eastern	North Point Government Offices	95	41%	40%	29%
	Chai Wan Municipal Services Building	45	91%	78%	30%
Southern	No car park under GPA's management				
Yau Tsim Mong	West Kowloon Government Offices	50	38%	39%	42%
Sham Shui Po	Cheung Sha Wan Government Offices	263	52%	49%	54%
Kowloon City	Tokwawan Market and Government Offices	32	37%	36%	77%
	Trade and Industry Tower	24	47%	38% ^(Note5)	29% ^(Note5)
Wong Tai Sin	No car park under GPA's management				
Kwun Tong	Shun Lee Disciplined Services Quarters	105	55%	94%	68%
Tsuen Wan	No car park under GPA's management				
Tuen Mun	Tuen Mun Government Offices	42	23%	23%	10%
Yuen Long	Yuen Long District Office Building	43	47%	46%	42%
North	North District Government Offices	96	26%	36%	57%
	Heung Yuen Wai Boundary Control Point	466	-	45% ^(Note6)	49%
	Ka Fu Fong Public Car Park	326	-	-	19% ^(Note7)
Tai Po	Tai Po Government Offices	73	59%	63%	70%
Sai Kung	Sai Kung Government Offices	70	18%	12%	18%
Sha Tin	Sha Tin Government Offices	143	42%	49%	43%
	New Territories (Shatin) Forensic Medicine Centre	50	-	13% ^(Note8)	20%

District	Car park	Number of parking spaces	Average utilization rate (%)		
			2022 ^(Note 1)	2023 ^(Note 2)	2024 ^(Note 3)
Kwai Tsing	No car park under GPA’s management				
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port	733	1%	26%	18%

Notes:

- (1) These are the average utilisation rates of parking spaces of the fee-charging public 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 parking spaces of the fee-charging public car parks during the operating hours for the period from January to December 2023 provided by the contractors.
- (3) These are the average utilisation rates of parking spaces of the fee-charging public car parks during the operating hours for the period from January to December 2024 provided by the contractors.
- (4) As the fee-charging public car park at Wanchai Tower, Immigration Tower and Revenue Tower ceased operation from 15 March 2024, only the average utilisation rates of parking spaces of the car park during the operating hours in January 2024 are provided by the contractor.
- (5) As the fee-charging public car park at Trade and Industry Tower ceased operation from 10 October 2023 to 25 April 2024, only the average utilisation rates of parking spaces of the car park during the operating hours for the periods from April 2022 to September 2023 and from May to December 2024 are provided by the contractor.
- (6) As the fee-charging public car park at Heung Yuen Wai Boundary Control Point commenced operation on February 2023, only the average utilisation rates of parking spaces of the car park during the operating hours for the period from February to December 2023 are provided by the contractor.
- (7) As Ka Fu Fong Public Car Park commenced operation in mid-November 2024, only the average utilisation rates of the parking spaces of the fee-charging public car park during the operating hours from December 2024 to January 2025 are provided.
- (8) As the New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of parking spaces of the fee-charging public car park during the operating hours for the period from February to December 2023 are provided by the contractor.

Utilisation rates of public car parks managed by LCSD from 2022 to 2024

District	Average utilisation rate		
	2022	2023	2024
Central & Western	37%	54%	43%
Wan Chai	44%	49%	50%
Eastern	72%	69%	52%
Southern	16%	17%	29%
Yau Tsim Mong	40%	38%	33%
Sham Shui Po	17%	23%	23%
Kowloon City	62%	57%	55%
Wong Tai Sin	17%	21%	28%
Kwun Tong	53%	50%	44%
Tsuen Wan	28%	33%	23%
Tuen Mun	43%	54%	51%
Yuen Long	55%	63%	35%
North	57%	65%	58%
Tai Po	27%	27%	28%
Sai Kung	44%	51%	44%
Sha Tin	43%	55%	52%
Kwai Tsing	30%	36%	36%
Islands	27%	23%	25%

Details of fee-charging STT public car parks by 18 districts in 2024

District	Number of car parks	Number of parking spaces
Central & Western	3	210
Wan Chai	-	-
Eastern	8	858
Southern	4	260
Yau Tsim Mong	4	727
Sham Shui Po	5	896
Kowloon City	3	758
Wong Tai Sin	3	362
Kwun Tong	8	1 302
Tsuen Wan	10	2 441
Tuen Mun	14	2 079
Yuen Long	13	1 118
North	9	819
Tai Po	11	1 359
Sai Kung	16	3 439
Sha Tin	13	2 124
Kwai Tsing	37	6 095
Islands	1	47
Total	162	24 894

- End -

CONTROLLING OFFICER'S REPLY

TLB141

(Question Serial No. 0471)

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 implementing traffic e-enforcement, will the Government inform this Committee of the following:

Up to now, what is the registration situation of vehicle owners and holders of various types of licences, permits and driving licences in Hong Kong? What are the costs and manpower arrangements for data collection?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 31)

Reply:

With effect from 18 November 2024, when applicants apply to the Transport Department (TD) for issue or renewal of licences/permits, they must provide and verify a Hong Kong mobile phone number or email address as an e-contact means (ECM) for receiving electronic messages issued by the Hong Kong Police Force and the TD in future, in preparation for the implementation of the traffic e-enforcement. The record of verified ECM is valid for three months. It can be used for more than one licensing application within the validity period, and for updating records of all registered vehicles under the name of the same vehicle owner, driving licences, various types of licences and permits (if applicable). As at 5 March 2025, a total of approximately 455 000 vehicle owners or holders of various types of licences and permits have provided verified ECM to the TD.

As provision and verification of ECM is part of the process of application for various types of licences and permits, no additional manpower is involved. Since the implementation of the new measures, the expenditure on SMS services for provision and verification of ECM is about \$250,000.

- End -

CONTROLLING OFFICER'S REPLY

TLB142

(Question Serial No. 0472)

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 total amount of subsidy received by commuters, the number of commuters receiving the subsidy and the average amount of subsidy received by each commuter in the past three years, 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 approximate average decrease in subsidies received by each commuter after adjustments under the Scheme in the past three years, with a breakdown of the numbers of beneficiaries receiving less subsidies by the following categories: \$0 to \$10, \$10 to \$20, \$20 to \$30 or above;
3. the total amounts and percentages of subsidies for various modes of transport such as railway, bus, tram and ferry in the past three years; and
4. the numbers of commuters involved in the abuse of the Scheme in the past three years, the Government's monitoring measures to minimise such abuse and the manpower and expenditure involved?

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

Reply:

- 1 - 2. 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 2022 to December 2024 are set out in **Table 1**.

Table 1:

Period	Total subsidy amount (\$ million)	Average monthly subsidy amount (\$ million)	Average monthly number of beneficiaries ('000)	Average amount of monthly subsidy per beneficiary (\$)
January to April 2022 (without special measures ^{Note})	380	95.1	1 099	87
May 2022 to October 2023 (with special measures ^{Note})	5,939	329.9	3 068	108
November 2023 to December 2024 (without special measures ^{Note})	2,955	211.0	1 996	106

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures to temporarily relax the monthly public transport expenses threshold of the Scheme to \$200 and temporarily increase the monthly subsidy cap to \$500 from May 2022 to October 2023.

The distribution of beneficiaries by monthly subsidy amount from January 2022 to December 2024 is set out in **Table 2**.

Table 2:

Monthly amount of subsidy	Average monthly number of beneficiaries ('000) ^{Note 1}		
	January to April 2022 (without special measures ^{Note 2})	May 2022 to October 2023 (with special measures ^{Note 2})	November 2023 to December 2024 (without special measures ^{Note 2})
\$0.1 to \$100.0	737	1 743	1 162
\$100.1 to \$200.0	254	855	548
\$200.1 to \$300.0	74	327	196
\$300.1 or above	27	139	89

Note 1: Due to rounding, the average monthly numbers of beneficiaries for each period do not add up to the totals shown in Table 1.

Note 2: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures to temporarily relax the monthly public transport expenses threshold of the Scheme to \$200 and temporarily increase the monthly subsidy cap to \$500 from May 2022 to October 2023.

3. Target beneficiaries of the Scheme are the commuters who travel on local public transport services for daily commuting and whose relevant transport expenses are

relatively high. Subsidies under the Scheme will not be disbursed to the public transport operators (PTOs).

4. Under the Scheme, commuters themselves bear the majority portion of their public transport expenses and there is a cap on the monthly subsidy amount to help deter abuses.

Meanwhile, 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 PTOs are required to establish a set of audit and assurance standards to strengthen their internal control and submit assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants to the Government 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 the payment systems, etc. In the three financial years from 2022-23 to 2024-25, TD conducted an average of about 150 to 170 field inspections and transport surveys per month, during which no cases involving abuse of subsidies were identified.

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.

- End -

CONTROLLING OFFICER'S REPLY**TLB143****(Question Serial No. 0474)**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 public transport fare increases, will the Government inform this Committee of the following:

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

3. What are the non-farebox revenue situations of various public transport modes? Are there any measures in place to generate more non-farebox revenues?
4. What public transport modes currently offer monthly passes or package tickets? What are the numbers of users? Are there any measures in place to relieve the transport fare burden of the public (e.g. expanding the coverage of package tickets)?

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

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 2024 are set out below:

(A) Franchised Bus

No.	Franchised Bus	Fare Increase Rate Applied (Full fare)	Result
1.	The Kowloon Motor Bus Company (1933) Limited	6.5%	Increased at a weighted average rate of 4.3%
2.	Citybus Limited (Franchise for the Urban and New Territories bus network)	9.5%	Increased at a weighted average rate of 7.5%
3.	New Lantao Bus Company (1973) Limited	6.5%	Increased at a weighted average rate of 6.5%

(B) Green Minibus (GMB)

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
Hong Kong Island			
1.	HKI 14M	23.8%	Being processed
2.	HKI 21A	21.3%	Being processed
3.	HKI 21M	22.6%	Being processed
4.	HKI 30	17.6%	Proposed increase by 9.8% <small>Note (1)</small>
5.	HKI 54	14.8%	Proposed increase by 8.0% <small>Note (1)</small>
6.	HKI 54M	15.2%	Proposed increase by 7.6% <small>Note (1)</small>
7.	HKI 54S	15.4%	Proposed increase by 9.2% <small>Note (1)</small>
8.	HKI 55	15.3%	Proposed increase by 7.1% <small>Note (1)</small>
9.	HKI 65	21.6%	Proposed increase by 9.5% <small>Note (1)</small>
10.	HKI 65A	21.6%	Proposed increase by 9.5% <small>Note (1)</small>
11.	HKI 65X	21.6%	Proposed increase by 9.5% <small>Note (1)</small>
Kowloon			
1.	KLN 2	25.3%	Proposed increase by 13.9% <small>Note (1)</small>
2.	KLN 2A	25.3%	Proposed increase by 13.9% <small>Note (1)</small>
3.	KLN 18M	14.0%	Being processed
4.	KLN 19	12.1%	Being processed
5.	KLN 19A	10.0%	Being processed
6.	KLN 19M	13.0%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
7.	KLN 19S	13.0%	Being processed
8.	KLN 27M	20.5%	Proposed increase by 5.7% Note (1)
9.	KLN 27MS	20.7%	Proposed increase by 6.9% Note (1)
10.	KLN 28M	20.5%	Proposed increase by 5.7% Note (1)
11.	KLN 28MS	20.7%	Proposed increase by 6.9% Note (1)
12.	KLN 29A	19.3%	Proposed increase by 8.8% Note (1)
13.	KLN 29B	19.3%	Proposed increase by 8.8% Note (1)
14.	KLN 30A	10.8%	Proposed increase by 10.8% ^{Note (1)}
15.	KLN 30B	10.6%	Proposed increase by 10.6% ^{Note (1)}
16.	KLN 32M	10.7%	Proposed increase by 10.7% ^{Note (1)}
17.	KLN 33A	14.6%	Being processed
18.	KLN 33M	14.6%	Being processed
19.	KLN 34M	12.2%	Proposed increase by 7.3% Note (1)
20.	KLN 34S	12.2%	Proposed increase by 7.3% Note (1)
21.	KLN 35	13.6%	Proposed increase by 9.1% Note (1)
22.	KLN 36A	12.2%	Proposed increase by 7.3% Note (1)
23.	KLN 41A	14.9%	Proposed increase by 14.9% ^{Note (1)}
24.	KLN 41M	14.9%	Proposed increase by 14.9% ^{Note (1)}
25.	KLN 42	11.8%	Proposed increase by 11.8% ^{Note (1)}
26.	KLN 56	10.9%	Proposed increase by 6.3% ^{Note (1)}
27.	KLN 60	10.5%	Proposed increase by 7.0% ^{Note (1)}
28.	KLN 70	10.3%	Proposed increase by 7.2% ^{Note (1)}
29.	KLN 70A	10.3%	Proposed increase by 7.2% ^{Note (1)}
30.	KLN 86	14.1%	Proposed increase by 10.9% ^{Note (1)}

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
31.	KLN 88	22.4%	Proposed increase by 12.2% <small>Note (1)</small>
New Territories			
1.	NT 1	11.7%	Increased by 5.8%
2.	NT 1A	11.7%	Increased by 5.8%
3.	NT 1S	7.4%	Increased by 5.0%
4.	NT 2	18.2%	Increased by 7.3%
5.	NT 7	9.5%	Increased by 5.8%
6.	NT 9	7.6%	Increased by 6.3%
7.	NT 9A	9.2%	Increased by 7.6%
8.	NT 11	11.1%	Proposed increase by 8.6% <small>Note (1)</small>
9.	NT 11A	8.1%	Proposed increase by 8.1% <small>Note (1)</small>
10.	NT 11B	11.1%	Proposed increase by 8.6% <small>Note (1)</small>
11.	NT 11M	11.7%	Proposed increase by 8.3% <small>Note (1)</small>
12.	NT 11S	10.2%	Proposed increase by 9.2% <small>Note (1)</small>
13.	NT 12	11.4%	Proposed increase by 8.9% <small>Note (1)</small>
14.	NT 28K	18.0%	Rejected
15.	NT 28S	18.0%	Rejected
16.	NT 29	14.5%	Proposed increase by 10.8% <small>Note (1)</small>
17.	NT 33	11.8%	Proposed increase by 7.9% <small>Note (1)</small>
18.	NT 34A	12.2%	Proposed increase by 9.5% <small>Note (1)</small>
19.	NT 35	11.8%	Proposed increase by 8.8% <small>Note (1)</small>
20.	NT 36	34.1%	Increased by 5.9%
21.	NT 37	34.1%	Increased by 5.9%
22.	NT 38	34.1%	Increased by 5.9%
23.	NT 40	30.8%	Being processed
24.	NT 42	13.0%	Proposed increase by 7.4% <small>Note (1)</small>
25.	NT 46	19.2%	Being processed
26.	NT 46A	19.2%	Being processed
27.	NT 46X	19.2%	Being processed
28.	NT 54A	15.4%	Being processed
29.	NT 54K	16.1%	Being processed
30.	NT 55K	12.0%	Increased by 6.5%

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
31.	NT 56A	12.8%	Proposed increase by 7.7% Note (1)
32.	NT 56B	12.0%	Increased by 7.6%
33.	NT 56C	12.7%	Increased by 6.3%
34.	NT 56K	12.2%	Increased by 7.1%
35.	NT 65A	15.4%	Being processed
36.	NT 65K	13.3%	Being processed
37.	NT 65M	17.2%	Being processed
38.	NT 65S	12.9%	Being processed
39.	NT 66K	13.3%	Being processed
40.	NT 67A	26.1%	Being processed
41.	NT 67K	14.9%	Being processed
42.	NT 79S	19.7%	Proposed increase by 15.0% Note (1)
43.	NT 80	18.1%	Proposed increase by 8.3% Note (1)
44.	NT 83A	18.8%	Being processed
45.	NT 84	18.2%	Being processed
46.	NT 85	18.8%	Being processed
47.	NT 86	18.8%	Being processed
48.	NT 86A	20.0%	Being processed
49.	NT 86M	18.8%	Being processed
50.	NT 87	9.3%	Proposed increase by 5.6% Note (1)
51.	NT 87A	20.3%	Proposed increase by 9.4% Note (1)
52.	NT 87K	9.3%	Proposed increase by 5.6% Note (1)
53.	NT 87M	9.8%	Proposed increase by 3.3% Note (1)
54.	NT 88D	13.2%	Proposed increase by 9.4% Note (1)
55.	NT 94	15.9%	Increased by 14.3%
56.	NT 94A	15.9%	Increased by 14.3%
57.	NT 94S	15.2%	Increased by 13.6%
58.	NT 95	27.9%	Proposed increase by 11.6% Note (1)
59.	NT 95A	27.0%	Proposed increase by 13.5% Note (1)
60.	NT 95K	27.9%	Proposed increase by 9.3% Note (1)
61.	NT 95M	27.0%	Proposed increase by 13.5% Note (1)
62.	NT 96	18.1%	Proposed increase by 8.3% Note (1)

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
63.	NT 96A	20.0%	Proposed increase by 8.0% Note (1)
64.	NT 96B	27.9%	Proposed increase by 9.3% Note (1)
65.	NT 96C	18.1%	Proposed increase by 8.3% Note (1)
66.	NT 96M	18.1%	Proposed increase by 8.3% Note (1)
67.	NT 96P	30.2%	Proposed increase by 9.3% Note (1)
68.	NT 109M	34.1%	Increased by 7.3%
69.	NT 114A	23.3%	Proposed increase by 16.3% Note (1)
70.	NT 114B	23.3%	Proposed increase by 16.3% Note (1)
71.	NT 312	10.7%	Proposed increase by 6.7% Note (1)
72.	NT 313	10.9%	Proposed increase by 7.6% Note (1)
73.	NT 409	10.5%	Being processed
74.	NT 409K	10.5%	Being processed
75.	NT 409S	10.5%	Being processed
76.	NT 411	11.7%	Proposed increase by 9.6% Note (1)
77.	NT 413	14.5%	Proposed increase by 10.8% Note (1)
78.	NT 502	13.9%	Being processed
79.	NT 506	50.0%	Rejected
80.	NT 507	50.0%	Rejected
81.	NT 608	11.0%	Proposed increase by 6.8% Note (1)
82.	NT 608S	6.6%	Proposed increase by 3.3% Note (1)
83.	NT 609	17.6%	Proposed increase by 7.8% Note (1)
84.	NT 609B	17.6%	Proposed increase by 7.8% Note (1)
85.	NT 609S	17.6%	Proposed increase by 7.8% Note (1)
86.	NT 610S	8.3%	Proposed increase by 7.5% Note (1)
87.	NT 611	9.4%	Increased by 7.5%
88.	NT 611A	10.0%	Increased by 10.0%
89.	NT 611B	9.4%	Increased by 9.4%
90.	NT 611P	9.4%	Increased by 7.5%

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
91.	NT 611S	10.0%	Increased by 10.0%
92.	NT 806A	15.6%	Proposed increase by 7.8% Note (1)
93.	NT 806B	15.6%	Proposed increase by 7.8% Note (1)
94.	NT 806C	25.3%	Proposed increase by 10.5% Note (1)
95.	NT 806M	15.6%	Proposed increase by 7.8% Note (1)
96.	NT 814	10.1%	Rejected
97.	NT 901	50.0%	Increased by 16.7%
98.	NT 97A	10.0%	Increased by 8.7%

Note (1): TD has completed processing the fare increase application for the GMB routes concerned and the proposed increases have yet to take effect.

(C) Licensed Ferry Service

No.	Licensed Ferry Service	Fare Increase Rate Applied (Full fare)	Result
1.	Discovery Bay - Peng Chau/Trappist Monastery	31.6%-33.3%	Increased by 18.4%-20%
2.	Aberdeen - Sok Kwu Wan via Mo Tat	24.8-25.1%	Being processed
3.	North Point - Kwun Tong (Dangerous Goods Vehicular Ferry Services)	25%	Being processed

(D) Tram

No.	Tram	Fare Increase Rate Applied (Full fare)	Result
1.	Persons aged 12 or above	10%	Being processed
	Child (aged 3 to 11)	6.7%	
	Elderly (aged 65 or above)	15.4%	
	Monthly Ticket	Unchanged	

- To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators (PTOs). Information on such arrangements from 2022 to 2024 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

PTOs involved in the interchange schemes Note (2)	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the Schemes Note (3)
Railway and franchised bus 2022: 17 routes 2023: 19 routes 2024: 25 routes	From 2022 to 2024: \$0.6 - \$2.0	2022: 21 280 2023: 26 660 2024: 21 940	On-going
Railway and GMB ^{Note (4)} 2022: 547 routes 2023: 556 routes 2024: 560 routes	From 2022 to 4 November 2023: \$0.3 - \$3 From 5 November 2023 onwards: \$0.5 - \$3	2022: 392 950 2023: 456 560 2024: 468 530	On-going
Railway and kaito (1 route)	\$0.5	2022: 320 2023: 370 2024: 350	Commenced on 1 June 2020 and on-going
Bus-bus interchange between different franchised bus companies ^{Note (5)} 2022: 608 routes 2023: 629 routes 2024: 660 routes	2022: \$0.5 - \$37.0 2023 and 2024: \$0.1 - \$38.7	2022: 157 270 2023: 180 900 2024: 191 340	On-going
Franchised bus and GMB 2022: 38 routes 2023: 71 routes 2024: 96 routes	2022: \$1.0 2023 and 2024: \$1.0 - \$4.0	2022: 286 2023: 258 2024: 304	On-going
Franchised bus and Tram (35 routes)	2022: \$2.6 2023 and 2024: \$3.0	2022: 1 100 2023: 1 300 2024: 877	Commenced on 1 July 2017 and on-going
GMB-GMB interchange between different GMB route packages (41 routes)	\$1.0 - \$11.9	N/A ^{Note (6)}	On-going

PTOs involved in the interchange schemes Note (2)	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the Schemes Note (3)
Ferry-ferry interchange between different ferry operators (2 routes)	2022: \$3.8 - \$6.8 2023: \$3.8 - \$9.4 2024: \$5.5 - \$9.4	2022: 18 2023: 21 2024: 21	Commenced on 1 July 2011 and on-going

Note (2): Interchange concessionary fare arrangements for routes operated by the same operator are not covered.

Note (3): TD does not have the information on the commencement date of each scheme.

Note (4): 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 (5): The figures cover all franchised bus routes for which interchange discounts are provided by franchised bus companies.

Note (6): TD does not have passenger trip figures of GMB-GMB interchange between different GMB route packages.

- The Government has been encouraging and appropriately assisting PTOs to explore different ways to increase non-farebox revenue having regard their modes of operation, so as to improve their financial situation and help alleviate the pressure for fare increase. The measures taken by PTOs to increase non-farebox revenue are listed below:

PTO	Measures taken to increase non-farebox revenue
MTR	Providing an attractive mix of station retail outlets and services; and displaying advertisements in stations and trains and providing multi-media broadcast service.
Franchised Bus	Displaying advertisements on bus bodies, bus compartments, and bus shelters; offering free rides to the public through commercial co-operation or sponsorship; providing repair and maintenance services to non-franchised buses at bus depots; leasing out part of the parking spaces or vehicle examination spaces at individual bus depots or some of the floors of depots; installing revenue-generating facilities at suitable public

PTO	Measures taken to increase non-farebox revenue
	transport interchanges/terminals such as vending machines, self-pickup smart lockers, etc.; and setting up customer service kiosks at suitable bus-bus interchanges or public transport interchanges/terminals.
Public Light Bus	Displaying advertisements on the bodies, compartments or multi-media devices on public light buses.
Ferry	Leasing out vessels outside the routes' operating hours; subletting pier spaces for commercial and retail purposes, such as letting out shops and renting out advertising lightboxes; and organising commercial activities in vacant pier spaces.
Tram	Advertising on tram bodies and at tram stop shelters; corporate sponsorship for Free Tram Ride Day; tram charter; sales of tickets for TramOramic Tour and tram souvenirs.

4. The Government has all along been encouraging PTOs to introduce fare reduction or concession as far as possible, such as offering fare concession and interchange schemes for various passenger groups, to help reduce passengers' travel expenses, taking into account the operators' respective operating and financial conditions, overall economic environment and passenger needs. We will continue to encourage PTOs to offer fare concession to passengers while maintaining proper and efficient public transport services.

Details of the monthly passes or package tickets offered by PTOs and the number of users in 2024 are listed below:

PTO	Monthly pass / package ticket	Average daily number of users in 2024 (unless specified otherwise)
The Kowloon Motor Bus Company (1933) Limited (KMB) / Long Win Bus Company Limited	Monthly pass and KMB "Ride 10 Get 1 Free" ticket	About 85 200
New Lantao Bus Company (1973) Limited (NLB)	Ticket redemption arrangements of NLB Routes No. 1, 2, 3M, 4, 11, 21, 23, A35, N1 and N35	About 20
Citybus Limited (Franchise for the Urban and New Territories bus network)	Route B7 "3-day Return Journey Pass" and Route B8 "2-day Return Journey Pass"	About 30

PTO	Monthly pass / package ticket	Average daily number of users in 2024 (unless specified otherwise)
Citybus Limited (Franchise for the Airport and North Lantau bus network)	Cityflyer Pre-paid Return Ticket and Route B5 “3-day Return Journey Pass”	About 300
Ferry operators (13 routes)	Monthly, multi-ride, return and 4-day tourist tickets	About 12 500
The MTR Corporation Limited	“City Saver” and “Monthly Pass” Note (7)	About 300 000 ^{Note (8)}
Hong Kong Tramways (HKT)	Monthly ticket and Golden Ticket for “TramOramic Tour”	Average monthly sales figure: About 1 400 ^{Note (9)}

Note (7): At present, the MTR Corporation Limited offers five types of “Monthly Passes”, including Monthly Pass 1 (Sheung Shui/Wu Kai Sha – East Tsim Sha Tsui), Monthly Pass 2 (Tuen Mun – Nam Cheong), Monthly Pass 3 (Tuen Mun – Hung Hom), Monthly Pass 4 (Tung Chung – Nam Cheong) and Monthly Pass 5 (Tung Chung – Hong Kong).

Note (8): It represents the average daily number of passengers using “City Saver” and various types of “Monthly Pass” in 2024.

Note (9): It represents the average monthly sales figure of monthly tickets and package tickets in 2024. Since ticket holders are only required to present their monthly/package tickets to the motorman when alighting, HKT does not have the information on the daily number of passengers using monthly/package tickets.

In addition to the above concessions, the Government has also taken measures to subsidise targeted passenger groups, such as the Public Transport Fare Subsidy Scheme 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, and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (i.e. the \$2 Scheme) to benefit the elderly and eligible persons with disabilities.

- End -

CONTROLLING OFFICER'S REPLY**TLB144****(Question Serial No. 3280)**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 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 amounts deposited, amounts withdrawn and balance of the Funds of each company in the past three years? Please list the details by year with reference to the table below.

FBC	Amount Deposited	Amount Withdrawn	Balance of the Funds

2. Since the establishment of the Funds, what has been the offsetting effect of the Funds on the fare increase magnitude in each bus fare adjustment?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 41)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 franchised bus operator (FBO), 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 FBOs. When a FBO 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 amounts deposited, amounts withdrawn and balances in the Fund set up by each FBO for its franchise in the past three years are tabulated below.

2022

Franchise Note 1	Balance of the Fund Brought Forward from 2021 (\$'000) [A]	Amount Deposited in 2022 (\$'000) [B] Note 2	Amount Withdrawn in 2022 (\$'000) [C]	Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C]
KMB	416,584	134,849	102,600	448,833
CTB(F1)	4,284	31,040	35,000	324
CTB(F2)	544	602	0	1,146
NWFB	0	34,401	34,401	0
LW	674	867	0	1,541
NLB Note 4	17.7	0.2	0	17.9

2023

Franchise Note 1	Balance of the Fund Brought Forward from 2022 (\$'000) [A]	Amount Deposited in 2023 (\$'000) [B] Note 2	Amount Withdrawn in 2023 (\$'000) [C]	Balance of the Fund in 2023 (\$'000) [D] = [A] + [B] – [C]
KMB	448,833	169,990	199,760	419,063
CTB (Urban and New Territories) Note 3	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 Note 4	17.9	0.1	0	18.0

2024

Franchise Note 1	Balance of the Fund Brought Forward from 2023 (\$'000) [A]	Amount Deposited in 2024 (\$'000) [B] Note 2	Amount Withdrawn in 2024 (\$'000) [C]	Balance of the Fund in 2024 (\$'000) [D] = [A] + [B] – [C]
KMB	419,063	146,470	213,250	352,283
CTB (Urban and New Territories) Note 3	7,380	94,175	101,555	0
CTB(F2)	3,925	7,464	0	11,389
LW	1,701	1,650	1,850	1,502 Note 5
NLB Note 4	18.0	0.3	0	18.3

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:

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 deposited in the Fund of NLB.

Note 5:

Due to rounding, the total may not equal the sum of the individual items.

2. The mitigation 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 FBOs. Since its implementation, the Fund has mitigated the magnitude of fare increase or relieved the pressure for fare increase on 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%;

(b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 5.5% to 3.9%; and

(c) OAWAR of fare increase shouldered by the passengers, implemented on 5 January 2025, was reduced from 5.2% to 4.3%.

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, but 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%.

- End -

CONTROLLING OFFICER'S REPLY

TLB145

(Question Serial No. 0540)

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 2025-26, it is mentioned that the Department will continue to support the implementation of the “Northbound Travel for Hong Kong Vehicles” (the Scheme) and preparation for the “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

1. the number of applicants, the number of successful balloting applicants and the number of those who have subsequently made successful travel bookings, since the implementation of the Scheme?
2. the number of vehicles issued with Closed Road Permits (CRPs) participated in the Scheme since the implementation of the Scheme, and the number of permits remain valid currently? Among the successful applicants, how many of them have purchased the Unilateral Recognition policy for cross-boundary motor insurance (URP)?
3. the annual utilisation rate of the Hong Kong-Zhuhai-Macao Bridge (HZMB) since its commissioning; and the annual expenditure on maintenance of HZMB and manpower cost on the part of Hong Kong? and
4. the number of private cars travelling via individual land boundary control points (BCPs) in each of the past five years, broken down by each land BCP?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 2)

Reply:

1. Since the implementation of the Scheme in July 2023, the cumulative number of successful balloting applicants was about 160 000 as at February 2025, and about 150 000 of them had submitted applications. At the same time, the cumulative number of travel bookings was about 1 million.
2. Applicants of the Scheme are required to apply to the Transport Department for CRPs, the maximum validity period of which is one year. As at February 2025, the

cumulative number of CRPs issued by TD was about 140 000, among which about 80 000 were still valid as at 28 February 2025.

Under the URP, the applicants of the Scheme may, within the validity period of their Hong Kong statutory motor insurance policy, add in their Mainland “Compulsory Traffic Accident Liability Insurance for Motor Vehicles” (Compulsory Motor Insurance) and choose to purchase selective top-up cover with Mainland “Commercial Insurance for Motor Vehicles” (Commercial Motor Insurance) subject to the need. As at the end of 2024, the total number of URPs issued by Hong Kong insurance companies was about 10 000.

3. The annual figure of vehicular throughput on the HZMB from 2018 to 2024 are tabulated as follows:

Year	Vehicular throughput
2018 ^{Note (1)}	241 099
2019	1 521 114
2020	301 378
2021	154 732
2022	222 878
2023	2 279 087
2024	4 356 925

(Source: HZMB Authority)

Note (1): HZMB was officially commissioned on 24 October 2018.

The HZMB Authority was established pursuant to the laws of the Mainland as a non-profit-making public-institution legal entity, responsible for the construction, operation, management and maintenance (including financial matters) of the Main Bridge located in the Mainland waters, and collection of tolls from vehicles using the HZMB Main Bridge. The HZMB Authority operates on a self-financing basis. Income of the HZMB (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of the Main Bridge. As the toll income is not received by the HKSAR Government, it is not appropriate for the Government to disclose information relating to the income and expenditure of the Main Bridge unilaterally.

4. The figures of annual vehicular flow of private cars at various land BCPs in the past five years are as follows:

BCP	2020	2021	2022	2023	2024
Lok Ma Chau ^{Note (2)}	254 058	0	0	1 639 511	2 514 254
Man Kam To ^{Note (3)}	10 962	0	0	54 953	100 892
Sha Tau Kok ^{Note (4)}	31 429	0	0	0	0
Shenzhen Bay	301 512	4 876	2 959	1 975 357	3 077 399
HZMB	125 864	943	2 312	1 529 229	3 375 673
Heung Yuen Wai ^{Note (5)}	N/A	N/A	N/A	162 867	490 080

(Sources: Customs and Excise Department and HZMB Authority)

Note (2): To reduce the risk of spread of the COVID-19 pandemic in the community, immigration clearance service for cross-boundary private cars at Lok Ma Chau BCP was suspended from 4 February 2020 to 5 February 2023.

Note (3): To reduce the risk of spread of the COVID-19 pandemic in the community, immigration clearance service for cross-boundary private cars at Man Kam To BCP was suspended from 30 January 2020 to 7 January 2023.

Note (4): Immigration clearance service for cross-boundary private cars at Sha Tau Kok BCP has been suspended since 30 January 2020.

Note (5): Immigration clearance service for cross-boundary private cars at Heung Yuen Wai BCP commenced on 6 February 2023.

- End -

CONTROLLING OFFICER'S REPLY**TLB146****(Question Serial No. 0631)**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:

It is mentioned in paragraph 232 of the Budget Speech that from June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) will be raised from \$400 to \$500. The Government will continue to provide a subsidy amounting to one-third of the expenses in excess of \$500, and the prevailing subsidy cap at \$400 per month will remain unchanged. In this connection, will the Government inform this Committee of the following:

1. the amount of subsidy per year and the average number of beneficiaries per month under the Scheme in the past five years; and
2. the estimated annual expenditure, the annual savings as compared with the past, and the estimated number of beneficiaries per month under the new arrangement?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 32)Reply:

1. The total subsidy amount and the average number of beneficiaries per month under the Public Transport Fare Subsidy Scheme (the Scheme) in the past five years are set out below:

Year ^{Note}	Total subsidy amount (\$ million)	Average number of beneficiaries per month (rounded off to the nearest thousand)
2020	2,147	1 982 000
2021	3,709	2 999 000
2022	2,837	2 274 000
2023	3,909	3 036 000
2024	2,528	1 988 000

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.

2. From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion), while the estimated average number of beneficiaries per month will be 1.9 million.

- End -

CONTROLLING OFFICER'S REPLY

TLB147

(Question Serial No. 2052)

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:

Upon implementation of the refined arrangements for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and the Public Transport Fare Subsidy Scheme (PTFSS), the Government is expected to save \$6.2 billion in the coming five years. In this connection, will the Government inform this Committee of the following:

1. What are the potential annual savings on public funds and administrative costs for PTFSS in the next five financial years?
2. What are the annual total subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary under PTFSS in the past three financial years? and
3. What is the expenditure involved in the review of PTFSS which has resulted in its refined arrangements? Will the review report and relevant data be published?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 2)

Reply:

- 1 and 3. From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion). Savings totalling about \$3.56 billion are expected to be achieved in the financial years from 2025-26 to 2029-30.

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The estimated recurrent expenditure for the Scheme

(excluding the estimated subsidy amount) in the 2025-26 financial year is \$54.50 million, equivalent to about 2% of the estimated subsidy amount.

The tasks of assisting in the review of the Scheme are undertaken by the Transport Department's existing staff and hence there is no separate breakdown of the expenditure involved.

2. 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 set out as follows:

Year ^{Note}	Total subsidy amount (\$ million)	Average number of beneficiaries per month (rounded off to the nearest thousand)	Average amount of monthly subsidy per beneficiary (\$)
2022	2,837	2 274 000	104
2023	3,909	3 036 000	107
2024	2,528	1 988 000	106

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented rounds of temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme and temporarily increasing the monthly subsidy cap from May 2022 to October 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB148

(Question Serial No. 2056)

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 numbers of parking spaces and APS parking spaces in public car parks across the territory and the percentage of APS parking spaces in the past three financial years;
3. given that TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, please tabulate the details of the implementation of APS, including the locations, APS types, numbers of parking spaces (excluding conventional parking spaces), commencement dates of construction, commissioning dates and expenditures involved; and
4. the details of the APS expected to be completed in the next three financial years; whether these new systems will be installed with charging network for electric vehicles (medium or fast charging); if yes, the details; if not, the reasons.

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

Reply:

- 1, 3 & 4. TD has kept under review the latest developments in the application of automated parking systems (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 taking forward APS in suitable short-term tenancy (STT) car parks and public works projects. Information of the APS projects implemented since 2020 is listed at **Annex**.

There are currently no mature electric vehicle (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 ways to provide APS parking spaces with charging facilities. Having said that, power supply capacity has been reserved in relevant public works projects with reference to the current standards of the Environment and Ecology Bureau for meeting the future power requirement of installation of medium chargers. Taking the public vehicle park at the Joint-user Government Office Building in Area 67, Tseung Kwan O as an example, the Government is actively planning to install medium charging facilities at parking spaces on the bottom level of the puzzle stacking type APS in the car park. The Government will continue to explore with the relevant departments the installation of EV charging facilities in APSs as far as practicable where technically and financially viable.

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.

2. The numbers of parking spaces in public car parks across the territory (rounded to the nearest thousand) in the past three years are set out in the table below:

	December 2022	December 2023	December 2024
No. of parking spaces in public car parks ^{Note}	205 000	207 000	207 000

Note: Public car parks include both car parks managed by the Government and provided in private development projects which are open for public use, as well as STT car parks.

For public works projects with APS being taken forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average.

Project	APS Type	Commencement of Construction	Expected Commissioning of APS	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure
A. APS in STT car parks					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	Commissioned in November 2021	245 (78)	Funded by the STT operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	Commissioned in December 2022	250 (52)	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	Commissioned in April 2024	210 (52)	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2025 (Tentative)	About 200 (About 90)	Funded by the STT operator
B. APS in public works projects					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380 (About 220)	\$5,228.4 M ¹ in money-of-the-day (MOD) prices
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2026 (Tentative)	About 320 (About 160)	\$1,605.0 M ² in MOD prices
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200 (About 170)	\$777.9 M ³ in MOD prices
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350 (About 180)	\$2,888.4 M ⁴ in MOD prices

Project	APS Type	Commencement of Construction	Expected Commissioning of APS	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	May 2025 (Tentative)	2029 (Tentative)	About 450 (About 300)	\$1,208.0 M ⁵ in MOD prices
Hoi Ting Road Joint User Complex	Puzzle stacking	To be determined#		About 170 (About 90)	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.

Note 4: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2024.

Note 5: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2025.

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**TLB149****(Question Serial No. 2057)**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:

On facilitating wider trial and use of autonomous vehicles (AVs) in Hong Kong, will the Government inform this Committee of the following:

1. the staff establishment and expenditure involved in the development, trial and use of AVs in Hong Kong in the past financial year;
2. the information of AV trials in Hong Kong, including vehicle types, trial locations, numbers of vehicles, trial progress, cumulative trial mileage and cumulative passenger trips (if applicable) as at the latest date (set out in table form); and
3. the specific targets, expenditure and staff establishment involved in facilitating the development of AVs in the next financial year.

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

The Government has been promoting the further development of autonomous vehicles (AVs) in Hong Kong to facilitate the trial of AVs through a combined approach of policy support, regulatory backing and financial assistance. Since 2017, the Transport Department (TD) has issued Movement Permits (MPs) to AVs under trial in accordance with the Road Traffic Ordinance (Cap. 374). Currently, nine AVs issued with MPs continue to carry out trials at various locations. Details are as follows:

Item	Vehicle type (no. of vehicles)	Trial location	Cumulative trial mileage
1	Light goods vehicle/ Private light bus (4)	Hong Kong Science Park in Sha Tin	TD does not have the relevant information (Note 1)
2	Private car (1)	Hong Kong Productivity Council/ Shing Fung Road, Kowloon Bay	

Item	Vehicle type (no. of vehicles)	Trial location	Cumulative trial mileage
3	Special purpose vehicle (1)	Yuen Long Tam Mei Construction Sector Imported Labour Quarters	
4	Private bus (1)	Tuen Mun EcoPark	
5	Private light bus (2)	Fairview Park in Yuen Long	11600 km (including trial mileage on closed roads in the Mainland) (Note 2)

Note 1: These are early stage research and development (R&D) projects of AVs. The R&D organisations concerned have not provided information of the number of participants to TD.

Note 2: As this R&D project under the Smart Traffic Fund (STF) focuses on trip rates of autonomous light buses, information of the number of participants is not available.

Taking into account the need to keep pace with the evolving AV technologies and to ensure road safety, the Government completed the amendments of the Road Traffic Ordinance and introduced the Road Traffic (Autonomous Vehicles) Regulation in May 2023 and January 2024 respectively. The new regulatory regime for AVs came into operation on 1 March 2024. The TD also promulgated the Code of Practice for Trial and Pilot Use of AVs (Code of Practice) specifying technical, safety and operational requirements for the trial and use of AVs. Since the implementation of the new legislation on AVs, two pilot licences have been issued to two trial projects, involving trial of 12 AVs at two locations (including North Lantau and West Kowloon Cultural District). Details are as follows:

Item	Vehicle type (no. of vehicles)	Trial location	Cumulative trial mileage (Note 3)
1	Private car (10)	North Lantau	6600 km
2	Private light bus (2)	West Kowloon Cultural District	4700 km (including trial mileage on closed road test in the Mainland)

Note 3: Tests with passengers have not yet commenced.

Also, the Government has been providing financial incentives for the industry, subsidising organisations or enterprises to conduct vehicles related innovative technological research and application (including AV and Vehicle-to-Everything (V2X) technologies). As at January 2025, the STF has subsidised a total of 13 projects relating to autonomous driving and V2X technologies, including five AV trial projects and eight V2X-related and other auxiliary projects, covering public roads and various

application scenarios, with total funding amounting to about \$96 million and \$69 million respectively.

It is expected that there will be two more AV trial projects in Hong Kong in 2025-26, including autonomous light buses running between the Hong Kong Science Park in Sha Tin and MTR University Station, and an autonomous transportation system connecting the SKYCITY at the Hong Kong International Airport and the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB). These projects are steadily increasing the loading capacity of AVs and running on existing public roads which are much busier. The Government will continue to promote the development of AVs in Hong Kong and strive to align Hong Kong's autonomous driving development with that of other major cities in the Mainland and around the world.

The expenditure in 2024-25 mainly involved the consultancy study fee of \$75,000 for updating the technical standards in the Code of Practice. It is expected that the relevant consultancy fee in 2025-26 will be similar. The manpower and expenditure of TD involved are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

- End -

CONTROLLING OFFICER'S REPLY

TLB150

(Question Serial No. 3287)

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:

What are the respective administrative cost involved in the first and second rounds of the Scheme?

1. What are the workforce size and manpower shortfall of the local public light bus/coach trade in the past three years? Among the existing approved applications under the Scheme, please set out the respective numbers of workers who have (i) completed training, (ii) successfully obtained a driving licence and (iii) commenced work, and their percentage in relation to the total number of workers in the trade.
2. Please set out the average remuneration packages of the workers by driver job type.
3. Is the Scheme effective in alleviating the acute manpower shortage faced by the public light bus trade and supporting the continued recovery of their business? How does the Government assess the effectiveness of the Scheme? Will the Scheme be extended?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 41)

Reply:

The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To further alleviate the problem of labour shortage in the trade, the Government announced the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau (TLB), the Labour Department and the Transport Department (TD)). The reply to the various questions about the Scheme is as follows:

1. Based on the preliminary findings of the manpower study conducted in 2023 and our on-going discussions with the trade, the numbers of workers and manpower shortfall of the local public light bus/coach trade in Hong Kong are set out in the following table:

Driver job type	Manpower required	Current no. of workers	No. of shortfall
PLB Driver	8 270	6 290	1 980
Local Coach Driver	9 000	7 380	1 620
Cross-boundary Coach Driver			
Total	17 270	13 670	3 600

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. As at the end of February 2025, a total of 1 278 imported drivers have passed the local driving test, of whom more than 1 200 imported drivers have served on relevant routes, representing about 8% of the total number of workers in the trade.

2. The Scheme 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 by driver job type are set out in the following table:

Driver job type	Median monthly wage (\$)
PLB Driver	14,300
Local Coach Driver	19,300
Cross-boundary Coach Driver	22,000

3. While implementing the Scheme, TD has all along maintained 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. 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. The Government will continue to maintain liaison with representatives of the relevant transport sectors and labour unions via the consultative group and keep in view the implementation of the Scheme. TLB and TD are currently reviewing its implementation and evaluating the manpower requirement of the trade in the coming years. We will announce the way forward of the Scheme in good time subject to the review results.

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.

- End -

CONTROLLING OFFICER'S REPLY

TLB151

(Question Serial No. 2213)

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:

Members of the public have expressed their views on the frequency of lost trips, delay and inadequate services, etc, of franchised buses. However, the Transport Department (TD)'s failure to publish the lost trip rates of the franchised bus routes on a regular basis has made it difficult for the public to monitor the service performance of the franchised bus companies. In this connection, will the Government inform this Committee of the following:

- (a) on issues such as lost trips, delay and inadequate services of franchised bus routes, the number of complaints (i) received, (ii) substantiated, (iii) processed and (iv) repeated in the past five years (with a breakdown by franchise);
- (b) among the substantiated complaints mentioned in item (a)(ii), the numbers of cases involved (i) vehicle breakdown or shortage, (ii) absence of bus captains or manpower shortage, (iii) unreasonable scheduled journey times and (iv) other reasons in the past five years (with a breakdown by franchise);
- (c) whether TD maintains figures of lost trip rates of the franchised bus routes of the past five years; if yes, the details and whether TD will consider publishing such figures regularly in the future; if no, the reasons; and
- (d) (i) the staff establishments, (ii) grades, ranks and posts and (iii) emolument expenses involved in monitoring the service performance of franchised buses in the past five years and the estimates for 2025-26?

Asked by: Hon CHAN Wing-yan, JoePHY (LegCo internal reference no.: 11)

Reply:

(a) to (b):

There is a rigorous and fair established mechanism for the Government to evaluate and follow up on the services provided by franchised bus operators (FBOs). The Transport Department (TD) has been closely monitoring the service level and regularity through various means, including holding regular meetings with FBOs, inspecting and reviewing

the operating returns from FBOs, conducting regular surveys and analysing passenger complaints or suggestions, and will follow up on the causes of service irregularity/inadequacy in a serious manner. In case a FBO fails to provide service according to the requirements of TD, TD would follow up with FBO and clearly set out the improvements needed by formally issuing reminding letter. If FBO is unable to give a reasonable explanation or make improvements, TD will then issue advisory letter to remind the operator that it shall comply with the requirements and implement improvement measures by a specified time. Depending on the persistence of situation, nature and severity of each case, TD may issue warning letter to FBO.

There are numerous causes that may lead to lost trips, delayed departures and inadequate bus services, with some of them within the control of FBOs (e.g. journey time, vehicle breakdown or shortage, and manpower deployment) and some not (e.g. inclement weather, traffic congestion and road accidents).

The numbers of complaints against FBOs in relation to of standard of service (including lost trips and delayed departures) and adequacy of service (including inadequate frequency) received by TD in the past five years are set out in the tables below:

2020

Bus franchise ^{Note (1)}	Number of complaints received by TD ^(Note 2)	
	Standard of service	Adequacy of service
KMB	7 109	968
LW	224	145
CTB (Hong Kong Island and Cross-Harbour) ^(Note 3)	632	202
CTB (F2)	288	102
NWFB ^(Note 3)	942	140
NLB	113	30
Others ^(Note 4)	1 451	233
Total	10 759	1 820

2021

Bus franchise ^{Note (1)}	Number of complaints received by TD ^(Note 2)	
	Standard of service	Adequacy of service
KMB	7 869	1 896
LW	328	323
CTB (Hong Kong Island and Cross-Harbour) ^(Note 3)	1 339	531
CTB (F2)	269	113
NWFB ^(Note 3)	2 481	369
NLB	190	55
Others ^(Note 4)	1 570	593
Total	14 046	3 880

2022

Bus franchise ^{Note (1)}	Number of complaints received by TD ^(Note 2)	
	Standard of service	Adequacy of service
KMB	17 020	2 278
LW	388	177
CTB (Hong Kong Island and Cross-Harbour) ^(Note 3)	2 749	967
CTB (F2)	405	181
NWFB ^(Note 3)	3 344	647
NLB	167	44
Others ^(Note 4)	1 687	856
Total	25 760	5 150

2023

Bus franchise ^{Note (1)}	Number of complaints received by TD ^(Note 2)	
	Standard of service	Adequacy of service
KMB	18 367	961
LW	939	64
CTB (Urban and New Territories) ^(Note3)	6 917	659
CTB (F2)	1 015	486
NWFB ^(Note 3)	1 292	116
NLB	436	29
Others ^(Note 4)	1 894	669
Total	30 860	2 984

2024

Bus franchise ^{Note (1)}	Number of complaints received by TD ^(Note 2)	
	Standard of service	Adequacy of service
KMB	20 170	2 606
LW	1 568	367
CTB (Urban and New Territories) ^(Note3)	5 629	1 222
CTB (F2)	1 282	311
NLB	540	102
Others ^(Note 4)	1 958	682
Total	31 147	5 290

As the society had returned to normalcy after the epidemic, passengers' demand for bus services has increased significantly, while FBOs had been facing the problem of manpower shortage, the number of complaints against franchised bus services had been on an upward trend since 2022. In response to the changes in passengers' travelling patterns and needs after the epidemic, TD then reviewed the service levels of franchised bus routes and passenger demand of each district to plan for the improvement and rationalisation of franchised bus services, including adjustment of frequencies or service

hours, and bus route rationalisation, etc., through the established mechanism with FBOs. TD will sustain the efforts and encourage FBOs to continuously improve their services to meet passenger demand.

Under the established mechanism, TD has processed the complaints received as mentioned above, some of which may involve one or more natures and causes. TD does not have the breakdown of the investigations into the complaints received (including repeated complaints).

- (c): Regarding lost trip rates, as franchised bus routes are operated under different modes (such as whole-day service, peak-only service, or services for weekends and public holidays), the “lost trip rates” of individual routes would also vary depending on the number of scheduled departures of the route concerned and may not be suitable for direct comparison. The overall “lost trip rates” by bus franchise may be of better reference value. The year-on-year lost trip rates are published in the Annual Report of FBOs for public reference.

The lost trip rates of FBOs in the past five years are set out below:

Bus franchise ^{Note (1)}	2020	2021	2022	2023	2024
KMB	6.9%	3.2%	2.5%	3.6%	2.7%
CTB (Urban and New Territories) ^(Note 3)	4.4%	1.5%	2.1%	5.0%	2.5%
CTB (F2)	2.0%	0.6%	1.2%	3.3%	1.6%
NWFB ^(Note 3)	6.7%	2.9%	3.0%	4.5%	N/A
LW	4.7%	1.4%	1.9%	3.1%	2.0%
NLB	3.0%	0.3%	0.4%	1.1%	0.3%
Overall	6.3%	2.8%	2.4%	3.8%	2.5%

The lost trip rates and their changes are affected by multiple factors. For instance, the lost trip rates of FBOs in 2020 were the highest in the past five years. The main reason was that during the early stage of the pandemic outbreak in February and March 2020, a number of bus captains had contracted COVID-19 or were close contacts of contracted persons, which resulted in lost trips due to staff shortage. TD immediately asked FBOs to rectify and operate their services according to the approved schedules through reminding and advisory letters. TD then developed a mechanism for FBOs to apply for temporary service adjustments. With the above mechanism and measures in place, the overall franchised bus lost trip rates had improved, falling from 6.3% in 2020 to 2.8% in 2021 and further to 2.4% in 2022.

The overall lost trip rate in 2023 was higher than that in 2022. Part of the reasons may be that some days in the second half of 2023 had been affected by extreme or inclement weather, which was beyond the control of FBOs.

In 2024, FBOs adopted a multi-pronged approach to actively improve franchised bus services, and strengthened recruitment efforts and improved remuneration packages to retain employees so as to avoid lost trips caused by shortage and wastage of bus captains. The lost trip rate decreased to 2.5% in 2024.

- (d): The monitoring of franchised bus services is carried out by existing staff of TD as part of their established duties and therefore no separate breakdown of the manpower and estimated expenditure could be provided.

Notes:

1. KMB- The Kowloon Motor Bus Company (1933) Limited
LW- Long Win Bus Company Limited
CTB (Hong Kong Island and Cross-Harbour)- Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)
CTB (Urban and New Territories)- Citybus Limited (Franchise for the Urban and New Territories bus network)
CTB (F2)- Citybus Limited (Franchise for the Airport and North Lantau bus network)
NWFB- New World First Bus Services Limited
NLB- New Lantau Bus Company (1973) Limited
2. The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.
3. As decided by the Chief Executive in Council in July 2022, the franchises of NWFB and CTB (Hong Kong Island and Cross-Harbour) were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing on 1 July 2023.
4. Complaints involving more than one FBO or jointly operated routes, or could not be identified as associated to a FBO.

- End -

CONTROLLING OFFICER'S REPLY

TLB152

(Question Serial No. 2215)

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:

Under Programme (4) of the Transport Department, for 2024-25, the revised estimate is \$1.4211 billion, which is 10.9% lower than the original estimate of \$1.5947 billion, whereas the estimate for 2025-26 is \$1.5215 billion, which is 7.1% higher than the revised estimate for 2024-25. The Bureau has stated that this is mainly due to the increased cash flow requirement for capital account items and the increased provision for operating expenses. In this connection, will the Government inform this Committee of the following:

- (a) the items under Capital Account and Operating Expenses;
- (b) the reasons why the revised estimate is lower than the original estimate for 2024-25;
- (c) the (i) staffing provision, (ii) grades, ranks and posts, and (iii) expenditure on salary, operation and equipment in relation to the monitoring of the management of government tunnels and bridges in 2024-25 and 2025-26 (estimate);
- (d) the expenditure on awarding management contracts for various government tunnels and bridges in the past three years and 2025-26 (estimate); and
- (e) the monthly traffic flows of various government tunnels and bridges with a breakdown by vehicle type in the past three years?

Asked by: Hon CHAN Wing-yan, JoePHY (LegCo internal reference no.: 13)

Reply:

- (a) Under Programme (4) of the Transport Department (TD), the Capital Account mainly involves expenditure on procurement and replacement of plant, vehicles and equipment for transport infrastructure, and implementation of the free-flow tolling service of HKeToll at Tai Lam Tunnel, whereas Operating Expenses mainly involve expenditure on engaging operators for the management, operation and maintenance of government transport infrastructure.

- (b) Under Programme (4) of TD, the revised estimate for 2024-25 is lower than the original estimate. This is mainly due to the decreased provision for items under the Operating Account; adjustments in response to the progress and actual condition of procurement items under the Capital Account; and the lower-than-estimated contract prices for some items after open tendering.
- (c) The Tunnels and Tsing Ma Section (TTMS) of TD is responsible for the monitoring of the management of government tunnels, Tsing Ma Control Area and Tsing Sha Control Area. TTMS also monitors the daily operation of the Tai Lam Tunnel and the Discovery Bay Tunnel which are built and operated by the private sector.

In 2024-25, TTMS has a total of two Chief Transport Officers, five Senior Transport Officers, six Transport Officers I, four Transport Officers II, four Senior Transport Controllers, eight Transport Controllers I, 14 Transport Controllers II and one Contract Treasury Accountant. The annual staff cost (notional annual mid-point salary) is about \$32.50 million.

It is estimated that in 2025-26, TTMS will create one Transport Controller I post to cope with the monitoring work after the Government's takeover of the Tai Lam Tunnel and the commissioning of the Central Kowloon Route and the Trunk Road T2. The annual staff cost (notional annual mid-point salary) of TTMS will be about \$33.15 million.

The expenditure involved in the operation and equipment of TTMS is absorbed under the overall provision for TD, and cannot be separately identified. Other divisions of TD also assist in handling tunnel-related matters. There is no separate breakdown for the estimate of expenditure involved.

- (d) The expenditures of government road tunnels and control areas in the past three financial years and in 2025-26 (estimate) are set out at **Annex 1**.
- (e) The monthly traffic flows of various government tunnels and bridges by vehicle type in the past three years (i.e. 2022 to 2024) are set out at **Annex 2**.

**Operating Expenditures of Government Road Tunnels and
Control Areas from 2021-22 to 2023-24 and for 2025-26
(estimate)**

Tolled tunnel/ control area¹	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)	2025-26 Estimated (\$ million)
Cross-Harbour Tunnel	154	158	199	196
Eastern Harbour Crossing	177	179	228	Pending tender results ⁴
Western Harbour Crossing ²	N/A	N/A	241	340
Tate's Cairn Tunnel	144	143	167	182
Aberdeen Tunnel	97	97	125	131
Lion Rock Tunnel	76	91	136	135
Shing Mun Tunnels	114	125	152	139
Route 8K	320	342	391	Pending tender results ⁴
Tai Lam Tunnel ³	N/A	N/A	N/A	393

Note 1: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2: The Western Harbour Crossing was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 3: The Tai Lam Tunnel, a Build-Operate-Transfer tunnel, will be returned to government management on 31 May 2025. The figure for 2025-26 is for the period from 31 May 2025 to 31 March 2026.

Note 4: As the operating expenditures include the management fees for the management, operation and maintenance contractors of tunnels, while the management, operation and maintenance agreements concerned will expire in 2025-26 and open tendering will be conducted, the management fees for 2025-26 are subject to the tender results and the projected operating expenditures are not available at this stage.

Toll-free tunnel/ control area⁵	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)	2025-26 Estimated (\$ million)
Tuen Mun-Chek Lap Kok Tunnel	71	73	79	88
Tseung Kwan O Tunnel ⁶	37	35	31	48
Tseung Kwan O-Lam Tin Tunnel ⁶	N/A	19	62	Pending tender results ⁷
Central-Wan Chai Bypass Tunnel	148	148	148	168
Lung Shan Tunnel	61	61	57	63
Cheung Shan Tunnel	19	19	25	28
Airport Tunnel	25	26	26	26
Scenic Hill Tunnel	54	55	55	58
Kai Tak Tunnel	54	54	54	47
Lantau Link	133	139	142	Pending tender results ⁷

Note 5: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees payable to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels and Lantau Link for the years concerned.

Note 6: Tseung Kwan O – Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figures of Tseung Kwan O – Lam Tin Tunnel for 2022-23 cover the period from 11 December 2022 to 31 March 2023.

Note 7: The management, operation and maintenance agreements of the tunnels and control areas concerned will expire in 2025-26 and open tendering will be conducted, the management fees for 2025-26 are subject to the tender results and hence are not available at this stage.

**Monthly Traffic Flows of Government Tunnels and Bridges
by Vehicle Type (in Millions of Two-way Vehicles)**

Tolled Tunnel	Year	Private car and motorcycle¹	Taxi	Other commercial vehicle	Monthly traffic flow³
Aberdeen Tunnel ²	2022	1.23		0.52	1.75
	2023	1.28		0.55	1.83
	2024	1.02	0.38	0.44	1.85
Cross-Harbour Tunnel	2022	1.68	0.59	0.89	3.16
	2023	1.75	0.56	0.86	3.17
	2024	1.74	0.55	0.55	2.84
Eastern Harbour Crossing	2022	1.37	0.41	0.39	2.17
	2023	1.42	0.42	0.40	2.24
	2024	1.27	0.37	0.41	2.06
Western Harbour Crossing	2022	0.84	0.28	0.39	1.51
	2023	1.11	0.55	0.42	2.07
	2024	1.57	0.66	0.69	2.92
Lion Rock Tunnel ²	2022	1.93		0.63	2.56
	2023	2.00		0.64	2.63
	2024	1.61	0.42	0.57	2.60
Tate's Cairn Tunnel ²	2022	1.29		0.42	1.71
	2023	1.33		0.43	1.76
	2024	1.05	0.23	0.45	1.73
Shing Mun Tunnels ²	2022	1.00		0.49	1.49
	2023	1.03		0.48	1.51
	2024	0.76	0.24	0.49	1.48
Eagle's Nest Tunnel and Sha Tin Heights Tunnel ²	2022	1.16		0.52	1.68
	2023	1.26		0.55	1.81
	2024	1.03	0.30	0.60	1.93

Toll-free tunnel and bridge⁴	Year	Monthly traffic flow³
Tseung Kwan O Tunnel	2022	2.75
	2023	2.46
	2024	2.55
Tuen Mun - Chek Lap Kok Tunnel	2022	0.59
	2023	0.91
	2024	1.11
Tseung Kwan O - Lam Tin Tunnel ⁵	2022	-
	2023	0.77
	2024	0.83
Central-Wan Chai Bypass Tunnel	2022	1.27
	2023	1.40
	2024	1.56
Lung Shan Tunnel	2022	0.49
	2023	0.61

Toll-free tunnel and bridge ⁴	Year	Monthly traffic flow³
	2024	0.70
Cheung Tsing Tunnel	2022	2.01
	2023	2.29
	2024	2.28
Nam Wan Tunnel	2022	1.23
	2023	1.69
	2024	1.93
Kai Tak Tunnel	2022	1.55
	2023	1.73
	2024	1.93
Cheung Shan Tunnel	2022	0.13
	2023	0.25
	2024	0.36
Scenic Hill Tunnel	2022	0.03
	2023	0.21
	2024	0.38
Airport Tunnel	2022	0.02
	2023	0.09
	2024	0.13
Ting Kau Bridge	2022	2.69
	2023	2.82
	2024	2.84
Stonecutters Bridge	2022	1.19
	2023	1.73
	2024	1.94
Lantau Link	2022	1.56
	2023	2.42
	2024	2.78

Note 1: “Motorcycles” include motor tricycles.

Note 2: Traffic data on relevant tunnels by vehicle type is not available for 2022 and 2023.

Note 3: The figures include those on weekends and public holidays. Individual figures in the table may not add up to total due to rounding.

Note 4: Traffic data on toll-free tunnels and bridges by vehicle type is not available.

Note 5: Tseung Kwan O - Lam Tin Tunnel was commissioned on 11 December 2022.

- End -

CONTROLLING OFFICER'S REPLY

TLB153

(Question Serial No. 2220)

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 232(b) of the Budget Speech that the Public Transport Fare Subsidy Scheme (the Scheme) will be adjusted, and the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Regarding the work of the Transport Department (TD) under Programme (6), will the Government inform this Committee of the following:

- (a) In the revised estimate of \$2.4525 billion for 2024-25, what are the (i) amount of subsidies disbursed to the beneficiaries, (ii) emoluments of TD's staff, (iii) expenses for on-site inspections conducted by TD's staff or entrusted third parties, and (iv) other operational and equipment expenses?
- (b) In the estimate of \$2.7445 billion for 2025-26, what are the estimated (i) amount of subsidies disbursed to the beneficiaries, (ii) emoluments expenses of TD's staff, (iii) expenses for on-site inspections conducted by TD's staff or entrusted third parties, and (iv) other operational and equipment expenses?
- (c) The revised estimate for 2024-25 is 30.1% lower than the original estimate of \$3.5063 billion. What are the reasons?
- (d) What are (i) the average monthly eligible public transport expenses, with a breakdown into (1) \$400.1 to \$500.0; (2) \$500.1 to \$600.0; ; (13) \$1,600.1 to \$1,700.0; and (14) \$1,700.1 or above, (ii) the average monthly number of beneficiaries by subsidy amount, with a breakdown into (1) \$0.1 to \$100.0; (2) \$100.1 to \$200.0; (3) \$200.1 to \$300.0; and (4) \$300.1 to \$400.0, and (iii) the average amount of monthly subsidy per beneficiary under the Scheme in 2024?
- (e) It is reported that implementation of the refined arrangements is expected to achieve annual savings of about \$540 million in expenditure. However, the estimate of \$2.7445 billion for 2025-26 is 11.9% higher than the revised estimate for 2024-25. Has the savings in expenditure brought about by implementation of the refined arrangements been taken into account? If not, what are the reasons for the surge in expenditure?

- (f) If the refined arrangements are implemented as scheduled in June 2025, what is the estimated average monthly number of beneficiaries becoming ineligible for the subsidy in 2025-26?

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 18)

Reply:

(a)-(b)

The revised estimate under the Scheme for the financial year 2024-25 is about \$2.453 billion, while the estimated total expenditure for the financial year 2025-26 is about \$2.745 billion. Of these, about \$2.409 billion and \$2.690 billion respectively are subsidies disbursed to the beneficiaries under the Scheme, both accounting for about 98% of the estimated total expenditure in the relevant financial year. The remaining 2% is the administrative cost of the Scheme, including the estimated expenditure on transport surveys. The Government will continue to strive to lower the administrative cost of the Scheme as far as possible.

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.

- (c) The revised estimate of the Scheme for the 2024-25 financial year is lower than the original estimate mainly because the expenditure for subsidy amount is lower than expected, which is attributable to factors including the lower-than-expected public transport patronage.

(d)(i)

The distribution of public transport expenses under the Scheme in 2024 is set out as follows:

Amount of monthly public transport expenses under the Scheme	Monthly average number of Octopus involved (rounded off to the nearest thousand)
\$400.1-\$500	460 000
\$500.1-\$600	385 000
\$600.1-\$700	311 000
\$700.1-\$800	237 000
\$800.1-\$900	179 000
\$900.1-\$1,000	129 000
\$1,000.1-\$1,100	91 000
\$1,100.1-\$1,200	63 000
\$1,200.1-\$1,300	43 000
\$1,300.1-\$1,400	29 000
\$1,400.1-\$1,500	19 000
\$1,500.1-\$1,600	13 000
\$1,600.1-\$1,700	10 000
\$1,700.1 or above	18 000

(d)(ii)

The average monthly number of beneficiaries by monthly subsidy amount under the Scheme in 2024 are set out as follows:

Monthly subsidy amount	Average monthly number of beneficiaries ('000)
\$0.1-\$100.0	1 157
\$100.1-\$200.0	545
\$200.1-\$300.0	196
\$300.1 or above	90

(d)(iii)

The average amount of monthly subsidy per beneficiary under the Scheme in 2024 was \$106.

(e)-(f)

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion), while the estimated average number of beneficiaries per month will be about 1.9 million. Taking into account the expenditure savings upon implementation of the refined arrangements, there is still an increase of about \$290 million in the estimated total expenditure of the Scheme for the 2025-26 financial year over the revised estimate for the 2024-25 financial year. This is mainly due to the increase in the estimate for the subsidy amount having regard to factors such as increase in public transport patronage and fare adjustments by public transport operators.

- End -

CONTROLLING OFFICER'S REPLY

TLB154

(Question Serial No. 2222)

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 2025-26 under Programme (1) that TD will continue to plan and formulate bus route rationalisation proposals in conjunction with franchised bus companies through the annual route planning programme (RPP) exercise. However, there were feedbacks that many previous rationalisation proposals for reduction of bus services had failed to meet the commuting needs of the residents, and even virtually induced them to switch to the railway. For this reason, the proposals had to be withdrawn without the support of the District Councils. In this connection, will the Government inform this Committee of the following:

- (a) the consultation mechanism of RPPs; and the criteria for TD to draw up the bus route rationalisation proposals and incorporate them in the RPPs;
- (b) the number of rationalisation proposals raised by (i) TD, (ii) franchised bus companies, (iii) members of consultative machineries such as the District Councils (DCs), Legislative Council and "Three District Committees" and (iv) members of the public and incorporated in the RPPs in the past five years;
- (c) the number of rationalisation proposals in the RPPs of TD that were (i) implemented without revision, (ii) implemented with revision, (iii) pending implementation and (iv) withdrawn due to a lack of support from DCs or other reasons in the past five years (with a breakdown by DC district);
- (d) (i) the staffing provision, (ii) grades, ranks and posts and (iii) emoluments expenses involved in RPPs in the past three years and the estimates for 2025-26; and
- (e) TD's requirements for the recruitment of staff mentioned in item (d); and how to ensure that the formulation of the RPPs can fully take the residents' views into account and meet the commuting needs of the residents?

Asked by: Hon CHAN Wing-yan, JoePHY (LegCo internal reference no.: 20)

Reply:

- (a) to (c) The Transport Department (TD) has been working with the franchised bus operators (FBOs) to 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 through the established mechanisms (including the annual bus Route Planning Programmes (RPPs)). When the passenger demand of some bus routes reduce due to various reasons such as demographic changes, commissioning of new transport infrastructure, overlapping with other public transport services, etc., implementation of bus route rationalisation proposals can cater for the passengers' latest travelling patterns. It also allows the FBOs to 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 bus network and the sustainability of services, thereby benefitting commuters as a whole. For instance, over the past year, FBOs have allocated resources to strengthen the service of routes connecting to boundary control points to take advantage of the increased service demand. TD implemented 16 and 23 service rationalisation items under the RPPs in 2023 and 2024 respectively.

TD is in regular communication with Legislative Council Members, District Councils (DCs) members and local communities to gauge the views of various stakeholders on franchised bus services. Moreover, suggestions from the public are conducive to TD's understanding on the areas for improvement of franchised bus services. In reviewing the RPPs submitted by FBOs, TD will take into account such factors as local developments, demographic changes, passenger demand, newly commissioned transport facilities, and existing and planned public transport services in the districts concerned, as well as the views collected through the above-mentioned channels. TD will also consult relevant DCs and the public on the RPPs.

Implementation details of the proposed rationalisation items under the RPPs in the past five years are set out at the Annex.

- (d) & (e) The above tasks are carried out by existing staff of TD as part of their established duties and therefore no separate breakdown of the manpower and expenditure could be provided.

Implementation Details of the Proposed Rationalisation Items under RPP in the Past Five Years ^{Note 1}

	2020				2021			
	Settled item			(iv) Withdrawn item	Settled item			(iv) Withdrawn item
District	(i) Implemented without revision	(ii) Implemented with revision	(iii) Pending implementation <small>Note 2</small>		(i) Implemented without revision	(ii) Implemented with revision	(iii) Pending implementation <small>Note 2</small>	
Central & Western	1	0	0	1	1	0	0	0
Wan Chai	0	0	0	0	0	0	0	0
Eastern	1	0	0	0	2	0	0	0
Southern	0	0	0	5	9	0	0	2
Kowloon City	0	0	0	0	1	0	0	0
Kwun Tong	1	0	0	0	2	0	0	0
Wong Tai Sin	0	0	0	0	0	0	0	0
Sham Shui Po	0	0	0	0	0	0	0	0
Yau Tsim Mong	0	0	0	0	0	0	0	0
Sai Kung	0	0	0	0	1	0	0	0
North	0	0	0	0	0	0	0	0
Tai Po	0	0	0	0	0	0	0	0
Sha Tin	1	0	0	0	2	0	0	0
Tsuen Wan	2	0	0	0	0	0	0	0
Kwai Tsing	0	0	0	1	2	0	0	1
Tuen Mun	0	0	0	0	1	0	0	0
Yuen Long	0	0	0	0	0	0	0	0
Islands	2	0	1	0	1	0	0	1
Total	8	0	1	7	22	0	0	4

	2022				2023			
	Settled item			(iv) Withdrawn item	Settled item			(iv) Withdrawn item
District	(i) Implemented without revision	(ii) Implemented with revision	(iii) Pending implementation Note 2		(i) Implemented without revision	(ii) Implemented with revision	(iii) Pending implementation Note 2	
Central & Western	1	0	0	0	0	0	0	1
Wan Chai	0	0	0	0	0	0	0	1
Eastern	4	0	0	0	1	0	0	1
Southern	2	2	2	0	1	4	2	1
Kowloon City	0	0	0	0	0	0	0	0
Kwun Tong	0	0	1	0	0	0	0	2
Wong Tai Sin	0	0	0	0	1	0	0	0
Sham Shui Po	2	1	0	0	0	0	0	0
Yau Tsim Mong	1	0	0	0	0	0	0	0
Sai Kung	3	0	0	0	1	0	0	0
North	1	0	0	0	0	0	0	0
Tai Po	0	0	0	0	2	1	0	0
Sha Tin	7	0	0	0	2	0	0	0
Tsuen Wan	1	0	0	0	0	0	0	0
Kwai Tsing	3	0	0	0	0	0	0	0
Tuen Mun	1	0	0	0	0	0	0	0
Yuen Long	0	0	0	0	1	0	0	0
Islands	1	0	0	0	0	0	0	0
Total	27	3	3	0	9	5	2	6

	2024			
	Settled item			(iv) Withdrawn item
District	(i) Implemented without revision	(ii) Implemented with revision	(iii) Pending implementation Note 2	
Central & Western	0	0	0	0
Wan Chai	1	0	0	0
Eastern	1	0	0	0
Southern	1	0	1	0
Kowloon City	0	0	0	0
Kwun Tong	0	0	0	0
Wong Tai Sin	0	1	0	0
Sham Shui Po	0	0	0	0
Yau Tsim Mong	0	0	0	0
Sai Kung	2	0	0	0
North	1	0	0	1
Tai Po	1	0	0	0
Sha Tin	8	4	0	0
Tsuen Wan	1	0	0	1
Kwai Tsing	0	0	0	2
Tuen Mun	0	0	0	0
Yuen Long	1	0	0	0
Islands	0	0	0	0
Total	17	5	1	4

- Note 1: As many routes in the rationalisation proposals span across more than one district, the above figures are calculated according to route origins to avoid double counting.
- Note 2: The items pending implementation will be implemented in an orderly manner subject to such factors as the latest local developments, passenger demand and deployment of resources.

- End -

CONTROLLING OFFICER'S REPLY

TLB155

(Question Serial No. 2794)

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, will the Government inform this Committee of the following:

1. the numbers of approved imported public light bus drivers, local coach drivers and cross-boundary coach drivers taking driving tests for the first time and taking re-tests, and their passing rates since the launch of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme);
2. the numbers and nature of public complaints received against imported public light bus drivers, local coach drivers and cross-boundary coach drivers, and the numbers of substantiated cases; and
3. whether the Government has monitored the driving performance of imported drivers under the Scheme, including maintaining statistics on the number of imported drivers involved in traffic offences and accidents; if yes, the details; if not, the reasons.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 2)

Reply:

1. The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To further alleviate the problem of labour shortage in the trade, the Government announced the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau (TLB), the Labour Department and the Transport Department (TD)). As at the end of February 2025, a total of 1 278 imported drivers have passed the local driving test. The details are set out in the table below:

Driver job type	Imported drivers who have passed the local driving test ^{Note 1}	
	No. of tests taken	No. of drivers
PLB Driver	1	276
	2	240
	3	120
	4	63
	5 or more	23
	Total no. of drivers [passing rate] ^{Note 2}	722[42.0%]
Local Coach Driver	1	129
	2	71
	3	19
	4	19
	5 or more	11
	Total no. of drivers [passing rate] ^{Note 2}	249[42.3%]
Cross-boundary Coach Driver	1	181
	2	87
	3	33
	4	6
	5 or more	0
	Total no. of drivers [passing rate] ^{Note 2}	307[55.1%]

Note 1: As some drivers have their contracts terminated for various reasons, the approved quotas can be used for importing replacement drivers. The total number of drivers who have passed the local driving test includes replacement drivers.

Note 2: Percentage of the number of drivers passing the test in the total number of tests taken by imported drivers in this category.

- As at the end of February 2025, TD received a total of 33 complaints concerning imported drivers' service attitude and driving skills, such as failing to allow passengers to alight at specified locations/stops, or providing passengers with incorrect information on routes/destinations/departure schedules. Among them, 28 cases were substantiated after investigation by TD.
- TD attaches great importance to the driving and service performance of the imported drivers. According to the requirements of the Scheme, upon the approval of imported drivers' quota, employers need to arrange the drivers to come to Hong Kong in good time for pre-service training and completing the training course for the driving test. After obtaining the relevant full driving licence and completing route training, imported drivers will be ready for service. Imported drivers under the Scheme must comply with and pass the same arrangements and standards of the relevant driving tests as those for local drivers. In other words, all persons taking the relevant driving tests must meet the uniform standards set by TD to achieve passing results in order to ensure road safety. After imported drivers have commenced work, TD will deploy staff to inspect the drivers' driving performance on site to ensure that the driving and service performance

of the drivers meet the requirements. TD does not maintain the statistics on the number of imported drivers involved in traffic offences and accidents.

- End -

CONTROLLING OFFICER'S REPLY

TLB156

(Question Serial No. 2795)

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 provision of parking spaces for private cars (PCs), motorcycles (MCs) and commercial vehicles (CVs), will the Government inform this Committee of the following:

- (1) the current numbers of PCs, MCs and CVs with valid licences and their parking spaces in Hong Kong as well as the ratios of the two sets of figures;
- (2) in each of the past two years and this year up to the present, a breakdown by District Council district of the information of metered parking spaces and on-street MC parking spaces in the territory: (i) number of parking spaces; (ii) utilisation rate on weekdays; and (iii) utilisation rate on weekends and public holidays;
- (3) in each of the past two years and this year up to the present, a breakdown by District Council district of the information of parking spaces at car parks under TD's management: (i) number of parking spaces; (ii) utilisation rate on weekdays; and (iii) utilisation rate on weekends and public holidays;
- (4) in each of the past two years and this year up to the present, a breakdown by District Council district of the information of parking spaces at fee-charging public car parks leased out by the Government Property Agency: (i) number of parking spaces; (ii) utilisation rate on weekdays; and (iii) utilisation rate on weekends and public holidays.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 3)

Reply:

- (1) The numbers of licensed PCs, licensed MCs and licensed CVs and their parking spaces in Hong Kong, as well as the ratios of the numbers of parking spaces to the numbers of these licensed vehicles as at February 2025 are tabulated below:

	Number of licensed vehicles	Number of parking spaces	Ratio of the number of parking spaces to the number of licensed vehicles
PC	630 570	717 223	1.14
MC	72 824	41 885	0.58
CV	67 401	44 237	0.66

- (2) The numbers and utilisation rates of on-street metered parking spaces in 2023 and 2024 by District Council districts are at **Annex 1**. The numbers and utilisation rates of on-street parking spaces for MCs are at **Annex 2**.
- (3) The numbers and utilisation rates of parking spaces at public car parks operated by TD in 2023 and 2024 by District Council districts are at **Annex 3**.
- (4) The numbers and utilisation rates of parking spaces at fee-charging public car parks leased out by the Government Property Agency (GPA) from 2023 to January 2025 by District Council districts are at **Annex 4**. The fee-charging public car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, Heung Yuen Wai Boundary Control Point, Ka Fu Fong Public Car Park, New Territories (Shatin) Forensic Medicine Centre and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and some parking spaces at Cheung Sha Wan Government Offices are open for public use all day long. The remaining fee-charging public car parks are parking spaces in government joint-user general office buildings which are open for public use during non-office hours only.

Numbers and utilisation rates of on-street metered parking spaces in 2023 and 2024 by District Council districts

District	2023			2024		
	Number of parking spaces	Average utilisation rate on weekdays (%)	Average utilisation rate on weekends and holidays (%)	Number of parking spaces	Average utilisation rate on weekdays (%)	Average utilisation rate on weekends and holidays (%)
Central and Western	599	90	81	599	93	86
Eastern	579	91	83	592	91	92
Southern	687	62	70	685	68	73
Wan Chai	1 019	91	91	1 022	90	89
Hong Kong Island (Sub-total)	2 884	84	82	2 898	88	85
Kowloon City	2 564	95	95	2 576	91	91
Kwun Tong	575	93	95	630	92	93
Sham Shui Po	1 347	96	91	1 356	94	93
Wong Tai Sin	403	91	91	412	94	93
Yau Ysim Mong	1 982	93	92	1 994	96	94
Kowloon (Sub-total)	6 871	95	93	6 968	93	94
Islands	175	68	76	175	75	73
Kwai Tsing	516	92	92	585	96	91
North	1 069	88	90	1 125	88	89
Sai Kung	1 863	74	76	1 949	75	70
Sha Tin	1 699	87	92	1 705	86	90
Tai Po	1 599	88	92	1 616	82	90
Tsuen Wan	669	88	92	685	90	92
Tuen Mun	1 269	88	92	1 276	84	92
Yuen Long	1 182	88	90	1 229	89	85
New Territories (Sub-total)	10 041	85	88	10 345	85	86
Total	19 796	88	89	20 211	88	88

Numbers and utilisation rates of on-street parking spaces for MCs in 2023 and 2024 by District Council districts ^{Note 1}

District	2023		2024	
	Number of MC parking spaces	Average utilisation rate on weekdays (%)	Number of MC parking spaces	Average utilisation rate on weekdays (%)
Central and Western	651	100	651	100
Eastern	818	100	807	100
Southern	447	100	447	100
Wan Chai	761	100	779	100
Hong Kong Island (Sub-total)	2 677	100	2 684	100
Kowloon City	991	100	1 002	100
Kwun Tong	834	100	921	100
Sham Shui Po	876	100	884	100
Wong Tai Sin	519	100	545	100
Yau Ysim Mong	1 309	100	1 319	100
Kowloon (Sub-total)	4 529	100	4 671	100
Islands	205	87	261	83
Kwai Tsing	726	100	772	100
North	424	100	424	100
Sai Kung	481	100	505	100
Sha Tin	514	100	602	100
Tai Po	270	100	280	100
Tsuen Wan	629	100	700	100
Tuen Mun	886	100	892	100
Yuen Long	626	100	636	100
New Territories (Sub-total)	4 761	99	5 072	98
Total	11 967	99	12 427	99

Note 1: As some users of on-street parking spaces for MCs do not park their MCs according to the parking space lines, the number of MCs parking at on-street MC parking spaces may be higher than the number of available parking spaces. Hence, the utilisation rate is shown as 100% in the above table. Besides, TD does not maintain the statistics on the utilisation rates of on-street parking spaces for MCs on weekends and holidays.

Numbers and utilisation rates of parking spaces at public car parks operated by TD in 2023 and 2024 by District Council districts ^{Note 1}

District	Car park	Number of parking spaces (except those for MCs) ^{Note 2}	Average utilisation rate (%) of parking spaces			
			From 10:00 am to 6:00 pm		From 6:00 pm to 10:00 am	
			2023	2024	2023	2024
Central and Western	Star Ferry	377	82	81	31	28
	City Hall	170	65	58	25	24
	Rumsey Street	829	57	62	27	33
	Kennedy Town	195	86	85	80	80
Wan Chai	Tin Hau	428	79	75	64	62
Eastern	Shau Kei Wan	385	80	76	78	75
Southern	Aberdeen	293	64	63	79	78
Wong Tai Sin	Sheung Fung Street	267	77	74	83	80
	Wong Tai Sin	25	45	36	32	39
Kwai Tsing	Kwai Fong	521	83	73	76	68
Tsuen Wan	Tsuen Wan	545	86	79	82	77

Note 1: TD does not maintain the statistics on the utilisation rates of parking spaces at car parks operated by TD on weekends and holidays.

Note 2: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining ten car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

District	Car park	Number of MC parking spaces	Average utilisation rate (%) of parking spaces for MCs			
			From 10:00 am to 6:00 pm		From 6:00 pm to 10:00 am	
			2023	2024	2023	2024
Central and Western	Star Ferry	37	72	65	54	47
	City Hall	27	77	74	68	67
	Rumsey Street	164	93	83	87	75
	Kennedy Town	37	74	75	82	82
Wan Chai	Tin Hau	75	77	76	78	77
Eastern	Shau Kei Wan	72	76	72	81	78
Southern	Aberdeen	51	67	71	72	77
Wong Tai Sin	Sheung Fung Street	74	67	65	75	73
Kwai Tsing	Kwai Fong	93	82	75	80	71
Tsuen Wan	Tsuen Wan	34	64	69	63	68

Utilisation rates of public car parks under the management of GPA from 2023 to January 2025

District	Car park	No. of parking spaces	Average utilisation rate (%)					
			2023		2024		2025 ^(Note 1)	
			Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
Central & Western	Queensway Government Offices	181	17%	18%	25%	26%	25%	25%
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower ^(Note 2)	Ceased operation from 15 March 2024	2%	7%	2%	10%	-	
Eastern	North Point Government Offices	95	24%	30%	5%	21%	4%	16%
	Chai Wan Municipal Services Building	45	53%	59%	26%	39%	31%	83%
Southern	No car park under GPA's management							
Yau Tsim Mong	West Kowloon Government Offices	50	20%	43%	21%	45%	20%	43%
Sham Shui Po	Cheung Sha Wan Government Offices	263	25%	59%	24%	59%	24%	59%
Kowloon City	Tokwawan Market and Government Offices	32	8%	8%	50%	65%	92%	77%
	Trade and Industry Tower ^(Note 3)	24	0%	1%	1%	2%	9%	0%

District	Car park	No. of parking spaces	Average utilisation rate (%)					
			2023		2024		2025 ^(Note 1)	
			Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
Wong Tai Sin	No car park under GPA’s management							
Kwun Tong	Shun Lee Disciplined Services Quarters	105	82%	89%	33%	46%	39%	51%
Tsuen Wan	No car park under GPA’s management							
Tuen Mun	Tuen Mun Government Offices	42	15%	33%	6%	16%	6%	15%
Yuen Long	Yuen Long District Office Building	43	24%	39%	28%	32%	21%	36%
North	North District Government Offices	96	15%	35%	9%	57%	6%	54%
	Heung Yuen Wai Boundary Control Point ^(Note 4)	466	40%	53%	46%	51%	45%	52%
	Ka Fu Fong Public Car Park ^(Note 5)	326	-	-	19%		25%	
Tai Po	Tai Po Government Offices	73	15%	72%	11%	76%	13%	93%
Sai Kung	Sai Kung Government Offices	70	4%	23%	8%	30%	25%	25%
Sha Tin	Sha Tin Government Offices	143	3%	49%	2%	35%	1%	24%

District	Car park	No. of parking spaces	Average utilisation rate (%)					
			2023		2024		2025 (Note 1)	
			Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
	New Territories (Shatin) Forensic Medicine Centre (Note 6)	50	13%	13%	20%	21%	21%	23%
Kwai Tsing	No car park under GPA's management							
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port	733	23%	38%	15%	31%	12%	26%

Notes:

- (1) These are the average utilisation rates of parking spaces of the fee-charging public car parks during the operating hours in January 2025 provided by the contractors.
- (2) As the fee-charging public car park at Wanchai Tower, Immigration Tower and Revenue Tower ceased operation from 15 March 2024, only the average utilisation rates of parking spaces of the car park during the operating hours in January 2024 are provided by the contractor.
- (3) As the fee-charging public car park at Trade and Industry Tower ceased operation from 10 October 2023 to 25 April 2024, only the average utilisation rates of parking spaces of the car park during the operating hours for the periods from January to September 2023, from May to December 2024 and in January 2025 are provided.
- (4) As the fee-charging public car park at Heung Yuen Wai Boundary Control Point commenced operation in February 2023, only the average utilisation rates of the car park during the operating hours for the period from February to December 2023 are provided by the contractor in 2023.

- (5) As Ka Fu Fong Public Car Park commenced operation in mid-November 2024, only the average utilisation rates of the parking spaces of the fee-charging public car park during the operating hours in December 2024 and January 2025 are provided by the contractor.
- (6) As the fee-charging public car park at New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of parking spaces of the car park during the operating hours for the period from February to December 2023 are provided by the contractor.

- End -

CONTROLLING OFFICER'S REPLY

TLB157

(Question Serial No. 0835)

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:

From June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) will be raised from \$400 to \$500. The Government will continue to provide a subsidy amounting to one-third of the expenses in excess of \$500, and the prevailing subsidy cap at \$400 per month will remain unchanged. In this connection, will the Government inform this Committee of the following:

1. What are the annual expenditures of the Scheme in the past five years, and among them, the amounts for subsidising public transport expenses incurred by commuters? What are the administrative costs on scheme management? What is the approximate annual number of beneficiaries actually collecting the subsidy?
2. It is already known that from June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. The Government will continue to provide a subsidy amounting to one-third of the expenses in excess of \$500, and the prevailing subsidy cap at \$400 per month will remain unchanged. Projected on the basis of the current situation as well as previous data, what is the estimated expenditure of the Scheme in the remaining six months of the year upon the 2025 adjustment of the monthly public transport expenses threshold? What is the estimated change in number of beneficiaries receiving the subsidy? What is the estimated additional manpower required for follow-up actions after the adjustment?

Asked by: Hon CHEN Chung-nin, Rock (LegCo internal reference no.: 24)

Reply:

1. The total expenditure, subsidy amount collected by beneficiaries and recurrent expenditure (excluding the subsidy amount) under the Scheme in the past five financial years are set out in **Table 1**.

Table 1:

Financial Year (Note 1)	Total expenditure of the Scheme (\$ million)	Subsidy amount collected by beneficiaries (\$ million)	Recurrent expenditure (excluding the subsidy amount) (\$ million)
2019-20	1,734.7	1,689.5	42.1
2020-21	2,176.2	2,137.1	39.0
2021-22	3,363.8	3,321.9	41.8
2022-23	3,162.0	3,124.5	37.4
2023-24	3,535.3	3,495.2	40.1

Note 1: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented rounds of 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.

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 average monthly number of beneficiaries having collected their subsidies from 2020 to 2024 (up to October) are set out in **Table 2**:

Table 2:

Calendar Year	Average monthly number of beneficiaries having collected their subsidies (rounded off to the nearest thousand)
2020	1 611 000
2021	2 640 000
2022	2 029 000
2023	2 583 000
2024 (up to October) ^{Note 2}	1 786 000

Note 2: As the subsidies for November 2024 or thereafter remain valid for collection as at early March 2025, statistics of November 2024 or thereafter are subject to change and hence not included in the above table.

- From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion), while the estimated average monthly number of beneficiaries will be about 1.9 million.

The Transport Department's work on implementing the refined arrangements and continuing to monitor the operation of the Scheme is undertaken by its existing staff. There is no separate breakdown of the expenditure and manpower involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB158

(Question Serial No. 0170)

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 provision of parking spaces, please advise on the following:

1. the short-term, medium-term and long-term measures to increase the supply of parking spaces, including the specific measures, the targets, and the manpower and expenditure involved;
2. the numbers of on-street public parking spaces (installed with parking meters) and public parking spaces provided at the Government and privately-operated car parks in each of the 18 districts in Hong Kong in each of the past three years, and their percentage changes (set out in table form); and
3. the estimated numbers of on-street public parking spaces (installed with parking meters) and public parking spaces to be provided at the government and privately-operated car parks in each of the 18 districts in Hong Kong in the coming year and their percentage changes (set out in table form).

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

Reply:

1. 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 amount of private car (PC) parking spaces if the overall development permits. To avoid aggravating the burden on road traffic, the Government does not encourage citizen who usually take public transport to switch to PCs. 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 allow, which include but are not limited to the following measures:

- (i) providing additional on-street parking spaces (including parking meters) at suitable locations while ensuring that traffic flow, road safety and the loading/unloading activities of other road users would not be compromised;
- (ii) designating suitable on-street locations as night-time parking spaces for CVs;
- (iii) utilising spaces underneath flyovers for designation of parking spaces;
- (iv) continuing to communicate closely with the Lands Department, and having regard to local demands for parking, identifying suitable sites for STT car parks, with a view to increasing the supply of parking spaces in various districts;
- (v) stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks;
- (vi) opening up more parking spaces at government buildings for public use during non-office hours;
- (vii) encouraging schools to allow student service vehicles to park within school premises during non-school hours;
- (viii) 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;
- (ix) providing public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects in line with the “single site, multiple use” (SSMU) principle; and
- (x) taking forward automated parking systems (APS) in suitable public works projects and short-term tenancy (STT) car parks ^{Note 1}, so as to increase parking density and make parking more convenient for the public.

Note 1: APS in STT car parks are funded and constructed by the relevant STT tenants, and operated on a commercial basis.

The demand for parking spaces hinges on many factors, such as the overall economic situation and the demand and supply of local parking spaces. Among them, the factors affecting the demand for PC parking spaces include household income and housing types, while the factors affecting the demand for CV parking spaces include mode of operation of CVs, parking habit, and places of residence and work of CV drivers. Moreover, land resources are extremely scarce in Hong Kong. The balance between the demands for housing and other uses has to be taken into account when considering increasing the number of parking spaces. Hence, we consider it inappropriate to set rigid targets for the above measures on provision of parking spaces.

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.

2. The numbers of on-street metered public parking spaces and public parking spaces provided at the government and privately-operated car parks in each district in the past three years, and their percentage changes are set out respectively at **Annex 1**, **Annex 2** and **Annex 3**. As the Government continued to implement multi-pronged measures to increase parking spaces and control the growth of vehicles in the past few years, the

ratio of the number of parking spaces to the number of licensed vehicles has gradually rebounded. For PCs, the ratio increased from 1.10 in 2020 to 1.14 in 2024; and that for CVs also increased from 0.64 in 2020 to 0.66 in 2024.

3. Regarding government car parks, Ka Fu Fong Public Car Park in Sheung Shui, the first SSMU project with a public vehicle park (PVP), was commissioned in November 2024, providing 326 parking spaces. As for supply of parking spaces in the coming year, PVPs in the Chinese Medicine Hospital in Tseung Kwan O and the Joint-user Government Office Building in Area 67, Tseung Kwan O which are expected to be completed and commissioned in 2025 will provide more than 500 additional parking spaces. With the completion and commissioning of more PVPs in the next few years, the number of parking spaces will further increase. As the provision of on-street parking spaces is subject to multiple factors, including the views of relevant stakeholders, it is technically difficult to give a projection of the number of parking spaces to be provided.

For privately-operated car parks, as it involves the development pace of individual commercial projects and market factors, it is difficult for us to give a projection of the number of parking spaces to be provided in these car parks.

Numbers and percentage changes of on-street metered parking spaces in 18 districts in the past three years

District	No. of parking spaces			Percentage change	
	2022	2023	2024	2022 to 2023	2023 to 2024
Central & Western	612	599	599	-2.1%	0%
Wan Chai	985	1 019	1 022	3.5%	0.3%
Eastern	567	579	592	2.1%	2.2%
Southern	687	687	685	0%	-0.3%
Yau Tsim Mong	1 976	1 982	1 994	0.3%	0.6%
Sham Shui Po	1 324	1 347	1 356	1.7%	0.7%
Kowloon City	2 534	2 564	2 576	1.2%	0.5%
Wong Tai Sin	401	403	412	0.5%	2.2%
Kwun Tong	558	575	630	3.0%	9.6%
Tsuen Wan	656	669	685	2.0%	2.4%
Tuen Mun	1 266	1 269	1 276	0.2%	0.6%
Yuen Long	1 072	1 182	1 229	10.3%	4.0%
North	1 041	1 069	1 125	2.7%	5.2%
Tai Po	1 600	1 599	1 616	-0.1%	1.1%
Sai Kung	1 623	1 863	1 949	14.8%	4.6%
Sha Tin	1 684	1 699	1 705	0.9%	0.4%
Kwai Tsing	503	516	585	2.6%	13.4%
Islands	177	175	175	-1.1%	0%
Total	19 266	19 796	20 211	2.8%	2.1%

Numbers and percentage changes of public parking spaces provided at Government car parks in 18 districts in the past three years[^]

District	No. of parking spaces			Percentage change	
	2022	2023	2024	2022 to 2023	2023 to 2024
Central & Western	2 177	2 164	2 160	-0.6%	-0.2%
Wan Chai	847	847	680	0%	-19.7%
Eastern	910	913	908	0.3%	-0.5%
Southern	855	864	864	1.1%	0%
Yau Tsim Mong	88	88	88	0%	0%
Sham Shui Po	1 040	957	1 068	-8.0%	11.6%
Kowloon City	313	231	228	-26.2%	-1.3%
Wong Tai Sin	955	926	926	-3.0%	0%
Kwun Tong	1 489	1 447	1 461	-2.8%	1.0%
Tsuen Wan	761	757	773	-0.5%	2.1%
Tuen Mun	333	365	357	9.6%	-2.2%
Yuen Long	475	489	465	2.9%	-4.9%
North	1 080	978	1 435	-9.4%	46.7%
Tai Po	516	699	699	35.5%	0%
Sai Kung	303	303	303	0%	0%
Sha Tin	1 014	903	1 070	-10.9%	18.5%
Kwai Tsing	1 101	1 110	1 141	0.8%	2.8%
Islands	895	1 361	845	52.1%	-37.9%
Total	15 152	15 402	15 471	1.6%	0.4%

[^] 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 and percentage changes of public parking spaces provided at privately-operated car parks in 18 districts in the past three years[^]

District	No. of parking spaces			Percentage change	
	2022	2023	2024	2022 to 2023	2023 to 2024
Central & Western	8 694	8 631	9 029	-0.7%	4.6%
Wan Chai	9 404	9 386	9 342	-0.2%	-0.5%
Eastern	12 107	12 121	12 007	0.1%	-0.9%
Southern	7 918	7 893	8 001	-0.3%	1.4%
Yau Tsim Mong	16 880	17 065	16 928	1.1%	-0.8%
Sham Shui Po	9 872	9 834	9 616	-0.4%	-2.2%
Kowloon City	8 166	8 575	10 121	5.0%	18.0%
Wong Tai Sin	5 621	5 609	5 339	-0.2%	-4.8%
Kwun Tong	15 617	15 707	16 102	0.6%	2.5%
Tsuen Wan	11 892	11 922	11 602	0.3%	-2.7%
Tuen Mun	10 716	10 262	9 929	-4.2%	-3.2%
Yuen Long	9 721	9 845	9 771	1.3%	-0.8%
North	5 140	5 261	4 657	2.4%	-11.5%
Tai Po	6 215	6 393	6 021	2.9%	-5.8%
Sai Kung	12 118	12 136	12 468	0.1%	2.7%
Sha Tin	17 513	17 839	17 888	1.9%	0.3%
Kwai Tsing	16 649	16 479	15 409	-1.0%	-6.5%
Islands	5 576	6 806	7 254	22.1%	6.6%
Total	189 819	191 764	191 484	1.0%	-0.1%

[^] 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.

- End -

CONTROLLING OFFICER'S REPLY**TLB159****(Question Serial No. 0171)**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 first registration tax (FRT) concession arrangement for electric vehicles, will the Government inform this Committee of the following:

1. the number of first registered electric private cars (e-PCs) and non-electric private cars in Hong Kong since 2022;
2. the number of first registered e-PCs in Hong Kong which have been approved for the "One-for-One" Replacement Scheme or have enjoyed the basic FRT concession since 2022 and the concession amount involved; and
3. the respective percentage of first registered e-PCs with taxable value of \$300,000 or below, above \$300,000 to \$400,000, above \$400,000 to \$500,000 and above \$500,000 in relation to the overall total number of first registered e-PCs since 2022 and the respective concession amount involved?

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 12)Reply:

1. The numbers of first registered e-PCs and non-electric PCs from 2022 to 2024 in Hong Kong are set out in the table below:

Year	Number of first registered PCs	
	e-PC	Non-electric PC
2022	19 795	17 683
2023	28 541	15 628
2024	33 206	13 503

Note: Government vehicles are not included as they are not required for registration.

2. The numbers of first registered e-PCs under the “One-for-One” Replacement Scheme or granted the basic FRT concession from 2022 to 2024 in Hong Kong and the concession amount involved are set out in the table below:

Year	Basic FRT concession		“One-for-One” Replacement Scheme	
	Number of e-PCs	Amount of FRT concession granted (\$ million)	Number of e-PCs	Amount of FRT concession granted (\$ million)
2022	427	42	19 365	5,295
2023	326	32	28 195	7,392
2024	636	52	32 460	6,938

3. The number of first registered e-PCs in Hong Kong, the percentage in relation to the overall total number of first registered e-PCs and the concession amount involved from 2022 to 2024, broken down by the taxable value of the vehicle, are set out in the tables below:

2022

Taxable value of e-PCs	Number of e-PCs	Percentage in relation to the overall total number of first registered e-PCs	Amount of FRT concession granted (\$ million)
\$300,000 or below	1 204	6%	212
Above \$300,000 to \$400,000	13 388	68%	3,647
Above \$400,000 to \$500,000	3 903	20%	1,108
Above \$500,000	1 300	7%	370
Total	19 795	100%	5,337

2023

Taxable value of e-PCs	Number of e-PCs	Percentage in relation to the overall total number of first registered e-PCs	Amount of FRT concession granted (\$ million)
\$300,000 or below	5 178	18%	912

Taxable value of e-PCs	Number of e-PCs	Percentage in relation to the overall total number of first registered e-PCs	Amount of FRT concession granted (\$ million)
Above \$300,000 to \$400,000	11 115	39%	2,997
Above \$400,000 to \$500,000	9 110	32%	2,615
Above \$500,000	3 138	11%	900
Total	28 541	100%	7,424

2024

Taxable value of e-PCs	Number of e-PCs	Percentage in relation to the overall total number of first registered e-PCs	Amount of FRT concession granted (\$ million)
\$300,000 or below	12 845	39%	2,047
Above \$300,000 to \$400,000	11 981	36%	2,726
Above \$400,000 to \$500,000	5 993	18%	1,560
Above \$500,000	2 387	7%	658
Total	33 206	100%	6,990

Note: Figures may not add up to the total/percentages may not add up to 100% due to rounding.

- End -

CONTROLLING OFFICER'S REPLY**TLB160****(Question Serial No. 1538)**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:

What were the annual and daily average traffic flows of private cars (broken down by arrivals and departures) at the five road-based boundary crossings (Man Kam To, Lok Ma Chau, Shenzhen Bay, Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and Heung Yuen Wai) in 2024?

Asked by: Hon CHOW Man-kong (LegCo internal reference no.: 22)Reply:

Based on information from the Customs and Excise Department and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority^[Note 1], the figures of vehicular flow of private cars at various road-based boundary control points (BCPs)^[Note 2] in 2024 are set out as follows:

BCP	Average daily vehicular flow		Annual total vehicular flow	
	Arrival	Departure	Arrival	Departure
Lok Ma Chau	3 454	3 416	1 264 020	1 250 234
Man Kam To	138	138	50 392	50 500
Shenzhen Bay	4 191	4 217	1 533 875	1 543 524
HZMB Hong Kong Port	4 602	4 621	1 684 268	1 691 405
Heung Yuen Wai	667	672	244 063	246 017

- Note 1: The HZMB Authority, established under the Mainland laws as a non-profit-making public-institution legal person, is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge.
- Note 2: Passenger clearance service at Sha Tau Kok BCP has been suspended since 30 January 2020.

- End -

CONTROLLING OFFICER'S REPLY

TLB161

(Question Serial No. 1539)

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 management of government tunnels, will the Government inform this Committee of the following:

1. It is understood that the Transport Department awards contracts to different operators which would be responsible for the daily management, operation and maintenance of the tunnels. What were the expenditure and operating cost for the 21 road tunnels separately in the past three financial years?
2. The time-varying toll plan was implemented at the three road harbour crossings (RHCs) on 17 December 2023. What were the average daily traffic flows of the three RHCs (a) from January to 1 August 2023; (b) from 2 August to 16 December 2023; (c) from 17 December 2023 to the whole year of 2024; and (d) in the first three months of 2025, with a breakdown by (i) vehicle type; (ii) day (weekday and public holiday); and (iii) time slot (morning and evening off-peak time slots, morning and evening transitional time slots and peak time slots, and normal time slot)?
3. As the franchise of Tai Lam Tunnel will be taken over by the Government in May this year, has the Bureau formulated relevant publicity and explanatory measures to encourage vehicle owners, especially commercial vehicle owners, to use Tai Lam Tunnel after the implementation of the new toll plan? If yes, what are the details and estimated expenditure? If no, what are the reasons?

Asked by: Hon CHOW Man-kong (LegCo internal reference no.: 23)

Reply:

1. The operating expenditures for the government road tunnels in the past three financial years are set out below:

Tolled Tunnel/Control Area ^{1, 2}	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Cross-Harbour Tunnel (CHT)	154	158	199
Eastern Harbour Crossing (EHC)	177	179	228
Western Harbour Crossing (WHC) ³	N/A	N/A	241
Tate's Cairn Tunnel	144	143	167
Aberdeen Tunnel	97	97	125
Lion Rock Tunnel	76	91	136
Shing Mun Tunnels	114	125	152
Route 8K	320	342	391

Note 1: The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee.

Note 2: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKEToll, depreciation charges of the capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 3: The WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Toll-free Tunnel ⁴	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Tuen Mun-Chek Lap Kok Tunnel	71	73	79
Tseung Kwan O Tunnel ⁵	37	35	31
Tseung Kwan O-Lam Tin Tunnel ⁵	N/A	19	62
Central-Wan Chai Bypass Tunnel	148	148	148
Lung Shan Tunnel	61	61	57
Cheung Shan Tunnel	19	19	25
Airport Tunnel	25	26	26
Scenic Hill Tunnel	54	55	55
Kai Tak Tunnel	54	54	54

Note 4: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charges of the capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

Note 5: Tseung Kwan O - Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O - Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

The operating costs incurred by the management, operation and maintenance contractors are included in the management fees paid to them. There is no detailed breakdown.

2. The Government has implemented time-varying tolls since 17 December 2023 at the three road harbour crossings (RHCs), namely WHC, CHT and EHC. The daily traffic flows of the three RHCs before and after the implementation of the new tolls, with breakdown by time slot, day and vehicle type, are set out at **Annex 1**. As the collection, analysis and consolidation of the cross-harbour traffic data of the first three months of 2025 are underway, the relevant data are currently unavailable.
3. The Government will take over the Tai Lam Tunnel on 31 May this year and will implement the new tolls. The new toll arrangement can accommodate the public's expectations for a downward adjustment of tolls while meeting traffic management needs and supporting the operation of the transport trades, which will benefit public transport passengers, the transport trades and private car users. The Government will launch the publicity campaign in the coming few months to brief the public and different road users on the takeover arrangement and new tolls of the Tai Lam Tunnel. Publicity campaign will be conducted through various channels including radio, television, social media, tunnel broadcasts, HKeMobility mobile application and variable message signs to remind the motorists. The estimated expenditure on the publicity work is about \$800,000.

**Daily Traffic Flows (two-way) of RHCs by Time Slot, Day and Vehicle Type
Before and After Implementation of Time-varying Tolls (in Vehicles) ¹**

			WHC			CHT			EHC		
			Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles	Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles	Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles
Before the Imple- mentation of “633” Fixed Toll Plan ²	Weekdays Mondays to Fridays (except public holidays)	Peak time slots ⁵	15 800	5 400	6 000	18 800	2 700	9 400	19 400	4 100	4 900
		Normal time slot ⁶	14 200	6 100	6 600	17 500	3 700	15 100	16 800	5 600	7 900
		Off-peak time slots ⁷	4 400	4 000	2 300	15 800	12 500	6 300	8 200	5 100	1 500
	Sundays and public holidays	Normal time slot ⁸	12 800	5 300	2 800	30 100	7 200	8 700	23 000	5 300	3 200
		Off-peak time slots ⁹	6 900	4 700	2 800	26 000	18 300	9 000	14 200	7 000	2 200

			WHC			CHT			EHC		
			Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles	Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles	Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles
Before the Imple- mentation of Time- varying Toll Plan ³	Weekdays Mondays to Fridays (except public holidays)	Peak time slots ⁵	18 900	7 800	6 400	19 800	2 000	10 100	19 600	3 800	5 200
		Normal time slot ⁶	17 400	9 600	7 500	18 800	2 500	16 200	16 900	4 900	8 200
		Off- peak time slots ⁷	5 500	6 900	1 500	16 700	8 900	7 500	8 300	4 800	1 700
	Sundays and public holidays	Normal time slot ⁸	16 000	9 900	3 000	31 900	5 000	9 500	22 300	4 800	3 300
		Off- peak time slots ⁹	8 900	10 200	2 200	27 500	13 300	10 400	14 500	7 000	2 400

			WHC			CHT			EHC		
			Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles	Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles	Motor-cycles ¹⁵ and private cars	Taxis	Other commercial vehicles
After the Imple- mentation of Time- varying Toll Plan ⁴	Weekdays Mondays to Fridays (except public holidays)	Peak time slots ¹⁰	20 400	8 000	10 900	21 100	3 500	6 600	18 600	4 200	6 100
		Normal time slot ¹¹	18 400	7 300	10 900	18 000	4 300	8 400	13 200	3 900	7 100
		Off- peak time slots ¹²	14 500	7 400	4 500	18 300	9 300	5 200	11 700	4 800	2 600
	Sundays and public holidays	Normal time slot ¹³	25 800	8 500	5 400	30 400	6 900	5 600	20 400	4 100	3 400
		Off- peak time slots ¹⁴	17 900	9 100	5 100	23 500	12 200	6 300	14 500	5 700	3 000

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 1 January to 1 August 2023 (as HKeToll had not yet been fully implemented at the three RHCs during this period, the tunnel operators can only provide the hourly data of cross-harbour traffic at full hour).

3. The period from 2 August to 16 December 2023 (as HKeToll had not yet been fully implemented at the three RHCs during this period, the tunnel operators can only provide the hourly data of cross-harbour traffic at full hour).
4. The period from 17 December 2023 to 31 December 2024.
5. Referring to 07:00 to 10:00 and 17:00 to 20:00 on weekdays (a total of six hours)
6. Referring to 10:00 to 17:00 on weekdays (a total of seven hours)
7. Referring to 00:00 to 07:00 and 20:00 to 24:00 on weekdays (a total of 11 hours)
8. Referring to 10:00 to 19:00 on holidays (a total of nine hours)
9. Referring to 00:00 to 10:00 and 19:00 to 24:00 on holidays (a total of 15 hours)
10. Referring to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours)
11. Referring to 10:30 to 16:30 on weekdays (a total of six hours)
12. Referring to 00:00 to 07:30 and 19:30 to 24:00 on weekdays (a total of 12 hours)
13. Referring to 10:30 to 19:30 on holidays (a total of nine hours)
14. Referring to 00:00 to 10:30 and 19:30 to 24:00 on holidays (a total of 15 hours)
15. “Motorcycles” include motor tricycles.

- End -

CONTROLLING OFFICER'S REPLY

TLB162

(Question Serial No. 1540)

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. it is mentioned in the programme that the Government will implement monitoring measures to minimise risks of abuse under the Scheme. What were the dedicated manpower deployed and the numbers of on-site inspections and transport surveys conducted by the Transport Department for monitoring the operation of the Scheme, as well as the number of abuse cases uncovered (and the follow-up actions on the abuse cases) each year in the past three financial years?
2. what were the total monthly subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary under the Scheme from January 2024 to February 2025; and
3. it is announced in the Budget that the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500 from June this year onwards. Although the number of beneficiaries of the Scheme and the Government's expenditure on subsidy are expected to decrease, there is still an increase of \$290 million (11.9%) in the estimated expenditure of this programme over the revised estimate of last year. What is the basis of estimation involved (including the estimated savings on expenditure upon raising the monthly public transport expenses threshold and the additional expenditure on subsidy incurred from fare adjustments by some public transport operators)?

Asked by: Hon CHOW Man-kong (LegCo internal reference no.: 24)

Reply:

1. The Transport Department (TD)'s staff establishment involved in administering and monitoring the Scheme in the past three financial years is summarised as follows:

Grade	Rank	Number of Post		
		As at February 2023	As at February 2024	As at February 2025
Transport Officer	Chief Transport Officer	1	1	1
	Senior Transport Officer	4	4	4
	Transport Officer I	2	1	1
	Transport Officer II	3	3	3
Treasury Accountant	Senior Treasury Accountant	1	1	1
	Treasury Accountant	2	1	1
Accounting Officer	Accounting Officer II	1	1	1
Total		14	12	12

Under the Scheme, commuters themselves bear the majority portion of their public transport expenses and there is a cap on the monthly subsidy amount to help deter abuses. Meanwhile, 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 assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants to the Government 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 the payment systems, etc. In the three financial years from 2022-23 to 2024-25, TD conducted an average of about 150 to 170 field inspections and transport surveys per month, during which no cases involving abuse of subsidies were identified.

2. During the period from January 2024 to February 2025, the average monthly subsidy amount under the Scheme was about \$210 million, with the average monthly number of beneficiaries at about 1.99 million and the average amount of monthly subsidy per beneficiary at about \$106.
3. From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion). Taking into account the expenditure savings upon implementation of the refined arrangements, there is still an increase of about \$290 million in the estimated total expenditure of the Scheme for the 2025-26 financial year over the revised estimate for the 2024-25 financial year. This is mainly due to the increase in the estimate for the subsidy amount having regard to factors such as increase in public transport patronage and fare adjustments by public transport operators.

- End -

CONTROLLING OFFICER'S REPLY

TLB163

(Question Serial No. 1708)

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 Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) will be developed into a high-end professional services and logistics hub, the parking demand of commercial vehicles (CVs) is expected to increase. Based on the findings of the study on the parking demand of CVs conducted by a consultant engaged by the Government each year, will the Government inform this Committee of the following:

1. the extent to which the findings of the consultancy study are in line with the actual parking demand of CVs; please illustrate the difference between the two with specific figures or percentages;
2. the percentage of the existing CV parking spaces being located in the vicinity of drivers' residence (e.g. within 1 kilometre); please provide the relevant statistics and analysis;
3. the annual expenditure on the consultancy study on CV parking in the past three years.

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 21)

Reply:

1. The demand for CV parking spaces hinges on many factors, such as the overall economic situation, the demand and supply of local parking spaces, mode of operation of CVs, parking habits, and places of residence and work of CV drivers. At present, many CVs are parked not only at brownfield sites but also on the Mainland where drivers are engaged in cross-boundary operations. Moreover, some CVs (such as those for food transportation and distribution) have to operate during night time to meet industry needs. The number of registered CVs cannot accurately reflect the actual parking demand. It is therefore technically difficult to accurately estimate the parking demand, and errors in data collection may be greater than the year-to-year changes in the data. Having regard to cost-effectiveness, TD does not engage a consultant to carry out study on the parking demand of CVs annually.

Nevertheless, TD has continued to monitor the situation of CV parking and explore various measures to increase the supply of CV parking spaces. In this connection, TD commissioned a consultancy study on parking for CVs (the consultancy study) in December 2017, which was completed in July 2021 and the study report has been uploaded to the TD's website. The consultancy study has recommended a host of measures to increase the supply of CV parking spaces. TD is implementing the recommendations of the consultancy study as ongoing measures to increase the supply of CV parking spaces, including:

- (i) providing additional on-street parking spaces (including parking meters) at suitable locations while ensuring that traffic flow, road safety and the loading/unloading activities of other road users would not be compromised;
- (ii) designating suitable on-street locations as night-time CV parking spaces;
- (iii) utilising spaces underneath flyovers for designation of CV parking spaces;
- (iv) continuing to communicate closely with the Lands Department, and having regard to local demands for parking, identifying suitable sites for short-term tenancy (STT) car parks, with a view to increasing the supply of parking spaces in various districts;
- (v) stipulating the provision of a minimum number of CV parking spaces in the tenancy agreement of suitable STT car parks;
- (vi) encouraging schools to allow student service vehicles to park within school premises during non-school hours;
- (vii) providing public parking spaces including those for CVs in suitable "Government, Institution or Community" facilities and public open space projects in line with the "single site, multiple use" (SSMU) principle. Ka Fu Fong Public Car Park in Sheung Shui, the first SSMU project with a public vehicle park (PVP), commissioned in November 2024 providing parking spaces for private cars and CVs;
- (viii) revising the Hong Kong Planning Standards and Guidelines (HKPSG) in 2021, which increased the type and number of parking spaces for CVs in subsidised housing development projects; and
- (ix) requiring that a certain number of ancillary parking spaces and loading/unloading bays in suitable new development projects be opened for public night-time parking of CVs.

TD provided about 90 additional on-street night-time parking spaces for CVs and 38 additional on-street coach parking spaces in 2024. Furthermore, the Government continues to specify in the tenancy agreement of suitable STT car parks a minimum provision of parking spaces for CVs, and the number of relevant parking spaces has increased by 322 as compared with 2023.

With regard to new government PVPs, apart from the above-mentioned Ka Fu Fong Public Car Park in Sheung Shui, PVPs in the Chinese Medicine Hospital in Tseung Kwan O and the Joint-user Government Office Building in Area 67, Tseung Kwan O which are expected to be completed in 2025 will provide more than 130 additional CV parking spaces in total. Moreover, the Government expects that, with the completion of more PVP projects implemented following the SSMU principle in the next three years, more than 70 additional CV parking spaces will be provided. Some privately-operated car parks and STT car parks will also provide CV parking spaces.

2. TD does not keep information on the locations of individual CV parking spaces and places of residence of corresponding drivers. However, according to the findings of the consultancy study, the majority of CV drivers live in subsidised housing. Hence, TD revised the HKPSG in 2021 according to the recommendations of the consultancy study and increased the type and number of parking spaces for CVs in subsidised housing development projects. The revised standards also introduced two types of “shared-use” parking spaces with reference to the similar vehicle dimensions of CVs, one of which is “shared-use” by light goods vehicles (LGVs) and light buses, and another “shared-use” by medium and heavy goods vehicles and coaches. Prior to the revision, the HKPSG specified the parking standard of one LGV parking space per 200-600 flats in public rental housing. After the revision, with the newly introduced model of “shared-use” parking spaces, the parking standard prescribes one “shared-use” parking space for LGV and light bus per 260 flats in subsidised housing. The number of loading/unloading bays for medium and heavy goods vehicles has also been increased from one per each residential block to two and they are required to be opened for parking of medium and heavy goods vehicles or coaches during night time.
3. As mentioned above, having regard to cost-effectiveness, TD does not engage a consultant to carry out study on the parking demand of CVs annually, and hence does not incur any related expenditure. The task of implementing the recommendations and measures to increase the supply of CV parking spaces has been undertaken by the existing staff of TD as part of their established duties and there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB164

(Question Serial No. 3010)

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 ongoing trial of diagonal crossings that aims at enhancing pedestrian environment and safety, will the Government advise this Committee of the following:

1. the progress of the study on additional road safety measures required (including but not limited to installation of traffic light countdown device) at diagonal crossings and the related legislative amendments; and
2. whether the trial will be extended to larger crossings such as the junction of Po Yap Road and Tong Chun Street in Tseung Kwan O; if yes, the details; if not, the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 34)

Reply:

1. Diagonal crossing is one of the pedestrian-friendly measures introduced by the Transport Department (TD) which enables pedestrians to reach the opposite corner of the junction with shorter walking distance and time. The trials of diagonal crossings in Sha Tin and Tsim Sha Tsui have been largely completed and their operation at the junctions has been safe and smooth to date. Based on the use of the trial sites and the public's feedback, TD is formulating the design standard and guidelines for diagonal crossings (including ancillary facilities) applicable to Hong Kong. At present, arrangements and designs of diagonal crossings do not involve legislative amendments.
2. Large junctions involve longer diagonal walking distance, requiring more complex traffic operation for vehicular and pedestrian flow when compared with smaller junctions. They also need more substantial adjustments on signal operation (for example, shortening the vehicular green time of traffic lights). To introduce diagonal crossings at large junctions, careful assessment must be made on the impacts on the existing capacity of the junctions so as to avoid extensive traffic disruption resulting in traffic congestion at the junctions and their vicinity. TD is examining and exploring

the feasibility and options of providing diagonal crossings at certain large junctions with a high demand for diagonal crossing amid heavy traffic.

- End -

CONTROLLING OFFICER'S REPLY

TLB165

(Question Serial No. 3011)

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 indicates that it will continue with its efforts in embarking on the introduction of various electronic licensing initiatives, which includes to accept the presentation of electronic driving licence via mobile application. In this connection, will the Government inform this Committee of the following:

1. the progress of the above preparation work in the past financial year and the results of the relevant review; and
2. the details of the relevant work plan and implementation timetable in the coming year?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 36)

Reply:

1. The Transport Department (TD) has all along been striving for innovation in licence management through streamlining procedures and implementing e-initiatives 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. Good progress has been made on various electronic licensing initiatives, with achievements in the relevant work in the past year as follows:
 - (a) **Online licensing services and Electronic Permits (e-Permits)** - Currently, TD offers over 20 online licensing services including those with higher demand such as renewal of vehicle licences (VLs) and driving licences. In 2024, nearly 40% and 17% of applicants submitted online applications for renewal of full driving licences and VLs. In addition, after the launch of online application service for international driving permits in September 2023, nearly 44% of applications are now submitted online. Moreover, as at the end of 2024, TD had progressively launched 14 e-Permits, which

are issued in portable document format (pdf) and sent to applicants by email for printing and display.

- (b) **Enhancement of VL** – After enhancement of VL on 30 December 2024, vehicle owners applying for a VL will be issued with a paper-form VL without the expiry date printed on it. If the vehicle particulars remain unchanged, the vehicle owner may continue to use the same VL after each subsequent renewal without the need to replace it. Meanwhile, TD has set up a free-of-charge online enquiry platform for vehicle owners to check their VL expiry dates. TD has also streamlined the requirements on the submission of supporting documents for VL renewal application, with measures including conducting computerised automatic verification at the backend system so that applicants will no longer need to submit certificates of roadworthiness and vehicle registration documents. When submitting a VL application online, once the third party risks insurance record is verified via the online system of the Hong Kong Federation of Insurers, there will be no need for vehicle owners to upload their policy of insurance. The process is gradually moving towards full automation. These streamlined arrangements allow vehicle owners to complete renewal procedures more conveniently and encourage more vehicle owners to submit online applications.
 - (c) **e-Licensing Portal (e-LP), a one-stop-service online licensing platform** - e-LP was launched on 14 December 2024 to better facilitate the public's management of their licences and permits with TD. Having registered with e-LP, members of the public may at any time check the information and expiry dates of their driving licences and VLs, as well as their records of driving offence points, and receive email reminders for vehicle and full driving licence renewals.
 - (d) **e-Auction, an online auction platform for vehicle registration marks (VRMs)** - e-Auction was launched on 23 December 2024 to enable members of the public to bid online for ordinary VRMs, pay the auction price and receive the relevant auction information after registration through "iAM Smart +" or using their email address.
 - (e) **International Driving Permit (IDP) Self-service Kiosks** – Starting from 13 January 2025, IDP Self-service Kiosks have been set up, one each at the Hong Kong Licensing Office and the Kowloon Licensing Office, to provide members of the public with an additional means of application and same-day collection service for IDP. The Self-service Kiosks are well-received by members of the public as all IDPs were ready for collection in about half an hour upon completion of application procedures.
2. In the coming year, TD will introduce the electronic driving licence (eDL) and continue to enhance other electronic licensing services to increase efficiency. The relevant work plan is as follows:
- (a) **eDL** - The Government gazetted on 7 March 2025 the Road Traffic (Amendment) Bill 2025 for introduction into the Legislative Council for first reading on 19 March, in preparation for rolling out eDL in September. It will provide holders of a driving licence (including a driving instructor's licence) an alternative to fulfil the relevant statutory requirements of carrying or producing a driving licence for examination or inspection by displaying their electronic licences with smart phones. The eDL will not be a substitute for a physical driving licence, as driving licence holders will still be

issued with a physical driving licence, and they may use an eDL at their preference. In addition, if members of the public apply for a driving licence online, they may use the eDL immediately upon approval without having to wait for the delivery of the physical driving licence.

- (b) **Online licensing services and e-Permits** - TD plans to continue extending its online services in phases from 2025 onwards to cover other licensing services and permits, including applications for a Duplicate Certificate of Allocation of Personalised Registration Mark and Certificate of Clearance.
- (c) **e-LP** - More functions of e-LP will be launched in the second quarter of 2025. Users will then be able to use the automatic form-filling function to submit online licensing applications, track progress and results, and make online bookings for driving tests. Moreover, information on various types of permits will also be available for enquiry.
- (d) **e-Auction** - The first online auction via e-Auction, conducted from 20 to 24 February 2025, was successfully completed, with 50 VRMs sold. The second online auction was held from 20 to 24 March, with 80 VRMs sold. TD will gradually increase the number of auctions and the number of VRMs for each auction after reviewing its operations to ensure the smooth running of the e-Auction platform.

- End -

CONTROLLING OFFICER'S REPLY

TLB166

(Question Serial No. 1442)

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:

Will the Government inform this Committee of the following for the period since 2018 up to the present:

1. What are the annual numbers of inbound and outbound private car trips at various road-based boundary control points (BCPs) in the territory (Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay, Hong Kong-Zhuhai-Macao Bridge and Heung Yuen Wai) during weekdays and weekends? Please set out in tabular form the monthly traffic data of private cars for various BCPs for each year.
2. What are the details of all public transport routes connecting to the BCPs, including their fares, patronage and trip frequencies? Please set out in tabular form the monthly data of various routes for each year.

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

Reply:

1. Based on information provided by the Customs and Excise Department and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority^[Note 1], the numbers of inbound and outbound private car trips at various road-based boundary control points (BCPs) between 2020 and 2024 are set out at **Annex 1**. The relevant departments do not have the breakdown of the numbers of inbound and outbound private car trips at various road-based BCPs during weekdays and weekends. For the numbers of cross-boundary vehicle trips at various road-based BCPs before 2020, please refer to Tables 8.1(a) to 8.1(f) under Section 8: Cross Boundary Vehicular Traffic on the following Transport Department (TD) webpage:
https://www.td.gov.hk/tc/transport_in_hong_kong/transport_figures/monthly_traffic_and_transport_digest/index.html

Note 1: The HZMB Authority was established pursuant to the laws of Mainland as a non-profit-making public-institution legal entity responsible for the construction, operation, management and maintenance of the HZMB.

2. At present, road-based BCPs are served by various public transport modes, including railway, local franchised buses, green minibuses (GMB) and cross-boundary coaches. The details of regular public transport services operating at BCPs, including their routes, fares, daily patronage and trip frequencies, as at the end of February 2025 are set out at **Annex 2**.

Numbers of inbound and outbound private car trips at various road-based BCPs between 2020 and 2024

	Lok Ma Chau [Note 1]		Man Kam To [Note 2]		Sha Tau Kok [Note 3]		Shenzhen Bay		HZMB		Heung Yuen Wai [Note 4]	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2020												
January	122 086	119 808	5 403	5 559	15 793	15 636	122 944	123 064	36 276	36 165	-	-
February	6 170	5 994	-	-	-	-	23 094	23 314	12 473	12 679	-	-
March	-	-	-	-	-	-	1 500	2 235	12 835	13 288	-	-
April	-	-	-	-	-	-	347	211	232	81	-	-
May	-	-	-	-	-	-	515	301	230	59	-	-
June	-	-	-	-	-	-	549	444	232	88	-	-
July	-	-	-	-	-	-	369	454	298	227	-	-
August	-	-	-	-	-	-	203	200	102	65	-	-
September	-	-	-	-	-	-	239	228	98	28	-	-
October	-	-	-	-	-	-	196	240	82	55	-	-
November	-	-	-	-	-	-	174	221	92	47	-	-
December	-	-	-	-	-	-	172	298	90	42	-	-
2021												
January	-	-	-	-	-	-	158	274	80	28	-	-
February	-	-	-	-	-	-	161	231	64	11	-	-
March	-	-	-	-	-	-	123	300	43	5	-	-
April	-	-	-	-	-	-	131	277	43	9	-	-
May	-	-	-	-	-	-	135	252	55	15	-	-
June	-	-	-	-	-	-	80	133	59	17	-	-
July	-	-	-	-	-	-	125	183	74	29	-	-
August	-	-	-	-	-	-	188	182	50	14	-	-
September	-	-	-	-	-	-	215	261	73	26	-	-
October	-	-	-	-	-	-	176	191	52	22	-	-
November	-	-	-	-	-	-	242	275	64	24	-	-
December	-	-	-	-	-	-	278	305	67	19	-	-

	Lok Ma Chau [Note 1]		Man Kam To [Note 2]		Sha Tau Kok [Note 3]		Shenzhen Bay		HZMB		Heung Yuen Wai [Note 4]	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2022												
January	-	-	-	-	-	-	168	199	50	26	-	-
February	-	-	-	-	-	-	85	84	26	28	-	-
March	-	-	-	-	-	-	45	61	11	4	-	-
April	-	-	-	-	-	-	81	73	37	6	-	-
May	-	-	-	-	-	-	131	126	61	7	-	-
June	-	-	-	-	-	-	169	153	80	16	-	-
July	-	-	-	-	-	-	114	186	83	18	-	-
August	-	-	-	-	-	-	119	148	118	43	-	-
September	-	-	-	-	-	-	107	145	76	25	-	-
October	-	-	-	-	-	-	102	130	119	38	-	-
November	-	-	-	-	-	-	92	125	128	30	-	-
December	-	-	-	-	-	-	133	183	739	543	-	-
2023												
January	-	-	306	322	-	-	7 312	7 603	13 123	13 483	-	-
February	24 392	23 702	1 561	1 568	-	-	38 533	39 042	23 652	23 477	12	17
March	52 555	51 842	2 795	2 801	-	-	63 571	65 328	35 121	35 430	150	188
April	62 635	61 496	3 225	3 197	-	-	74 114	75 595	46 000	46 991	742	782
May	69 980	69 255	3 264	3 190	-	-	83 271	85 097	50 401	50 156	1 837	1 939
June	74 634	73 336	3 336	3 313	-	-	88 209	89 916	52 409	53 745	2 508	2 515
July	81 663	80 451	3 327	2 512	-	-	96 081	97 974	64 583	64 844	4 913	5 391
August	90 536	89 058	3 764	3 673	-	-	103 583	104 841	76 625	77 348	11 869	12 132
September	86 056	84 260	722	716	-	-	96 340	97 002	70 487	76 803	12 011	12 292
October	93 652	92 108	-	-	-	-	106 811	108 536	101 299	97 256	15 075	15 270
November	92 505	91 073	2 018	2 000	-	-	106 919	108 099	99 616	100 692	15 544	15 626
December	98 008	96 314	3 698	3 645	-	-	115 495	116 085	125 815	129 873	16 061	15 993
2024												
January	101 272	101 437	3 962	3 904	-	-	122 110	122 927	117 129	114 409	17 402	17 627
February	84 499	83 476	3 398	3 371	-	-	107 456	108 430	135 398	135 999	15 135	15 254
March	99 917	98 629	3 955	3 945	-	-	120 451	122 352	134 181	145 329	18 525	18 814

	Lok Ma Chau [Note 1]		Man Kam To [Note 2]		Sha Tau Kok [Note 3]		Shenzhen Bay		HZMB		Heung Yuen Wai [Note 4]	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
April	100 270	98 577	3 929	3 939	-	-	123 671	124 028	143 171	134 572	19 042	19 059
May	102 004	100 670	4 090	4 091	-	-	121 656	123 007	139 102	139 576	19 872	20 046
June	101 400	99 826	4 052	4 067	-	-	120 006	121 691	133 532	142 539	19 651	19 933
July	108 212	107 493	4 454	4 498	-	-	130 041	130 028	146 036	138 165	20 687	20 933
August	112 415	110 705	4 578	4 569	-	-	137 302	137 822	152 536	157 140	21 721	21 901
September	107 967	106 616	4 501	4 565	-	-	130 433	130 630	129 426	127 362	21 897	22 060
October	114 804	113 472	4 535	4 511	-	-	140 245	141 787	159 906	158 684	22 556	22 757
November	111 828	110 738	4 298	4 359	-	-	135 064	135 697	137 319	143 133	23 196	23 232
December	119 432	118 595	4 640	4 681	-	-	145 440	145 125	156 532	154 497	24 379	24 401

Note 1: Passenger clearance service at Lok Ma Chau BCP was suspended between 4 February 2020 and 5 February 2023.

Note 2: Passenger clearance service at Man Kam To BCP was suspended between 30 January 2020 and 7 January 2023, between 10 and 18 July 2023, and between 8 September and 12 November 2023.

Note 3: Passenger clearance service at Sha Tau Kok BCP has been suspended since 30 January 2020.

Note 4: Passenger clearance service at Heung Yuen Wai BCP commenced on 6 February 2023.

Details of regular public transport services operating at various road-based BCPs
[Note 1]**(As at the end of February 2025)**

Type of Service	Route [Note 2]	Full Fare [Note 3] (\$)	Daily Patronage [Note 4] (Number of passengers)	Frequency [Note 5] (Minutes)
<u>Lo Wu BCP</u>				
Railway Service	East Rail Line	28.0 - 112.5	194 400	3 - 10
<u>Lok Ma Chau (LMC) BCP</u>				
Short-haul Cross-boundary Coach Service	Mong Kok Route (Arran Street (Outside Golden Plaza) – Huanggang)	45 - 50	3 690	15 - 30
	Yau Tsim Route (Austin Road Cross Border Coach Terminus – Huanggang)	50 - 55	1 527	20 - 60
	Kwun Tong Route (Lam Tin Station Public Transport Interchange – Huanggang)	55 - 60	4 168	20 - 45
	Wan Chai Route (Exhibition Centre Station Public Transport Interchange – Huanggang)	57 - 63	2 601	20 - 60

Type of Service	Route ^[Note 2]	Full Fare ^[Note 3] (\$)	Daily Patronage ^[Note 4] (Number of passengers)	Frequency ^[Note 5] (Minutes)
	Tsuen Wan Route (Tsuen Wan Discovery Park Public Transport Interchange – Huanggang)	45 - 48	4 105	15 - 30
Cross-boundary Shuttle Bus Service	LMC (San Tin) Public Transport Interchange – Huanggang	10	9 513	5 - 15
Green Minibus Service	GMB N44B (Overnight) (Tuen Mun Ferry Pier (Wu Shan Road) – LMC BCP)	21.7	198	60
	GMB 79S (Overnight) (Tin Shui Wai (Grandeur Terrace) – LMC BCP)	12.7	378	30 - 60
	GMB 616S (Overnight) (Mong Kok – LMC BCP)	25	363	5 - 15
<u>Heung Yuen Wai (HYW) BCP</u>				
Franchised Bus Service	CTB B7 (Fanling Station/Sheung Shui (Po Wan Road) – HYW BCP)	11.3	16 650	7 - 20
	CTB B8 (Tai Wai Station Public Transport	18.1	13 708	10 - 30

Type of Service	Route ^[Note 2]	Full Fare ^[Note 3] (\$)	Daily Patronage ^[Note 4] (Number of passengers)	Frequency ^[Note 5] (Minutes)
	Interchange – HYW BCP)			
	KMB B9 (Tuen Mun Station – HYW BCP)	21.3	3 832	20 - 30
	KMB B9A (Yuen Long (West) – HYW BCP)	17.2		
Green Minibus Service	GMB 59S (Sheung Shui Station – HYW BCP)	9.9	17 757	2 - 8
<u>Lok Ma Chau Spur Line (LMCSL) BCP</u>				
Railway Service	East Rail Line	28.0 - 112.5	108 000	9 - 14
Franchised Bus Service	KMB B1 (Tin Tsz Estate – LMCSL Public Transport Interchange)	15.3	41 895	8 - 20
Green Minibus Service	GMB 75 (Yuen Long (Fuk Hong Street) – LMCSL Public Transport Interchange)	10	5 346	10 - 20
<u>Shenzhen Bay Port (SBP)</u>				
Franchised Bus Service	NLB B2 (Yuen Long Station – SBP)	15.8	7 505	20 - 30

Type of Service	Route ^[Note 2]	Full Fare ^[Note 3] (\$)	Daily Patronage ^[Note 4] (Number of passengers)	Frequency ^[Note 5] (Minutes)
	NLB B2P (Tin Tsz Estate Bus Terminus – SBP)	11.3	12 821	10 - 25
	CTB B3 (Tuen Mun Ferry Pier – SBP)	16.5	5 421	20 - 60
	CTB B3X (Tuen Mun Town Centre – SBP)	16.5	17 918	8 - 25
	CTB B3A (Shan King Estate – SBP)	16.5	5 786	15 - 60
	CTB B3M (SBP – Tuen Mun Station (Circular))	16.5	525	60
Green Minibus Service	GMB 618 (Tin Shui Wai (Tin Yan Estate) – SBP)	14.4	5 597	8 - 15
<u>Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port</u>				
Franchised Bus Service	NLB B4 (HZMB Hong Kong Port to Hong Kong International Airport (via SKYCITY Transport Terminal) (Circular))	9.8	3 010	15 - 30

Type of Service	Route ^[Note 2]	Full Fare ^[Note 3] (\$)	Daily Patronage ^[Note 4] (Number of passengers)	Frequency ^[Note 5] (Minutes)
	CTB B5 (Sunny Bay Public Transport Interchange – Hong Kong Port of HZMB)	6.1	5 156	12 - 35
	NLB B6 (Tung Chung Mun Tung Estate (Yu Tung Road) – Hong Kong Port of HZMB)	9.8	7 433	15 - 30
	NLB B6S (Tung Chung Mun Tung Estate (Yu Tung Road) – Hong Kong Port of HZMB)	9.8	244	15
Green Minibus Service	GMB 901 (HZMB to Tung Chung North (Circular))	9.8	451	20 - 30
Cross-boundary Shuttle Bus Service	HZMB Hong Kong Port – HZMB Zhuhai Port	65 - 70	26 438	5 - 30
	HZMB Hong Kong Port – HZMB Macao Port	65 - 70	33 437	
<u>Man Kam To (MKT) BCP</u>				
Cross-boundary	Sheung Shui Landmark North – MKT BCP	10 - 20	3 956	10 - 30

Type of Service	Route ^[Note 2]	Full Fare ^[Note 3] (\$)	Daily Patronage ^[Note 4] (Number of passengers)	Frequency ^[Note 5] (Minutes)
Coach Service				
<u>Hong Kong West Kowloon Station</u>				
High Speed Rail (XRL) Service	Hong Kong West Kowloon Station directly to 93 Mainland destinations ^[Note 6]	RMB¥68.0 - ¥4,269.0 ^[Note 7]	92 700	A minimum of 208 trains per day ^[Note 8]

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: Figures of daily average two-bound patronage as at December 2024 provided by the operators. It is not appropriate to disclose the figures of monthly patronage of individual routes, which are the operators' internal operation data.

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: Service arrangements effective from 5 January 2025.

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 5 January 2025.

- End -

CONTROLLING OFFICER'S REPLY**TLB167****(Question Serial No. 1466)**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:

In paragraph 179 of the Budget Speech, it is mentioned that there are more than 100 000 electric vehicles in Hong Kong, about eight times of that five years ago. Last year, the HKSAR Government extended the first registration tax (FRT) scheme for electric vehicles to 31 March 2026 and made new FRT concession arrangements, including adjusting the FRT concession cap from \$97,500 to \$58,500. Will the Government inform this Committee of the numbers of new registration of various classes of vehicles and their percentages in the total number of newly registered vehicles in the past five financial years, with a breakdown by vehicle class and fuel type they used in table form.

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

The numbers of vehicles first registered by vehicle class and fuel type in each of the past five financial years (up to 28 February 2025) are tabulated as follows:

2020-21

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	9 684	0	51	0	9 735 [17.42%]
Private car	33 612	0	4 944	0	38 556 [68.99%]

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total [Percentage of the vehicle class in total number of vehicles]
Taxi	0	0	0	876	876 [1.57%]
Franchised bus	0	309	0	0	309 [0.55%]
Non-franchised public bus	0	254	0	0	254 [0.45%]
Private bus	0	49	0	0	49 [0.09%]
Public light bus	0	12	0	123	135 [0.24%]
Private light bus	0	64	0	66	130 [0.23%]
Goods vehicle	2	5 712	26	0	5 740 [10.27%]
Special purpose vehicle	0	76	9	14	99 [0.18%]
Total [Percentage of the fuel type in total number of vehicles]	43 298 [77.48%]	6 476 [11.59%]	5 030 [9.00%]	1 079 [1.93%]	Total number of first registered vehicles: 55 883

2021-22

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	LPG	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	8 865	0	63	0	8 928 [16.00%]

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	LPG	Total [Percentage of the vehicle class in total number of vehicles]
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%]
Total [Percentage of the fuel type in total number of vehicles]	34 947 [62.63%]	7 909 [14.17%]	11 706 [20.98%]	1 238 [2.22%]	Total number of first registered vehicles: 55 800

2022-23

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	LPG	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%]
Total [Percentage of the fuel type in total number of vehicles]	24 556 [43.41%]	7 552 [13.35%]	23 314 [41.21%]	1 147 [2.03%]	Total number of first registered vehicles: 56 569

2023-24

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	LPG	Hydrogen	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	4 341	0	251	0	0	4 592 [7.69%]
Private car	15 159	0	33 663	0	0	48 822 [81.75%]
Taxi	0	0	42	997	0	1 039 [1.74%]
Franchised bus	0	56	43	0	1	100 [0.17%]
Non-franchised public bus	0	358	17	0	0	375 [0.63%]
Private bus	0	66	0	0	0	66 [0.11%]
Public light bus	0	101	3	18	0	122 [0.20%]
Private light bus	0	108	1	0	0	109 [0.18%]
Goods vehicle	0	4 117	284	0	0	4 401 [7.37%]
Special purpose vehicle	0	81	3	8	0	92 [0.15%]
Total [Percentage of the fuel type in total number of vehicles]	19 500 [32.65%]	4 887 [8.18%]	34 307 [57.45%]	1 023 [1.71%]	1 [0.00%]	Total number of first registered vehicles: 59 718

2024-25 (up to 28 February 2025)

Vehicle class	Number of first registered vehicles				
	Petrol	Diesel	Electric	LPG	Total [Percentage of the vehicle class in total number of vehicles]
Motorcycle	3 222	0	289	0	3 511 [7.60%]
Private car	12 223	0	26 052	0	38 275 [82.88%]
Taxi	19	0	155	756	930 [2.01%]
Franchised bus	0	26	1	0	27 [0.06%]
Non-franchised public bus	0	300	9	0	309 [0.67%]
Private bus	0	63	3	0	66 [0.14%]
Public light bus	0	86	2	11	99 [0.21%]
Private light bus	0	97	1	0	98 [0.21%]
Goods vehicle	0	2 568	230	0	2 798 [6.06%]
Special purpose vehicle	2	62	4	2	70 [0.15%]
Total [Percentage of the fuel type in total number of vehicles]	15 466 [33.49%]	3 202 [6.93%]	26 746 [57.91%]	769 [1.67%]	Total number of first registered vehicles: 46 183

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.

- End -

CONTROLLING OFFICER'S REPLY

TLB168

(Question Serial No. 1467)

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 toll plan for rationalising traffic among the three road harbour crossings (RHCs) was implemented in two stages in 2023. Will the Government inform this Committee of the following:

1. What are the respective highest traffic volumes of the three RHCs recorded during peak hours and non-peak hours on weekdays and on Saturdays and Sundays since the implementation of the time-varying toll plan? Please set out the information in tabular form with a breakdown by vehicle type;
2. What are the respective toll revenues and operating expenditures of the three RHCs before the implementation of the toll plan and since the implementation of the time-varying plan? and
3. With the new toll plan having been implemented for the three RHCs for more than one year, has the Government set any indicators for assessing the effectiveness of the policy, whether taking into account the above data or not? If yes, what are the details and the results of assessment?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 26)

Reply:

1. The Government has implemented time-varying tolls since 17 December 2023 at the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC). The highest hourly traffic volume of the three RHCs by time slot and vehicle type in the year after the implementation of the new tolls (i.e. December 2023 to December 2024) is set out in **Annex**.
2. Upon the takeover of WHC on 2 August 2023, the Government implemented the 633 fixed toll plan in the first stage, which was followed by the time-varying toll plan in the second stage at the three RHCs starting from 17 December 2023.

The average daily toll revenue and operating expenditure of the three RHCs between 1 April 2023 and 1 August 2023 (i.e. from 2023-24 up to before implementation of the 633 fixed toll plan at the first stage) (including all days of the period, i.e. weekends and public holidays inclusive) are as follows:

RHC	Average daily toll revenue (\$m) ¹	Average daily operating expenditure (\$'000) ²
WHC	N.A. ³	
CHT	1.7	270
EHC	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 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 toll service provider (TSP) of HKEToll for providing toll collection service at relevant tunnels, excluding the depreciation charges of the capital costs and government maintenance works expenses of the tunnels for the year concerned.
3. WHC was still operated by the franchisee under “Build, Operate and Transfer” arrangement during this period, and therefore the Government does not have the relevant figures.

The average daily toll revenue and operating expenditure of the three RHCs between 2 August 2023 and 16 December 2023 (i.e. from the implementation of the 633 fixed toll plan at the first stage up to before implementation of the time-varying toll plan at the second stage) (including all days of the period, i.e. weekends and public holidays inclusive) are as follows:

RHC	Average daily toll revenue (\$m) ¹	Average daily operating expenditure (\$'000) ²
WHC	3.8	420
CHT	2.4	270
EHC	2.1	330 ³

Notes:

1. See Note 1 in the above table.
2. See Note 2 in the above table.
3. There was an increase in the average daily operating expenditure of EHC during the period between 2 August 2023 and 16 December 2023 as compared to the

period between 1 April 2023 and 1 August 2023. This is mainly due to the adjustment of the management fee paid to the management, operation and maintenance contractor of the tunnel in accordance with the contract terms.

The toll revenue and operating expenditure of the three RHCs between 17 December 2023 and 31 December 2024 (i.e. from the implementation of the time-varying toll plan up to end of December 2024) are as follows:

RHC	Average daily toll revenue (\$m) ¹	Average daily operating expenditure (\$'000) ²
WHC	3.2	400
CHT	2.7	280
EHC	2.0	330

Notes:

1. See Note 1 in the above table.
2. See Note 2 in the above table.
3. Data shows that after the implementation of the new tolls, the daily cross-harbour traffic remained stable without inducing additional traffic. The traffic volume at the three RHCs was on par with the level prior to the implementation of time-varying tolls. Meanwhile, the cross-harbour traffic was more evenly distributed among the three RHCs, with better utilisation of the capacity of each tunnel.

Apart from geographical diversion of traffic, the new tolls facilitated re-distribution of traffic among different time periods. Generally speaking, the traffic volume at the three RHCs during peak time slots registered a decrease, while there was an overall increase in traffic volumes of three RHCs outside the peak time slots, reflecting a change in the commuting habits of some motorists who chose to travel during the time slots with lower tolls.

The above situation is in line with our expectation. In the past, the traffic volume at CHT was high throughout the day while WHC, which has the highest capacity, had not been well utilised for most of the time in a day. The current tolls have driven an effective utilisation of the capacities of the three RHCs. The congestion at both the CHT and EHC during peak time slots was alleviated, and the non-cross-harbour traffic condition near the tunnel portals also improved significantly. During normal and off-peak time slots, which account for nearly 80 per cent of the day, the overall cross-harbour traffic was considerably smoother than before. This has brought benefits to cross-harbour bus passengers, private car motorists, the public transportation trade, the commercial vehicle trade, and the community as a whole.

The Government is now consolidating and analysing the cross-harbour traffic data for the whole year of 2024, for the purpose of reviewing the existing arrangements for peak

time slots for each tunnel. The review is expected to be completed with findings to be reported by the middle of this year.

**The Highest Hourly Traffic Volume of the Three RHCs by Time Slot and Vehicle Type
in the Year after Implementation of Time-varying Tolls (i.e. December 2023 to December 2024)
(in the Busier Direction) (in Vehicle) ¹**

		WHC			CHT			EHC		
		Motorcycles ⁷ and private cars	Taxis	Other commercial vehicles	Motorcycles ⁷ and private cars	Taxis	Other commercial vehicles	Motorcycles ⁷ and private cars	Taxis	Other commercial vehicles
Mondays to Fridays	Peak time slot ²	1 700	800	1 600	1 800	300	800	1 700	400	700
	Normal time slot ³	2 000	700	1 200	1 500	300	800	1 300	400	700
	Off-peak time slot ⁴	1 800	600	400	1 600	600	300	1 400	300	400
Saturdays	Peak time slot ²	1 900	600	800	1 600	400	800	1 300	400	600
	Normal time slot ³	2 100	600	900	1 700	400	600	1 300	400	500
	Off-peak time slot ⁴	1 600	500	200	1 800	600	200	1 300	300	100
Sundays and public holidays	Normal time slot ⁵	1 700	500	300	1 900	400	200	1 300	200	200
	Off-peak time slot ⁶	1 500	400	200	1 600	500	200	1 200	300	100

Notes:

1. Traffic queues for the tunnels during peak time slots (if any) are not taken into account in the traffic volume. The above table sets out the highest hourly traffic volume of each tunnel at different time slots (according to the busier direction), broken down by vehicle type. As traffic conditions of tunnels vary, the time in which the highest traffic volume recorded in different tunnels may be different even within the same time slot. Therefore, it is not advisable to calculate the overall cross-harbour traffic volume at a certain time slot by directly summing up the figure of each tunnel. In general, the overall cross-harbour traffic volume is the highest during peak time slot, followed by normal time slot, while the volume during off-peak time slot is the lowest.
2. Referring to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
3. Referring to 10:30 to 16:30 on weekdays (a total of six hours).
4. Referring to 00:00 to 07:30 and 19:30 to 24:00 on weekdays (a total of 12 hours).
5. Referring to 10:30 to 19:30 on weekends (a total of nine hours).
6. Referring to 00:00 to 10:30 and 19:30 to 24:00 on weekends (a total of 15 hours).
7. “Motorcycles” include motor tricycles.
8. The design capacities per direction of WHC, CHT and EHC are 4 200, 2 600 and 2 600 vehicles per hour respectively. The actual traffic volume of the tunnels is affected by multiple factors, including the proportions of different types of vehicles, the capacity constraints of connecting roads to tunnels, etc. Therefore, a comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

- End -

CONTROLLING OFFICER'S REPLY**TLB169****(Question Serial No. 1635)**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:

Will the Government provide the numbers of private cars departing via different road-based boundary control points in the past three years?

Asked by: Hon HONG Wen, Wendy (LegCo internal reference no.: 40)

Reply:

Based on information from the Customs and Excise Department and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority ^[Note 1], the numbers of private cars departing via various road-based boundary control points (BCPs) ^[Note 2] in the past three years (i.e. 2022 to 2024) are set out as follows:

BCP	2022	2023	2024
Lok Ma Chau ^[Note 3]	0	812 895	1 250 234
Man Kam To ^[Note 4]	0	26 937	50 500
Shenzhen Bay	1 613	995 118	1 543 524
HZMB Hong Kong Port	784	770 098	1 691 405
Heung Yuen Wai ^[Note 5]	N/A	82 145	246 017

Note 1: The HZMB Authority, established under the Mainland laws as a non-profit-making public-institution legal person, is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge.

Note 2: Passenger clearance service at Sha Tau Kok BCP has been suspended since 30 January 2020.

- Note 3: Passenger clearance service at Lok Ma Chau BCP was suspended between 4 February 2020 and 5 February 2023.
- Note 4: Passenger clearance service at Man Kam To BCP was suspended between 30 January 2020 and 7 January 2023. Such service was also temporarily suspended from 10 to 18 July 2023 and from 8 September to 12 November 2023.
- Note 5: Passenger clearance service at Heung Yuen Wai BCP commenced on 6 February 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB170

(Question Serial No. 1297)

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 various road tunnels and strategic routes in Hong Kong, please advise this Committee of the following:

1. the design capacity and non-peak/peak-hour utilisation of each road tunnel and strategic route in financial years 2020/21 to 2024/25;
2. a detailed breakdown of the total operating expenditure of each road tunnel and strategic route in financial years 2020/21 to 2024/25;
3. a detailed breakdown of the maintenance cost of each road tunnel and strategic route in financial years 2020/21 to 2024/25; and
4. a detailed breakdown of the plans for improvement works for various road tunnels and strategic routes in financial year 2025/26 and the estimated expenditure involved.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 22)

Reply:

1. As there is no traffic data categorised by financial year and the Annual Traffic Census 2024 is still under compilation, the traffic volume statistics from 2020 to 2023 are provided hereby. The design capacities, and peak-hour and non-peak hour utilisation rates (measured by ratios of traffic volume/design capacity) of various strategic routes are tabulated at **Annex 1**.

The design capacities, and peak-hour and non-peak hour utilisation rates of various road tunnels from 2020 to 2024 are tabulated at **Annex 2**.

2.&3.

The expenditures of various government road tunnels from the financial years of 2020-21 to 2023-24 are tabulated at **Annex 3**. The data for the financial year of 2024-25 is still under consolidation.

The Highways Department does not maintain separate statistics on the maintenance cost of individual road (including strategic routes).

4. The Government's plans for improvement works of government road tunnels and strategic routes and the relevant estimates for 2025-26 are tabulated at **Annex 4**.

Design Capacities and Peak-hour¹ and Non-peak Hour¹ Utilisation Rates of Strategic Routes

Road section	Strategic route ²	Design capacity (vehicle/hour)	Utilisation rate							
			2020		2021		2022		2023	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Hong Kong Island										
Harcourt Road (westbound between Tamar Street and Arsenal Street)	Route 4	9 450	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Central-Wan Chai Bypass	Route 4	4 700	0.5	0.4	0.5	0.4	0.4	0.3	0.5	0.4
Kowloon										
Princess Margaret Road (between Wylie Road and Pui Ching Road)	Route 1	4 700	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.5
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	Route 2	4 700	0.6	0.5	0.6	0.5	0.6	0.5	0.6	0.5
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	Route 3	4 700	0.9	0.7	0.8	0.7	0.7	0.7	0.8	0.7
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	Route 5	3 000	0.9	0.9	1.0	1.0	1.0	0.9	1.0	0.9

Road section	Strategic route ²	Design capacity (vehicle/hour)	Utilisation rate							
			2020		2021		2022		2023	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	Route 7	4 700	0.9	0.7	1.0	0.7	0.8	0.7	0.9	0.8
New Territories										
Ting Kau Bridge	Route 3	4 700	1.2	0.8	1.2	0.8	1.1	0.7	1.2	0.8
Nam Wan Tunnel	Route 8	4 700	0.4	0.3	0.5	0.3	0.4	0.3	0.5	0.4
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	Route 9	6 300	1.1	0.8	1.1	0.8	1.1	0.8	1.1	0.8
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	Route 9	4 700	0.5	0.4	0.6	0.4	0.6	0.4	0.6	0.6
Tuen Mun Road (eastbound between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	Route 9	6 300	0.9	0.7	0.9	0.7	0.9	0.7	0.9	0.7
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	Route 10	4 700	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note 1: The figures listed in the table represent the traffic flow of various transport facilities from Mondays to Fridays (except public holidays) between 2020 and 2023. “Peak-hour” refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while “non-peak hour” refers to the busiest one hour during the remaining hours in the busiest direction.

Note 2: Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel project as well as Tseung Kwan O-Lam Tin Tunnel. Since the entire Route 6 is scheduled for commissioning in 2026, its utilisation rate is not available at present.

Design Capacities and Peak-hour ² and Non-peak Hour ² Utilisation Rates of Road Tunnels

Tunnel ¹	Design capacity (vehicle/hour)	Utilisation rate ³									
		2020		2021		2022		2023		2024	
		Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Aberdeen Tunnel	2 600	0.8	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Cross-Harbour Tunnel (CHT)	2 600	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.0
Eastern Harbour Crossing (EHC)	2 600	1.1	1.1	1.1	1.1	1.1	1.0	1.0	1.0	1.1	0.9
Western Harbour Crossing (WHC)	4 200	0.9	0.6	0.9	0.7	0.8	0.6	0.9	0.7	1.0	0.8
Lion Rock Tunnel	2 600	1.1	1.0	1.1	1.0	1.1	1.0	1.1	1.0	1.1	1.0
Tate's Cairn Tunnel	2 600	1.0	0.8	1.0	0.8	1.0	0.7	1.0	0.7	1.0	0.8
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	0.8	0.5	0.8	0.5	0.7	0.4	0.7	0.5	0.8	0.5
Shing Mun Tunnels	2 600	0.8	0.6	0.8	0.6	0.8	0.6	0.8	0.6	0.8	0.6
Tai Lam Tunnel	4 700	0.7	0.4	0.7	0.4	0.6	0.3	0.6	0.3	0.6	0.3

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: The figures listed in the table represent the traffic flow of the above tunnels from Mondays to Fridays (except public holidays) between 2020 and 2024. Except for the three road harbour crossings (RHCs), "peak-hour" refers to the busiest one hour from 7 a.m. to 10 a.m.

and from 5 p.m. to 8 p.m. in the busiest direction, while “non-peak hour” refers to the busiest one hour during the remaining hours in the busiest direction. To more accurately reflect the cross-harbour traffic flow, “peak-hour” of the three RHCs refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m.

Note 3: 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. The utilisation rate of tolled tunnels refers to the ratio of average hourly traffic volume to tunnel design capacity provided by toll collection systems.

Operating Expenditures of Government Road Tunnels

Tolled tunnel/ Control area^{1, 2}	2020-21 (\$ million)	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
CHT	143	154	158	199
EHC	165	177	179	228
WHC ³	N/A	N/A	N/A	241
Tate's Cairn Tunnel	142	144	143	167
Aberdeen Tunnel	95	97	97	125
Lion Rock Tunnel	74	76	91	136
Shing Mun Tunnels	109	114	125	152
Route 8K	330	320	342	391

Note 1: The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee.

Note 2: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and repair and maintenance expenditure for the implementation of HKEToll, depreciation charges of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 3: The WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Toll-free tunnel⁴	2020-21 (\$ million)	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Tuen Mun-Chek Lap Kok Tunnel ⁵	19	71	73	79
Tseung Kwan O Tunnel ⁶	37	37	35	31
Tseung Kwan O-Lam Tin Tunnel ⁶	N/A	N/A	19	62
Central-Wan Chai Bypass Tunnel	120	148	148	148
Lung Shan Tunnel	57	61	61	57
Cheung Shan Tunnel	18	19	19	25
Airport Tunnel	25	25	26	26
Scenic Hill Tunnel	54	54	55	55
Kai Tak Tunnel	54	54	54	54

Note 4: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors

for the years concerned, excluding the depreciation charges of capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

- Note 5: Tuen Mun-Chek Lap Kok Tunnel commenced operation on 27 December 2020. The figure for 2020-21 is for the period from 27 December 2020 to 31 March 2021.
- Note 6: Tseung Kwan O - Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O - Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Tunnel and strategic route	Improvement works	Estimated expenditure for 2025-26 (\$ million)
CHT	Replacement of traffic control and surveillance system	6.05
WHC	Replacement of the high voltage power supply system	3.78
	Replacement of traffic control and surveillance system	8.22
	Construction of an additional lane at the tunnel portal on the Hong Kong Island side	10.00
Tate's Cairn Tunnel	Replacement of the tunnel ventilation system	0.67
Aberdeen Tunnel	Proposed bus-bus interchange	17.10
Tsing Sha Control Area	Replacement of traffic control and surveillance system	2.24

- End -

CONTROLLING OFFICER'S REPLY

TLB171

(Question Serial No. 3206)

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 parking meters, will the Transport Department (TD) inform this Committee of the following:

- (a) in the past three years, the numbers and utilisation rates of on-street parking meters (set out by District Council district);
- (b) in the past three years and 2025-26, the staff establishment, staff salaries and equipment expenditure involved in the maintenance of parking meters carried out by TD (or contractors);
- (c) the revenue generated from TD's parking meters in the past three years and whether the cost could be recovered (set out by District Council district);
- (d) given that the Government proposes in paragraph 249 of the Budget Speech to review the parking meter charges to embody the "user pays" principle, whether there is any charging proposal at this stage and whether the Government has assessed the impacts on the utilisation rate of parking meters; and
- (e) whether TD will, having regard to the operation situation of parking meters in different districts, remove parking meters with low utilisation rates and install additional parking meters in districts with high utilisation rates, so as to increase the revenue of the Government.

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 39)

Reply:

- (a) The numbers and average utilisation rates of on-street metered parking spaces in the territory in the past three years by District Council districts are as follows:

(i) Numbers of on-street metered parking spaces:

District	2022	2023	2024
Central and Western	612	599	599
Eastern	567	579	592
Southern	687	687	685
Wan Chai	985	1 019	1 022
Hong Kong Island (Sub-total)	2 851	2 884	2 898
Kowloon City	2 534	2 564	2 576
Kwun Tong	558	575	630
Sham Shui Po	1 324	1 347	1 356
Wong Tai Sin	401	403	412
Yau Ysim Mong	1 976	1 982	1 994
Kowloon (Sub-total)	6 793	6 871	6 968
Islands	177	175	175
Kwai Tsing	503	516	585
North	1 041	1 069	1 125
Sai Kung	1 623	1 863	1 949
Sha Tin	1 684	1 699	1 705
Tai Po	1 600	1 599	1 616
Tsuen Wan	656	669	685
Tuen Mun	1 266	1 269	1 276
Yuen Long	1 072	1 182	1 229
New Territories (Sub-total)	9 622	10 041	10 345
Total	19 266	19 796	20 211

(ii) Average utilisation rates of on-street metered parking spaces:

District	2022		2023		2024	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Central and Western	91	82	90	81	93	86
Eastern	90	84	91	83	91	92
Southern	61	70	62	70	68	73
Wan Chai	92	92	91	91	90	89

District	2022		2023		2024	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Hong Kong Island (Sub-total)	90	87	84	82	88	85
Kowloon City	95	95	95	95	91	91
Kwun Tong	94	93	93	95	92	93
Sham Shui Po	96	92	96	91	94	93
Wong Tai Sin	92	92	91	91	94	93
Yau Ysim Mong	93	92	93	92	96	94
Kowloon (Sub-total)	94	93	95	93	93	94
Islands	72	77	68	76	75	73
Kwai Tsing	93	91	92	92	96	91
North	91	90	88	90	88	89
Sai Kung	75	78	74	76	75	70
Sha Tin	88	92	87	92	86	90
Tai Po	90	91	88	92	82	90
Tsuen Wan	89	91	88	92	90	92
Tuen Mun	89	94	88	92	84	92
Yuen Long	91	91	88	90	89	85
New Territories (Sub-total)	85	90	85	88	85	86
Total	91	92	88	89	88	88

(b) & (c)

Revenues and recurrent expenditures of the parking meter system in the past three financial years are as follows:

	2021-22	2022-23	2023-24
Revenue (\$million)	308	377	412
Recurrent expenditure (\$million)	37	47	51

Besides, monitoring on parking meter operator's services is part of the regular duties of the staff of TD. There is no separate breakdown of the estimated expenditure involved.

(d) & (e)

On-street parking spaces are provided to cater for short-term parking needs. These parking spaces are normally metered to discourage prolonged parking to enhance their availability to more motorists. At present, the maximum parking meter fee is set at \$2 per 15 minutes, which has not been adjusted for more than 30 years.

As shown from the above, the utilisation rates of metered parking spaces are quite high, generally ranging from 85% to 94% during weekdays, weekends and holidays on Hong Kong Island, in Kowloon and the New Territories. In view of this, TD has been actively striving to provide more metered parking spaces to meet the parking demand. In the past three years, the number of metered parking spaces has increased by about 5% or 945 to a total of 20 211. When setting the parking meter fees, the Government will take into account factors including the parking situations and utilisation rates on the roads in different areas, together with the longest parking periods and charging periods, etc. to set the appropriate fees.

- End -

CONTROLLING OFFICER'S REPLY

TLB172

(Question Serial No. 2878)

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 problem of cross-boundary “pak pai” service has run rampant in recent years, with many Mainland drivers reportedly having come to Hong Kong with business visa and using Hong Kong cars with mainland vehicle licence to carry passengers for reward. This has not only caused a severe blow to the livelihood of local workers in the trade, but also given rise to issues relating to road safety and insurance. In this connection, will the Government inform this Committee of the following:

1. What are the number of enforcement actions taken by the Government against cross-boundary “pak pai” service and the number of drivers arrested and prosecuted during such actions in each of the past three years?
2. What are the number of Mainland drivers entering Hong Kong as visitors who have been convicted of illegal carriage of passengers for reward using cross-boundary vehicles and the penalties for such cases in each of the past three years? and
3. Noting reports that some online platforms are operating cross-boundary “pak pai” service without hire car permits, has the Government taken measures to combat such illegal activities? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 6)

Reply:

1. and 2.

In 2022, 2023 and 2024, the Hong Kong Police Force (HKPF) has taken 26, 33 and 47 enforcement actions respectively against the use of motor vehicles for illegal carriage of passengers for hire or reward. During the same period, the numbers of convicted cases involving illegal carriage of passengers for hire or reward were 11, 34 and 59 respectively. No case was involved in the use of cross-boundary motor vehicles for illegal carriage of passengers for hire or reward in 2022 and 2023, while there were 19 such cases in 2024. The HKPF does not maintain other statistics as requested in the

question. Subject to the circumstances of individual cases, the penalties imposed by the courts included fines, disqualifying the drivers involved from driving temporarily, as well as suspension of vehicle licences and impoundment of vehicles involved following the statutory periods specified under the law.

3. The Government has all along been concerned about the use of motor vehicles for illegal carriage of passengers for hire or reward. The HKPF has been taking enforcement actions against illegal carriage of passengers for hire or reward through gathering intelligence through different channels. If there is sufficient evidence proving suspected vehicles without a valid hire car permit being used for illegal carriage of passengers for hire or reward, the HKPF will immediately take appropriate enforcement actions. The HKPF will continue to allocate appropriate resources to step up enforcement actions against illegal carriage of passengers for hire or reward so as to protect the safety of passengers and road users.

To step up efforts in combating illegal carriage of passengers for hire or reward, we introduced legislative amendments in December 2023 to increase the penalties, including raising the maximum fines from level two (\$5,000) and level three (\$10,000) to level three (\$10,000) and level four (\$25,000) for the first and subsequent conviction respectively; lengthening the periods for suspension of vehicle licence and impoundment of vehicles from three months and six months to six months and 12 months for the first or subsequent conviction respectively; and increasing the maximum terms of imprisonment from three months and six months to six months and 12 months for the first or subsequent conviction respectively. To ensure the passenger safety, the Government is examining to further enhance the existing legislation and aims at submitting the proposed legislative amendments to the Legislative Council as soon as possible, enabling more effective and efficient enforcement in combating illegal carriage of passengers for hire or reward.

Besides, for cases of illegal carriage of passengers for hire or reward by cross-boundary motor vehicles, TD will revoke the closed road permits (CRP) of the subject vehicle on the ground of breaching CRP conditions. In addition, TD has strengthened its publicity efforts through displaying posters and notices at various land boundary control points and the airport, as well as sending e-mails and distributing leaflets, etc., to remind CRP holders and relevant operators not to engage in illegal carriage of passengers for hire or reward, and remind them of the consequences and penalties of engaging in such illegal activities.

- End -

CONTROLLING OFFICER'S REPLY**TLB173****(Question Serial No. 1025)**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 eight government tolled tunnels, will the Government inform this Committee of the following:

1. the (a) annual maintenance cost, (b) manpower and (c) staff salaries involved in the past five years for each of the tolled tunnels;
2. the annual maintenance cost of HKEToll since implementation; whether there is a decrease in the expenditure of HKEToll in the latest year as compared with the previous financial year; if yes, the details; if no, the reasons;
3. how the manpower at toll booths has been redeployed since the implementation of HKEToll; and
4. whether the Government will consider charging tolls on the other 10 government tunnels; if yes, the details; if no, the reasons?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 17)

Reply:

1. (a) The operating expenditures of the eight government tolled tunnels in the past five financial years are set out below:

Tolled tunnel/ Control area ¹	2019-20 (\$m)	2020-21 (\$m)	2021-22 (\$m)	2022-23 (\$m)	2023-24 (\$m)
Cross Harbour Tunnel (CHT) ²	(Note 2)	143	154	158	199
Eastern Harbour Crossing (EHC) ²	(Note 2)	165	177	179	228
Western Harbour Crossing (WHC) ³	N/A	N/A	N/A	N/A	241
Tate's Cairn Tunnel ²	(Note 2)	142	144	143	167

Tolled tunnel/ Control area ¹	2019-20 (\$m)	2020-21 (\$m)	2021-22 (\$m)	2022-23 (\$m)	2023-24 (\$m)
Aberdeen Tunnel	81	95	97	97	125
Lion Rock Tunnel	70	74	76	91	136
Shing Mun Tunnels	97	109	114	125	152
Route 8K	288	330	320	342	391

Note 1: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for implementation of HKEToll, depreciation charges of the capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2: According to available information, the figures for 2020-21 are the earliest figures available for CHT, EHC and Tate's Cairn Tunnel.

Note 3: The WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

1. (b) to (c)

The actual manpower of the management, operation and maintenance contractors of the eight government tolled tunnels in the past five years is set out below:

Tunnel	December 2020	December 2021	December 2022	December 2023 ⁷	December 2024 ⁷
CHT	216	203	167	153	148
EHC	233	218	229	182	189
WHC ⁵	N/A	N/A	N/A	208	194
Tate's Cairn Tunnel	221	206	206	174	165
Aberdeen Tunnel	152	146	149	141	117
Lion Rock Tunnel	157	152	146	93	97
Shing Mun Tunnels	139	135	129	89	95
Route 8K ⁶	387	387	364	347	353

Note 5: The WHC was returned to government management on 2 August 2023.

Note 6: The actual manpower concerned covers the Tsing Sha Control Area, i.e. Route 8 section between Sha Tin and Cheung Sha Wan and section between Tsing Yi and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel, Sha Tin Heights Tunnel, Nam Wan Tunnel and Stonecutters Bridge.

Note 7: In light of the implementation of HKEToll, a free-flow tolling service, at the eight government tolled tunnels in phases from May to December 2023, the actual manpower of the operators decreased compared with that in December 2022 when HKEToll had yet been implemented.

The manpower expenditure of the relevant operators has been included in the management fee paid to the operators and therefore there is no separate breakdown of the expenditure involved.

2. HKeToll, a free-flow tolling service, was successfully implemented in phases at eight government tolled tunnels in 2023. The Government has respectively engaged, through open tender, a toll service provider and contractors to provide services for the collection of tolls, 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 recurrent expenditures for performing the above tasks under the contracts are \$220 million (revised estimate) for 2024-25 and \$270 million (estimate) for 2025-26. The main reasons for the increases in the estimate include, the implementation of HKeToll at Tai Lam Tunnel, increases in cloud service usage of the relevant system and the maintenance expenses to be incurred after the expiry of defects liability periods.
3. The Transport Department has been liaising closely with the operators to assist and support the affected employees to prepare for continuous employment. The operators have also explained to the affected employees the redeployment/exit arrangements, details of termination compensation and administrative support (such as telephone hotline service) as well as shared the information provided by the Labour Department and the Employees Retraining Board.

After implementation of HKeToll at the government tolled tunnels and Tsing Sha Control Area, a total of 226 toll collectors were affected, among which 41 had been employed to continue working at the tunnels while the rest of the employees left the job on their own accord. The operators already paid all the termination payments to the employees as they deserve in accordance with the Employment Ordinance and the relevant terms of the Management, Operation and Maintenance Contracts at the time of termination of employment contracts.

4. When determining the toll level of government tunnels, the Government will fully consider four major principles, namely the traffic management needs, "user pays", public transport priority and efficiency first, while carefully weighing such factors as the affordability of the public and the social environment. Among all these considerations, traffic management needs and affordability of the public will be accorded priority. When the tolls cannot support effective traffic management, toll adjustment will be considered on the basis of "cost recovery". The circumstances of each tunnel vary in such aspects of geographical location, service target and traffic management need. The Government has to strike a balance among the principles with adaptation to the times and local conditions in setting appropriate tolls for each tunnel.

- End -

CONTROLLING OFFICER'S REPLY

TLB174

(Question Serial No. 1028)

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 in July 2023, please advise this Committee of the following:

1. the annual traffic flow since the launch of the Scheme;
2. the annual maintenance cost of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the past five years; and
3. whether the Government will consider adjusting the toll of HZMB; if yes, the details; if no, the reasons.

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

Reply:

1. The Scheme was launched on 1 July 2023. According to information provided by the HZMB Authority, the respective total traffic flow (two-way) via HZMB in 2023 and 2024 were approximately 2.30 million and 4.40 million, among which the respective figures relating to the Scheme were about 270 000 and 1.60 million.
- 2 & 3. The HZMB Authority was established pursuant to the laws of the Mainland as a non-profit-making public-institution legal entity responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge, and collection of tolls (as well as determining the toll level) from vehicles using the HZMB Main Bridge. The Government maintains close liaison with the HZMB Authority, with a view to providing greater convenience for motorists. Regarding public views on toll adjustment, the Hong Kong side has reflected them to the HZMB Authority for its reference and consideration.

At present, the HZMB Authority operates on a self-financing basis. The income of the Main Bridge (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of

HZMB. The toll income is not received by the HKSAR Government. Also, it is not appropriate for the Government to disclose the information relating to the income and expenditure of HZMB unilaterally.

- End -

CONTROLLING OFFICER'S REPLY

TLB175

(Question Serial No. 0504)

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:

Under Matters Requiring Special Attention in 2025-26, it is mentioned that the Government will improve the Traffic Data Analytics System (TDAS) through big data analytics of traffic and weather data accumulated. And this was also mentioned in the document in 2023-24. In this connection, will the Government inform this Committee of the following:

1. whether the Government has assessed the accuracy of TDAS in forecasting journey times for route planning purposes; if yes, the assessment methods and results; if not, the reasons;
2. whether the Government has assessed the travelling efficiency and congestion conditions of road traffic during inclement weather; if yes, the traffic data collected during inclement weather in the past two years; if not, the reasons;
3. whether the Government has assessed the effectiveness of the use of big data in implementing traffic management measures; if yes, the assessment methods and results; if not, the reasons; and
4. whether the Government will consider applying big data in the overall electronic road traffic management system to enhance the effectiveness of traffic management measures; if yes, the planning progress at this stage; if not, the reasons?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 21)

Reply:

1. The Transport Department (TD), together with the Digital Policy Office (formerly Office of the Government Chief Information Officer), has leveraged on big data analytics to develop the Traffic Data Analytics System (TDAS), which integrates traffic data and analyses past and real-time traffic, transport, and weather data as well as weather forecast data from the Hong Kong Observatory to provide the estimated journey time in real time and in the next 15 to 90 minutes.

When developing and maintaining the big data model, TD has conducted on-site testing to verify its accuracy by driving vehicles on different road sections and at different times, and compare the discrepancy between the real-time speed and the predicted speed. The accuracy rate of the system in predicting traffic speed varies with road condition, and generally stands at about 70% to 80%. TD will continue with the collection of data so as to optimise the data model.

2. Under inclement weather, the road traffic conditions will be affected by such factors as its intensity, affected scope, and duration, etc. TDAS analyses traffic and transport and weather data to predict the traffic speed and journey time under inclement weather. According to analysis of data obtained in the past two years, when a red or black rainstorm warning signal was in force, the traffic speed often decreased by an average of about 5%, while the congestion condition would remain generally the same or become slightly heavier.
- 3-4. Currently, TD has applied artificial intelligence and big data analytics in traffic management, including TDAS (with the use of big data analytics) and the real-time adaptive traffic signal system (RTATSS) (with the use of artificial intelligence) operating in Tung Chung.

As stated above, TDAS analyses past and real-time traffic and weather data as well as weather forecast data from the Hong Kong Observatory to provide the estimated journey time, and releases it to the public via HKeMobility and Open Data Portal to facilitate users' pre-trip planning.

Regarding RTATSS, TD is installing them at about 50 suitable independent signalised junctions across the territory. The provision of ancillary equipment such as sensors and computing system at the junctions enables real-time adaptation of traffic signals in response to instant vehicular and pedestrian flows, thereby reducing delay in junction crossing. It is expected that RTATSS will be installed and commissioned progressively starting from 2026 for completion by 2027. In addition, TD is arranging further trials on RTATSS at two sites with busier linked signalised junctions, and exploring relevant technologies from the Mainland, in order to facilitate the planning of wider application of the system at suitable junctions. When planning for new development areas, TD will liaise with the departments responsible for the projects in an effort to introduce RTATSS at suitable signalised junctions.

- End -

CONTROLLING OFFICER'S REPLY

TLB176

(Question Serial No. 0745)

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:

There are currently 18 government road tunnels in Hong Kong, 10 of which being toll-free. It is mentioned in paragraph 249 of the Budget Speech that the Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads. In this connection, will the Government inform this Committee of the following:

1. Are there statistics compiled on the operating expenditure (including maintenance and staff costs) and revenues (including tolls and other incomes) of the government road tunnels in the territory in 2024? If yes, please provide details with a breakdown by tolled tunnels and toll-free tunnels. If no, please give the reasons;
2. What are the criteria adopted by the Government in determining whether a tunnel should be tolled? Are the tunnels' utilisation and their peripheral traffic diversion capacity taken into consideration when setting different tolls? How is the reasonable toll level under the "user pays" principle determined? and
3. Have the operating expenditures of the 10 existing toll-free tunnels been factored into the long-term financial planning of the Government? Supposing that tolls are charged on these tunnels in future, what will be the estimated increase in annual revenue?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 1)

Reply:

1. The operating expenditures and revenues of government road tunnels in 2023-24 are set out at Annex.
2. In determining whether tolls should be charged and the toll levels of government tunnels, the Government will give holistic consideration to four major principles, namely the traffic management needs, "user pays", public transport first and efficiency first, as well as other factors including public affordability and prevailing social circumstances. Among these, the Government will first consider traffic management needs and public affordability. On the basis of "cost-recovery", if toll levels are not sufficiently high

enough for effective traffic management, the toll levels will be further adjusted. The management and operation of tunnels require higher costs and more resources than those of ordinary roads built at ground level. For example, they require prolonged operation of the ventilation and lighting systems, more complicated structural inspections and maintenance, the engagement of operators for management, etc. Therefore, the Government has all along been prudent in considering the “user pays” and “cost recovery” principles and examining the need for charging reasonable tolls to ensure the financial sustainability of these transport facilities. However, the specific circumstances of each tunnel are different, such as geographical location, target users, traffic management needs, etc. The Government needs to weigh various principles in order to set appropriate toll levels for each tunnel.

3. At present, the operating expenditures of government toll-free tunnels are included in the expenditure under the General Revenue Account as part of the estimates. The Transport Department is reviewing and assessing the tunnel toll levels. Upon completion of the work, the Government will consult the Legislative Council Panel on Transport and stakeholders.

Operating Expenditures and Revenues of Government Road Tunnels in 2023-24

Tolled Tunnel/Control Area ¹	Operating Expenditure³ (\$ million)	Revenue (\$ million)
Cross-Harbour Tunnel	199	867
Eastern Harbour Crossing	228	762
Western Harbour Crossing ²	241	879
Tate's Cairn Tunnel	167	431
Aberdeen Tunnel	125	109
Lion Rock Tunnel	136	269
Shing Mun Tunnels	152	100
Route 8K	391	191

Note 1: The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee.

Note 2: The Western Harbour Crossing was returned to government management on 2 August 2023. The figures for 2023-24 are for the period from 2 August 2023 to 31 March 2024.

Note 3: The expenditures set out in the table includes the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels in the year concerned.

Toll-free Tunnel	Operating Expenditure⁴ (\$ million)
Tuen Mun-Chek Lap Kok Tunnel	79
Tseung Kwan O Tunnel	31
Tseung Kwan O-Lam Tin Tunnel	62
Central-Wan Chai Bypass Tunnel	148
Lung Shan Tunnel	57
Cheung Shan Tunnel	25
Airport Tunnel	26
Scenic Hill Tunnel	55
Kai Tak Tunnel	54

Note 4: Government toll-free tunnels are not included in the Operating Account of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors

in the year, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels in the year.

- End -

CONTROLLING OFFICER'S REPLY**TLB177****(Question Serial No. 0749)**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:

What are the breakdown statistics on vehicles departing via the road-based boundary control points (such as Lok Ma Chau and Shenzhen Bay) in the past three years, including the average daily traffic flow of private cars, coaches and goods vehicles and their respective percentage in relation to the total figure?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 5)Reply:

Based on information provided by the Immigration Department, Customs and Excise Department and Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority^(Note 1), the average daily numbers of outbound vehicles and their percentages at various road-based boundary control points (BCPs) by vehicle type in the past three years (i.e. from 2022 to 2024) are set out as follows:

BCP	Vehicle type	2022		2023		2024	
		Average daily number of outbound vehicles	Percentage (Note 2) (%)	Average daily number of outbound vehicles	Percentage (Note 2) (%)	Average daily number of outbound vehicles	Percentage (Note 2) (%)
Lok Ma Chau (Note 3)	Bus	0	—	444	10%	558	9%
	Goods vehicle	678	100%	1 625	36%	1 921	33%
	Private car	0	—	2 471	54%	3 416	58%
	Total	678	—	4 540	—	5 895	—

BCP	Vehicle type	2022		2023		2024	
		Average daily number of outbound vehicles	Percentage (Note 2) (%)	Average daily number of outbound vehicles	Percentage (Note 2) (%)	Average daily number of outbound vehicles	Percentage (Note 2) (%)
Man Kam To (Note 4)	Bus	0	—	117	11%	96	8%
	Goods vehicle	787	100%	894	81%	974	81%
	Private car	0	—	95	9%	138	11%
	Total	787	—	1 106	—	1 208	—
Sha Tau Kok (Note 5)	Bus	0	—	0	—	0	—
	Goods vehicle	282	100%	0	—	0	—
	Private car	0	—	0	—	0	—
	Total	282	—	0	—	0	—
Shenzhen Bay	Bus	1	—	119	2%	295	4%
	Goods vehicle	1 609	100%	1 936	40%	2 176	33%
	Private car	4	—	2 726	57%	4 217	63%
	Total	1 614	—	4 781	—	6 688	—
HZMB	Bus	14	5%	628	20%	868	15%
	Goods vehicle	288	95%	351	11%	420	7%
	Private car	2	1%	2 110	68%	4 621	78%
	Total	304	—	3 089	—	5 909	—
Heung Yuen Wai (Note 6)	Bus	0	—	78	7%	94	6%
	Goods vehicle	436	100%	802	71%	732	49%
	Private car	0	—	252	22%	672	45%
	Total	436	—	1 132	—	1 498	—

Note 1: The HZMB Authority, established under the Mainland laws as a non-profit-making public-institution legal person, is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge.

Note 2: Percentage of average daily number of various types of outbound vehicles in relation to the average daily total number of outbound vehicles (rounded off to the nearest digit). The percentages may not add up to 100% due to rounding.

Note 3: Passenger clearance service at Lok Ma Chau BCP was suspended between 4 February 2020 and 5 February 2023.

- Note 4: Passenger and cargo clearance services at Man Kam To BCP were suspended between 30 January 2020 and 7 January 2023, and during various periods between July and November 2023.
- Note 5: Passenger and cargo clearance services at Sha Tau Kok BCP have been suspended since 30 January 2020 and 14 March 2022 respectively.
- Note 6: Cargo and passenger clearance services at Heung Yuen Wai BCP commenced on 26 August 2020 and 6 February 2023 respectively.

- End -

CONTROLLING OFFICER'S REPLY

TLB178

(Question Serial No. 0756)

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 paragraph 249 of the Budget Speech, it is mentioned that there would be a review on parking meter charges and the fixed penalties for traffic offences for better traffic management. In this connection, will the Government inform this Committee of the following:

What are the numbers of registered vehicles, public car parks, and metered parking spaces in Hong Kong at present? Is the supply of parking spaces proportional to the increase in registered vehicles?

The Government's proposal to increase the relevant fine to \$400 was shelved in 2017 on grounds of unresolved parking space shortage and objections from vehicle owners and drivers. Has the Government assessed whether there is any improvement to the current supply and demand of parking spaces as compared with that in 2017?

If no, will the Government consider actively developing more parking spaces and changing the existing use of the unallocated Government land for the construction of public car parks or temporary metered parking spaces to meet the parking demand?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 12)

Reply:

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 amount of private car (PC) parking spaces if the overall development permits. To avoid aggravating the burden on road traffic, the Government does not encourage citizen who usually take public transport to switch to PCs. 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 allow.

As at December 2024, there are about 801 500 parking spaces in the territory, including about 207 000 public parking spaces and 37 600 on-street parking spaces. Over the past seven years, the ratio of the number of parking spaces to the number of licensed vehicles has increased slightly from 1.03 in 2017^{Note 1} to 1.04 in 2024, and the ratio of PC parking spaces has increased from 1.11 in 2017 to 1.14 in 2024. 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) providing additional on-street parking spaces (including parking meters) at suitable locations while ensuring that traffic flow, road safety and the loading/unloading activities of other road users would not be compromised;
- (ii) designating suitable on-street locations as night-time parking spaces for CVs;
- (iii) utilising spaces underneath flyovers for designation of parking spaces;
- (iv) continuing to communicate closely with the Lands Department, and having regard to local demands for parking, identifying suitable sites for STT car parks, with a view to increasing the supply of parking spaces in various districts;
- (v) stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks;
- (vi) opening up more parking spaces at government buildings for public use during non-office hours;
- (vii) encouraging schools to allow student service vehicles to park within school premises during non-school hours;
- (viii) 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;
- (ix) 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
- (x) taking forward automated parking systems (APS) in suitable public works projects and short-term tenancy (STT) car parks^{Note 2}, so as to increase parking density and make parking more convenient for the public.

Note 1: In February 2017, the Government proposed to increase the fixed penalty charge for illegal parking from \$320 to \$480 and intended to seek the Legislative Council’s approval of the resolution by way of a positive vetting process, but it was not supported by the Legislative Council. Subsequently, the Government revised the proposed fixed penalty charge to \$400 in May 2017, but it was still not passed by the Legislative Council.

Note 2: APS in STT car parks are funded and constructed by the relevant STT tenants, and operated on a commercial basis.

- End -

CONTROLLING OFFICER'S REPLY

TLB179

(Question Serial No. 1385)

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 threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (PTFSS) will be raised from \$400 to \$500 from June 2025 onwards. In this connection, will the Government inform this Committee of the following:

1. List the average monthly number of beneficiaries by monthly subsidy amount (with a breakdown into: \$0.1 to \$100, \$100.1 to \$200, \$200.1 to \$300 and \$300 or above) since launch of PTFSS;
2. A number of adjustments have been made to PTFSS since its launch. Please set out in table form: i) the total subsidy amount, ii) the total number of beneficiaries, and iii) the average amount of monthly subsidy per beneficiary in each adjustment period;
3. According to the Government, upon implementation of the refined arrangements of PTFSS and the \$2 Scheme, it is expected to save \$6.2 billion in the coming five years. Has the Government assessed the annual savings on expenditures and the change in the number of beneficiaries in the five financial years upon raising the monthly public transport expenses threshold; and
4. How does the Government assess why the estimate for 2025-26 under this programme is still \$292 million higher than the previous financial year, upon raising the monthly public transport expenses threshold this year?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 21)

Reply:

1. Under the Public Transport Fare Subsidy Scheme (the Scheme), the average monthly number of beneficiaries with a breakdown by monthly subsidy amount in the past five years are set out as follows:

Monthly subsidy amount	Average monthly number of beneficiaries ('000)				
	2020	2021	2022	2023	2024
\$0.1 to \$100.0	1 291	1 756	1 327	1 732	1 157
\$100.1 to \$200.0	490	837	625	836	545
\$200.1 to \$300.0	148	293	226	321	196
\$300.1 or above	49	108	91	140	90

2. The Government introduced the Scheme on 1 January 2019, which was subsequently enhanced on 1 January 2020. During the COVID-19 pandemic, the Government implemented rounds of 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 in the past five years are set out as follows:

Period	Total subsidy amount (\$ million)	Average monthly subsidy amount (\$ million)	Average monthly number of beneficiaries ('000)	Average amount of monthly subsidy per beneficiary (\$)
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 December 2024 (without special measures)	2,955	211.0	1 996	106

3. From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion), while the estimated average monthly number of beneficiaries will be about 1.9 million. Savings

totalling about \$3.56 billion are expected to be achieved in the financial years from 2025-26 to 2029-30.

4. Taking into account the expenditure savings upon implementation of the refined arrangements, there is still an increase of about \$290 million in the estimated total expenditure of the Scheme for the 2025-26 financial year over the revised estimate for the 2024-25 financial year. This is mainly due to the increase in the estimate for the subsidy amount having regard to factors such as increase in public transport patronage and fare adjustments by public transport operators.

- End -

CONTROLLING OFFICER'S REPLY

TLB180

(Question Serial No. 2553)

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:

Will the Government inform this Committee of the following:

1. the number of Closed Road Permit applications received in the past three years; the average processing time required for each application; the current number of outstanding applications and the average waiting time for obtaining a permit; and
2. the number of cross-boundary vehicles crossing land Boundary Control Points (BCPs) in the past three years, broken down by BCP.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 40)

Reply:

1. The governments of Guangdong, Hong Kong and Macao have been working closely to take forward various cross-boundary transport measures having regard to the capacity of relevant BCPs and the respective connecting roads. These measures include providing additional regular quotas and implementing new measures such as the “Northbound Travel for Hong Kong Vehicles”, the “Hong Kong-Zhuhai-Macao Bridge (HZMB) Macao Port Park-and-Ride Scheme” and the “Ad Hoc Quotas for Cross Boundary Private Cars”, to facilitate eligible cross-boundary vehicles to travel within Guangdong, Hong Kong and Macao via the specified land BCPs.

Currently, cross-boundary vehicles are required to apply for a closed road permit (CRP) from the Transport Department (TD) and complete the required formalities with the government of Mainland/Macao, before they can travel between Hong Kong and Guangdong Province/Macao via specified land BCPs. Along with the implementation of the above measures, the number of CRPs issued for cross-boundary vehicles has been on a rising trend.

The number of CRP applications TD received from cross-boundary vehicles in the past three years are as follows:

Year	Number of CRP applications
2022	27 823
2023	166 626
2024	197 550

On the whole, the relevant authorities of the governments of Guangdong, Hong Kong and Macao will co-ordinate the vetting process among themselves to provide convenience to the applicants as far as possible. Nonetheless, the processing time of applications under various cross-boundary travel schemes varies having regard to the internal vetting procedures involved for the respective approving authorities of different schemes. Applicants have to submit supporting documents and complete the specified application procedures (such as arranging vehicle inspection, submitting vehicle insurance policies and/or filing records with the Mainland authorities) according to the requirements of each scheme. As such, the time required by the applicants to complete the whole application process also varies among themselves. As far as the issue of CRPs by the TD is concerned, the permits are generally issued to applicants within five working days upon completion of the necessary vetting process by the relevant Guangdong and Hong Kong authorities.

As at 28 February 2025, the number of CRP applications submitted under various cross-boundary travel schemes that are pending or under processing was about 4 100.

2. Based on information provided by the Immigration Department, Customs and Excise Department and Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority^(Note 1), The numbers of inbound and outbound cross-boundary vehicle trips at various BCPs in the past three years (i.e. 2022 to 2024) are set out at **Annex**.

Note 1: The HZMB Authority, established under the Mainland laws as a non-profit-making public-institution legal person, is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge.

Numbers of inbound and outbound vehicle trips at various land BCPs from 2022 to 2024

BCP <small>(Note 1)</small>	Private car		Bus		Goods vehicle		Total	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2022								
Lok Ma Chau (LMC)	0	0	0	0	284 418	247 584	284 418	247 584
Man Kam To (MKT)	0	0	0	0	288 533	287 387	288 533	287 387
Sha Tau Kok (STK)	0	0	0	0	11 370	20 297	11 370	20 297
Shenzhen Bay	1 346	1 613	513	495	566 040	587 320	567 899	589 428
HZMB	1 528	784	5 028	5 020	105 249	105 269	111 805	111 073
Heung Yuen Wai (HYW) <small>(Note 2)</small>	N/A	N/A	N/A	N/A	153 137	159 009	153 137	159 009
2023								
LMC	826 616	812 895	145 285	146 213	530 201	593 272	1 502 102	1 552 380
MKT	28 016	26 937	33 650	33 013	272 017	274 350	333 683	334 300
STK	0	0	0	0	0	0	0	0
Shenzhen Bay	980 239	995 118	42 538	43 407	745 662	706 763	1 768 439	1 745 288
HZMB	759 131	770 098	229 191	229 233	163 152	128 282	1 151 474	1 127 613
HYW <small>(Note 2)</small>	80 722	82 145	25 631	25 441	280 976	290 475	387 329	398 061
2024								
LMC	1 264 020	1 250 234	202 375	204 325	595 014	703 250	2 061 409	2 157 809
MKT	50 392	50 500	35 427	35 306	340 306	356 519	426 125	442 325
STK	0	0	0	0	0	0	0	0

BCP <small>(Note 1)</small>	Private car		Bus		Goods vehicle		Total	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Shenzhen Bay	1 533 875	1 543 524	109 175	107 821	846 643	796 334	2 489 693	2 447 679
HZMB	1 684 268	1 691 405	317 436	317 542	193 070	153 204	2 194 774	2 162 151
HYW	244 063	246 017	35 132	34 532	305 508	268 052	584 703	548 601

Note 1: There were occasions where the following BCPs suspended services due to the COVID-19 pandemic or other operational reasons, with details as follows:

- Passenger clearance service at LMC BCP was suspended between 4 February 2020 and 5 February 2023.
- Passenger and cargo clearance services at Man Kam To BCP were suspended between 30 January 2020 and 7 January 2023, and during various periods between July and November 2023.
- Passenger and cargo clearance services at STK BCP have been suspended since 30 January 2020 and 14 March 2022 respectively.

Note 2: Cargo and passenger clearance services at HYW BCP commenced on 26 August 2020 and 6 February 2023 respectively.

- End -

CONTROLLING OFFICER'S REPLY

TLB181

(Question Serial No. 2420)

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 232 of the Budget Speech that from June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) will be raised from \$400 to \$500. The Government will continue to provide a subsidy amounting to one-third of the expenses in excess of \$500, and the prevailing subsidy cap at \$400 per month will remain unchanged. In connection, will the Government inform this Committee of the following:

1. the estimated expenditure and staff establishment involved in the review of the Scheme;
2. the annual total amount of subsidies disbursed under the Scheme in the past three years;
3. the annual number of beneficiaries and average amount of subsidies per beneficiary in the past three years;
4. the estimated number of beneficiaries and average amount of subsidies per beneficiary after the adjustments to the Scheme; and
5. the annual amount of savings on subsidies to be achieved by the Government?

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

Reply:

1. The tasks of assisting in the review of the Scheme are undertaken by existing staff of the Transport Department and there is no separate breakdown of the expenditure and manpower involved.
2. and 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 set out below:

Year ^{Note}	Total subsidy amount (\$ million)	Average number of beneficiaries per month (rounded off to the nearest thousand)	Average amount of monthly subsidy per beneficiary (\$)
2022	2,837	2 274 000	104
2023	3,909	3 036 000	107
2024	2,528	1 988 000	106

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented rounds of temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme and temporarily increasing the monthly subsidy cap from May 2022 to October 2023.

4. and 5.

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion), while the estimated average number of beneficiaries per month will be about 1.9 million.

- End -

CONTROLLING OFFICER'S REPLY

TLB182

(Question Serial No. 0887)

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:

Since November 2023, the Transport Department has started installing auxiliary devices which project red light (auxiliary devices) 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 of the following:

1. the numbers of auxiliary devices installed at signalised crossings in various districts (set out by District Council district);
2. the expenditure involved in installation of auxiliary devices last year;
3. as regards the Government's engagement of a professional team from the University of Hong Kong to evaluate the effectiveness of the auxiliary devices in enhancing pedestrian safety, what are the details and the expenditure involved; according to the evaluation of the University team, what is the effectiveness of the auxiliary devices; what are the specific views of the pedestrians and stakeholders (e.g. nearby shops) collected through on-site questionnaire surveys? and
4. whether the Government will consider installing auxiliary devices at more signalised crossings; if yes, the details?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 25)

Reply:

Since November 2023, the Transport Department (TD) started installing auxiliary devices which project red light (auxiliary devices) at 100 signalised crossing black site locations across various districts, where a relatively high number of vehicle-to-pedestrian collisions had occurred. The numbers of auxiliary devices installed at signalised crossings in various districts (set out by District Council district) are as follows:

District	Number of locations	Number of auxiliary devices
Central and Western	2	26
Eastern	3	44
Islands	1	4
Kowloon City	8	121
Kwai Tsing	2	28
Kwun Tong	13	163
North	3	48
Sai Kung	2	24
Sha Tin	2	18
Sham Shui Po	20	324
Southern	2	28
Tai Po	2	14
Tsuen Wan	3	32
Tuen Mun	5	68
Wan Chai	5	67
Wong Tai Sin	2	25
Yau Tsim Mong	20	299
Yuen Long	5	79
Total	100	1 412

Regarding the above 100 locations, TD completed the installation of a total of 1 412 auxiliary devices from November 2023 to December 2024 at an expenditure (including procurement and installation costs) of about \$21.66 million.

In 2022, TD launched a trial of auxiliary devices and engaged the University of Hong Kong (HKU) to evaluate the effectiveness of auxiliary devices, including observing and comparing the pedestrian crossing behaviour before and after the installation of auxiliary devices, conducting face-to-face questionnaire surveys with pedestrians at relevant crossings, and interviewing other stakeholders (such as shops and residents) in the vicinity. The evaluation cost was about \$330,000. The evaluation result revealed a positive effect after the installation of auxiliary devices, with the overall number of red-light running by pedestrians at crossings reduced by about a quarter. HKU also evaluated the performance of auxiliary devices through questionnaires and interviews with pedestrians and nearby stakeholders. Most respondents stated that the auxiliary devices had provided sufficient coverage of red light, revealing a generally favourable view towards the installation.

At present, the auxiliary devices installed at the 100 chosen locations have covered all signalised crossing black sites identified during the site selection in October 2023, where a relatively high number of vehicle-to-pedestrian collisions had occurred. TD will continue to review the availability of its resources and consider installing auxiliary devices at specific locations (such as new traffic black sites with a relatively high occurrence of pedestrian accidents) so as to enhance pedestrian safety in a targeted and effective manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB183

(Question Serial No. 2088)

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:

Franchised buses are those which provide public bus services under the Public Bus Services Ordinance (Cap. 230). Two-way section fares of buses refer to the distance-based section fares offered to passengers irrespective of whether they board the bus in the front or end part of the bus journey. In this connection, will the Government inform this Committee of the following:

1. Apart from the “Regional Short-haul Two-way Section Fare Scheme” which requires the tapping of Octopus card or scanning of QR code when alighting, what are the respective current numbers of routes run by the three bus companies in Hong Kong that offer two-way section fares which are effected by tapping of Octopus card by the passenger when getting on and off the bus? What are the respective percentages of such routes in relation to the total number of routes operated by the company?
2. As for the franchised bus operators in Hong Kong which offer the “Regional Short-haul Two-way Section Fare Scheme”, what is the current total number of bus routes which offer two-way section fares effected by tapping of Octopus card or scanning of QR code at bus stops?
3. As the fare revenues of franchised buses include the Government’s reimbursement of the revenue forgone under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, which is funded by public money, more franchised bus routes offering two-way section fares will mean further making the subsidy accountable, thus helping to save public funds. Will the Government consider including a provision to require the implementation of two-way section fares when approving the renewal of bus franchises in future, thus ushering the bus companies towards full adoption of two-way section fares in a progressive manner?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 3)

Reply:

The Government has all along been encouraging franchised bus operators (FBOs) to provide fare concessions, including section fares, taking into account operating and financial conditions, overall economic environment, passenger demands and vehicle resources, etc. As at the end of 2024, of the 704 franchised bus routes of the FBOs, 155 routes are mainly short-haul with shorter journeys and lower fares, and hence not suitable for the provision of section fares. Of the remaining 549 routes, about 100 routes provide section fares throughout the journey, while about 450 routes provide section fares in the latter part of the journey. Generally speaking, passengers need to tap their Octopus cards or scan QR codes at the on-board fare collection systems before alighting or at validators located at bus stops in order to receive the “front-part-journey section fare” rebate. In addition, some routes offer concessions through the driver who adjusts the fare to a lower one according to passengers’ destination when they board the bus. “End-part-journey section fare” refers to fare concessions offered at designated stops at the latter section of the bus route journey. Passengers immediately enjoy fare concessions upon boarding a bus on a route with “end-part-journey section fare” by tapping their cards or scanning the QR code to pay the fare on board.

At present, bus routes offering section fares throughout the journey provided by the Kowloon Motor Bus Company (1933) Limited include 46 bus routes operating in Tuen Mun, Yuen Long, Sai Kung and North Districts under its “Regional Short-haul Two-way Section Fare Scheme”.

Measures to refine the “\$2 Scheme” announced in the 2025-26 Budget will help reduce the public subsidy for the scheme. In considering matters relating to bus franchises, the Transport Department (TD) will continue to encourage FBOs to adopt various measures to enhance operational efficiency and maintain financial viability, with a view to further improving the quality of bus services, including the provision of more fare concessions. TD is proactively exploring the introduction of section fares for more suitable bus routes throughout the journeys to ensure the proper use of public funds, and will review the situation of different routes in order to meet the travel demand of long-haul passengers with sufficient capacity.

- End -

CONTROLLING OFFICER'S REPLY

TLB184

(Question Serial No. 2090)

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 HKeToll free-flow tolling service (HKeToll) has been implemented since May 2023. Will the Government inform this Committee of the following:

1. the total number of accounts opened and the number of registration of various types of toll tags since its implementation;
2. the numbers of accounts cancelled due to ineligibility or on the initiative of account holders since its implementation;
3. the annual numbers of complaints received since its implementation;
4. the annual numbers of suspected theft cases reported since its implementation;
5. the annual numbers of transactions that require follow-up due to charging errors since its implementation;
6. the annual numbers of transactions where an initial surcharge of \$175 was imposed concerning payment of the toll within 14 business days since its implementation;
7. the annual numbers of transactions where a further surcharge of \$350 was imposed because of failure to pay the outstanding toll and the initial surcharge within the time specified in the surcharge notice since its implementation;
8. the total amounts of initial surcharges and further surcharges collected by the Transport Department each year since its implementation; and
9. as regards individual accounts pursued for tunnel tolls and all surcharges due to failure to settle their payments within the specified period, the amounts pursued in the top ten cases?

10. Some HKeToll users who have set up automatic bank account payment reported imposition of a high surcharge without sufficient notice due to invalid autopay authorisation. What is the current handling mechanism?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 7)

Reply:

1. Since the implementation of HKeToll, the free-flow tolling service, up to February 2025, the Transport Department (TD) has issued about 822 000 toll tags (including about 815 000 vehicle tags and 7 000 class tags) to registered vehicle owners. Near 95% of the vehicles (i.e. about 774 000 in number) issued with vehicle tags have opened HKeToll accounts.
2. From the implementation of HKeToll up to February 2025, the number of accounts cancelled by holders is about 34 000 and no complaint about unsuccessful account registration due to ineligibility has been received by TD and toll service provider (TSP).

3. and 5.

Since the implementation of HKeToll up to February 2025, there were about 54 toll-related enquiries/complaints on average per day, accounting for about 0.01% of the overall average daily traffic flow (about 505 000 vehicles) using HKeToll. The annual numbers of complaints received by TD and TSPs are set out below:

	Number of complaint cases	
	Related to toll and surcharge payment	Unrelated to toll and surcharge payment
2023	17 758	10 204
2024	18 751	5 710
2025 (Up to February)	2 446	419

4. Since the implementation of HKeToll up to February 2025, there were 14, 125 and five enquiries/complaints related to suspected fraudulent use of the licence plate numbers between May and December 2023, in 2024, and between January and February 2025 respectively. Upon receipt of the enquiry/complaint, 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 Hong Kong Police Force. The TSP will also provide the relevant information to the Hong Kong Police Force to assist in the investigation when necessary.

6. to 9.

Under the Road Tunnels (Government) Regulations (Cap. 368A) and Tsing Sha Control Area (Tolls, Fees and Charges) Regulation (Cap. 594B), the registered vehicle owner as the responsible person of the vehicle is liable for a toll payable for the use of a tunnel. Registered vehicle owners have to pay the tolls within 14 working days after passing through the toll areas. Otherwise, a surcharge will be imposed. Depending on the circumstances, TD may, pursuant to the legal provisions, apply to the court for recovering the unpaid sums, penalties and costs. The court may also issue directions

to order TD to refuse the processing of the debtor's applications for transfer of ownership and vehicle licence.

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) sign up a HKeToll account and (3) set up an automatic payment means, so as to fully enjoy the convenience of the HKeToll. TD has been carrying out publicity through websites, social media, posters, leaflets, etc., to remind vehicle owners to check and pay outstanding tolls in a timely manner. In addition, TD has issued letters to individual vehicle owners with outstanding tolls and surcharges, demanding early settlement of the relevant amounts.

Since the implementation of HKeToll up to February 2025, the numbers of cases imposed with a surcharge due to failure to pay the tolls in time by registered vehicle owners are about 188 000, 750 000 and 63 000 (accounting for about 0.22%, 0.35% and 0.18% of traffic flow) between May and December 2023, in 2024, and from January to February 2025 respectively. The total amounts of initial surcharges and further surcharges collected by the Government are about \$36 million for 2023-24, and about \$64 million for 2024-25 (up to December 2024).

TD has progressively referred cases of outstanding tolls to the magistracy. The magistracy is progressively conducting hearings on cases of outstanding tolls and surcharges, and has 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 highest amounts pursued from ten individual registered vehicle owners by the magistracy range from about \$44,000 to \$173,000.

10. Currently, registered vehicle owners may sign up HKeToll accounts and set up automatic payment means (including bank accounts, credit cards and designated stored value accounts) for payment of tunnel tolls. If users fail to make the automatic payment successfully, the HKeToll system will issue relevant electronic notifications, including notices on unsuccessful automatic toll payment and payment reminders of outstanding tunnel tolls, to the account holders and/or registered vehicle owners. In addition, if the HKeToll system detects invalid bank transfer autopayment, TSP will inform users of the situation by electronic notifications or phone calls for their follow up action and settlement of the outstanding tolls. If the users have objections to the surcharges, they can make an appeal by filling in the form attached to the surcharge notice for TSP's proper follow up action and investigation.

- End -

CONTROLLING OFFICER'S REPLY

TLB185

(Question Serial No. 2091)

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:

Vehicle breakdowns and traffic accidents occur from time to time on expressways in Hong Kong. If vehicles stop onto carriageways instead of the nearside lane or hard shoulder in an emergency, the rear following vehicles may not be able to respond in time. That could cause rear-end collisions that sometimes happen in Hong Kong. For example, in a fatal traffic accident on the Kong Sham Western Highway in September 2024, when two taxi drivers allegedly alighted from their vehicles for negotiation after a minor collision, they were knocked down by a private car that failed to brake in time, resulting in a “secondary accident”. In this connection, will the Government inform this Committee of the following:

1. How many traffic accidents were classified as “secondary accidents” in Hong Kong in each of the past five years? How many accidents involved drivers or passengers being hit on the road after alighting from their vehicles due to breakdowns or accidents?
2. In order to avoid “secondary accidents”, has the Government considered introducing legislation to require drivers to place warning triangles behind their vehicles or use hazard warning lights when they stop their vehicles on expressways due to breakdowns or accidents, and impose higher fines and safety awareness for non-compliance. If yes, what are the findings? If no, what are the reasons?
3. Many countries and regions, including the Mainland, have introduced legislation to require drivers to place warning triangles behind their vehicles or switch on hazard warning lights when they stop their vehicles on expressways due to breakdowns or accidents. What are the reasons for the absence of such legislation in Hong Kong?
4. Drivers in Hong Kong do not attach much importance to preventing “secondary accidents” or using warning triangles. Most vehicles do not have warning triangles on board for emergency use. Also, drivers often stay on carriageways to handle accidents. Apart from consideration on legislative proposals, what measures can the Government take to boost drivers’ incentive to use warning triangles or prevent “secondary accidents”?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 8)

Reply:

1. The Transport Department (TD) does not keep a breakdown on the numbers of secondary traffic accidents or the casualties involved.
- 2-4. The existing Road Traffic (Traffic Control) Regulations (Cap 374G) provides that where a motor vehicle is stationary on an expressway or a road with a speed limit exceeding 50 km/h because of vehicle breakdown or an emergency involving the vehicle, the driver of the motor vehicle shall show a hazard warning light to warn approaching vehicles.

The Road Users' Code published by TD under Chapter 374 sets out the rules and safety advice for using the roads, including advice to drivers in handling emergency. In general, if the accident only involves slight damage to the vehicles or property without causing any casualty, the driver should drive the vehicle to a nearby safe place at the roadside for follow-up actions. However, if the accident involves death or serious injury, or serious damage to any vehicle or property, no person should move or interfere with any vehicle involved without the permission of a police officer, except in the case of life saving, fire extinguishing or other emergency handling. The driver should switch on the four-way hazard warning lights of the vehicle to warn other drivers. The driver and passengers should also make sure that they can safely leave the carriageway and wait for emergency services in a safe place (such as behind crash barriers) before getting out of the vehicle. Otherwise, they should wear seat belts and remain in the vehicle until emergency services arrive.

Drivers will endanger themselves and other road users if they place warning objects on expressways or roads with a speed limit exceeding 50 km/h where traffic is ongoing. Therefore, drivers must switch on their hazard warning lights when handling emergency, but should refrain from placing any warning objects on the road.

TD has been collaborating with the Road Safety Council and the Hong Kong Police Force to promote road safety messages to road users, including production and broadcasting of television and radio announcements of public interest, publication and distribution of Road Safety Bulletins and leaflets, broadcasting of safety messages in tunnels and via the variable message signs, conduction of road safety talks with relevant trades, and posting of video clips and messages on social media platforms to alert drivers to matters that they should pay attention to while driving and ways to handle emergencies, etc. We will continue with the publicity and education efforts to enhance the safety awareness of road users.

- End -

CONTROLLING OFFICER'S REPLY

TLB186

(Question Serial No. 2108)

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:

While the Transport Department has proposed to increase the funding for the Public Transport Fare Subsidy Scheme (the Scheme) for 2025-26 by 11.9% (to \$2.7445 billion), the estimated average number of beneficiaries per month has significantly decreased from 3.0357 million in 2023 to 1.97 million. The two trends are evidently divergent. In this connection, will the Government inform this Committee of the following:

1. the specific justifications for the estimated decrease in the number of beneficiaries; whether such estimation is related to the adjustments to the subsidy threshold, change of travelling patterns of commuters or excessive fare increase for public transport;
2. the calculation model for the current subsidy amount and number of beneficiaries; whether the statistics for the estimation (such as distribution of monthly transport expenses of commuters and proportions of cross-district employment) and the details of the relevant study report can be made public; if no, the reasons;
3. the current administrative costs of the Scheme, including the proportions of expenditure on system maintenance, audit and monitoring of the operators in the total funding; the trend of the change in the expenditure in the past three years;
4. whether the Government will review the administrative procedures (such as streamlining the approval procedures and consolidating the e-payment platforms) in order to lower the administrative costs and benefit commuters more directly with the saved resources; and
5. apart from the Scheme, whether there is any plan to implement structural reform, such as introducing competitions and opening routes for new operators to tender for, in order to fundamentally reduce the pressure on fare increase; if yes, the details; if no, the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 69)

Reply:

1. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented rounds of temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from \$400 to \$200 and temporarily increasing the monthly subsidy cap from \$400 to \$500 from May 2022 to October 2023. With the expiry of the temporary special measures, the monthly public transport expenses threshold was resumed to \$400 on 1 November 2023 and hence the average number of beneficiaries per month decreased from about 3.04 million in 2023 to about 1.99 million in 2024.

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. The average number of beneficiaries per month is estimated to be about 1.97 million in 2025.

2. The subsidy amount and number of beneficiaries under the Scheme depend on a number of factors such as the public transport expenses of commuters, change in public transport patronage and fare adjustments by the public transport operators. When estimating the subsidy amount and number of beneficiaries, we make reference to past actual figures and take into account the above factors.
- 3-4. The recurrent expenditure of the Scheme (excluding the subsidy amount) in the past three financial years are set out as follows:

Financial year	Recurrent expenditure (\$ million)
2021-22	41.8
2022-23	37.4
2023-24	40.1

The operation of the Scheme is simple and easy to understand, requiring no application by the commuters and involving no approval process. The recurrent expenditure of the Scheme (excluding the subsidy amount) in the past three financial years was equivalent to about 1.1% to 1.3% of the annual total subsidy amount. The Government will continue to strive to lower the administrative cost of the Scheme as far as possible.

5. The Transport Department has been co-ordinating among various public transport services to enhance the efficiency of the overall transport network, with a view to provision of more efficient services for the public in this regard. As for the fares, the Government will handle fare increase applications in a prudent manner as always, taking into account various factors (including the operators' financial situation and prospects, public acceptability and affordability, etc.) and continue to play a gatekeeper role.

- End -

CONTROLLING OFFICER'S REPLY

TLB187

(Question Serial No. 2269)

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)'s duties under Programme (2) include instituting prosecution for cases relating to the Taxi-Driver-Offence Points (TDOP) system. In this connection, will the Government inform this Committee of the following:

- (a) the numbers of (i) reported cases received, (ii) prosecutions, (iii) convictions by the court, and (iv) cases of disqualification from driving a taxi upon accumulating 15 points or more since the implementation of the TDOP system on 22 September 2024;
- (b) the (i) staff establishment, (ii) grades, ranks and posts of personnel, and (iii) salary expenses involved in TD's prosecution works in 2024-25 and the corresponding estimates for 2025-26; and
- (c) if TD has the statutory power to conduct covert operations, the (i) staff establishment, (ii) grades, ranks and posts of personnel, and (iii) salary expenses involved in such operations in 2024-25 and the corresponding estimates for 2025-26?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 30)

Reply:

The Government has earlier reviewed the overall taxi operation and management, and put forward a series of measures to enhance taxi services. Such measures include introducing a Taxi-Driver-Offence Points (TDOP) system with a view to combating taxi drivers' illegal acts and strengthening the deterrent effect against repeat offenders.

The TDOP system has taken effect on 22 September 2024. It covers 11 taxi-driver related offences (e.g. overcharging, refusing to accept a hire, and driving to a destination other than by the most direct practicable route, etc). If a taxi driver becomes liable to a fixed penalty for or is convicted of such taxi-driver-related offence, he or she will incur three, five or 10 points, depending on the offence committed. If a taxi driver incurs 15 or more points under the TDOP system within a two-year period, he or she will be disqualified from driving a taxi for a certain period of time.

- (a) In accordance with the records of the Transport Department (TD), as at 9 March 2025, 66 taxi drivers incurred points under the TDOP system. The relevant offences committed include overcharging, refusing to accept a hire, or driving to a destination other than by the most direct practicable route. Among all, five taxi drivers incurred three points, 12 taxi drivers incurred five points and 49 taxi drivers incurred 10 points. So far, no taxi driver is liable to disqualification from driving a taxi due to incurrence of 15 or more points.

TD's duties include instituting prosecution for offences under the Taxi-Driver-Offence Points Ordinance (for example, against a person who has been ordered by the court to be disqualified from driving a taxi under the TDOP system but failed to comply with it). For the 11 offences covered under the TDOP system, the prosecution is not undertaken by TD and therefore TD does not maintain the related numbers of reports, prosecutions or convictions.

- (b) The tasks relating to the TDOP system are undertaken by the existing staff of TD as part of their established duties and therefore there is no separate breakdown of expenditure involved.
- (c) TD is not empowered to take enforcement action against the 11 offences covered under the TDOP system.

- End -

CONTROLLING OFFICER'S REPLY

TLB188

(Question Serial No. 2270)

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 under Matters Requiring Special Attention in 2025-26 of Programme (2) that the Transport Department (TD) 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 (HZMB) to park at the automated car parks to be developed by the Airport Authority on the Hong Kong Boundary Crossing Facilities Island. TD will also continue to support the implementation of the "Northbound Travel for Hong Kong Vehicles" (the Scheme) and preparation for the "Southbound Travel for Guangdong Vehicles". In this connection, will the Government inform this Committee of the following:

- (a) Since the implementation of the Scheme, what are the monthly numbers of (i) applications registered for balloting, (ii) closed road permits issued, (iii) travel bookings, (iv) arrivals at the boundary control point on time as booked, (v) arrivals at the boundary control point later than the booked time, (vi) applications for cancelling the booking, and (vii) cases where the applicant, without cancelling the booking, fails to show up at the boundary control point?
- (b) In relation to the online service system of the Scheme, what are the (i) staff establishment, (ii) salary expenses and (iii) system maintenance cost incurred by TD (or the contractor) in 2024-25 and 2025-26 (estimates)? and
- (c) Given the feedback that the application procedures for the Scheme are tedious, with the applicant having to separately log on to the Hong Kong and Mainland systems, to take out insurance and book a vehicle inspection, has the HKSAR Government discussed with the Guangdong Provincial Government and the Macao SAR Government about further streamlining the application procedures for the Scheme? If yes, what are the proposal and implementation timetable? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 31)

Reply:

- (a) Since the implementation of the Scheme, the monthly number of registrations for balloting and respective closed road permits (CRPs) issued are set out in Annex 1. As at the end of February 2025, TD has conducted a total of 47 rounds of balloting for the Scheme, providing about 160 000 ballot quotas for participation by interested applicants. A total of about 138 000 new applications and renewal applications have had all the procedures completed and relevant licenses and permits obtained from the two governments. The monthly number of travel bookings and cancelled bookings are set out in Annex 2. TD does not have other information as requested in the question.
- (b) The work relating to the online application system of the Scheme is mainly undertaken by the existing staff of TD. The staff establishment and salary expenditure involved have been absorbed under the overall establishment and provision for TD and there is no separate breakdown. In 2024-25, TD's expenditure on system enhancement, upgrading and outsourced maintenance is about \$1.88 million. For 2025-26, the estimated expenditure involved in system maintenance and upgrading is comparable to that in 2024-25.
- (c) To provide greater convenience for applicants of the Scheme, TD has launched a one-stop online application system to process balloting, application and travel booking. The Mainland authorities also have their own one-stop online system in place to process the vetting procedures. During the course, applicants will be directly notified by the Mainland authorities and requested to complete the relevant procedures and upload information as necessary, including vehicle inspection at designated centres in Hong Kong, 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. For applications passing the vetting process, the Mainland authorities will issue an electronic vehicle licence to the applicant while TD will issue a CRP to the applicant after receiving and processing the vetting results from the Mainland authorities.

The governments of Guangdong and Hong Kong have been closely monitoring the implementation situation to take timely measures for enhanced convenience for the applicants, which include:

- (i) Number of applications to be accepted: The number of applications to be accepted has been increased from 200 per working day at the beginning to 500 per working day at present. 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, with a view to fully utilising every application quota and enabling more citizens to participate in the Scheme;
- (ii) Renewal arrangements: TD has refined the arrangements for renewal applications for the Scheme since May 2024. Eligible applicants may submit their renewal applications online during the period allotted by TD without having to participate in a computer ballot. To enable applicants

who submit new applications to register for the computer ballot, TD has at the same time relaxed the ballot registration period from 30 days to 60 days before the expiry of their CRP;

- (iii) Vehicle inspection: Within six months after the launch of the Scheme, the number of designated Hong Kong vehicle inspection centres had increased from one at the beginning to three at present, providing daily inspection services (except public holidays) and with service hours extended to cover evenings. In addition, starting from March 2024, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged provided that the electronic vehicle licence issued by the Mainland authorities is still valid and it is within two years since the pass of the last vehicle inspection when the application is submitted; and
- (iv) 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 2023 while the booking arrangements have also been enhanced since February 2024 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).

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain close liaison for reviewing and enhancing the arrangements of the Scheme in a timely manner.

**Number of registrations for balloting and
Number of closed road permits issued under the Scheme**

Month¹	Number of registrations for balloting²	Number of closed road permits issued
May 2023 ³	17 261	N/A ³
June 2023 ³	24 795	474
July 2023	19 099	3 615
August 2023	14 788	5 169
September 2023	15 136	6 037
October 2023	7 311	8 428
November 2023	7 795	7 740
December 2023	7 709	5 957
January 2024	8 012	6 836
February 2024	5 544	5 983
March 2024	12 253	5 696
April 2024	7 468	6 063
May 2024	7 196	5 897
June 2024	6 832	5 602
July 2024	6 359	7 986
August 2024	10 478	7 687
September 2024	8 648	7 285
October 2024	11 195	8 983
November 2024	13 148	7 754
December 2024	13 957	7 428
January 2025	18 181	9 161
February 2025	8 874	7 820

Note 1 : Based on the date of balloting.

Note 2 : Registrations for more than one round of balloting made by the same applicant are all counted into the figures.

Note 3 : TD started receiving registrations for the Scheme on 29 May 2023 and has been issuing permits since June 2023, allowing successful applicants to travel to Guangdong Province via HZMB from 1 July 2023 onwards.

Monthly numbers of travel bookings under the Scheme

Month	Number of travel bookings	Number of cancelled bookings
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	60 448	6 301
April 2024	54 959	6 439
May 2024	61 661	6 827
June 2024	65 364	7 924
July 2024	60 682	5 378
August 2024	72 954	5 562
September 2024	57 105	5 963
October 2024	72 262	7 664
November 2024	64 323	5 040
December 2024	70 827	8 816
January 2025	81 568	10 536
February 2025	60 659	5 813

- End -

CONTROLLING OFFICER'S REPLY

TLB189

(Question Serial No. 2271)

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 2025-26 under Programme (1) that TD will continue to monitor the operation of the Franchised Bus Toll Exemption Funds (the Funds). In this connection, will the Government inform this Committee of the following:

- a. the amounts deposited, amounts withdrawn and balances of the respective Fund of each franchised bus company (FBC) in the past five years;
- b. the estimated amount to be deposited in the respective Fund by each FBC in 2025;
- c. with the implementation of rationalisation of traffic distribution among the three road harbour crossings (RHCs) and the Government's takeover of the Tai Lam Tunnel in May 2025, the cost for the franchised buses to use the tunnels concerned will decrease substantially. As a result, the deposits of FBC in the Funds will decline, and in turn, there will be less room for the Government to lower the fare increase. Has TD reviewed with FBCs the sustainability of the Funds to ensure that future fare increases will not be significantly higher than the past? If yes, what are the details? If no, what are the reasons? and
- d. (i) the staffing provision, (ii) grades, ranks and posts and (iii) emoluments expenses involved in monitoring the operation of the Funds in 2024-25 and the estimates for 2025-26?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 32)

Reply:

- (a) 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 franchised bus operator (FBO), 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 FBOs. When a FBO 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 amounts deposited, amounts withdrawn and balances in the Fund set up by each FBO for its franchise in the past five years are tabulated below:

2020

Franchise Note 1	Balance of the Fund Brought Forward from 2019 (\$'000) [A]	Amount Deposited in 2020 (\$'000) [B] Note 2	Amount Withdrawn in 2020 (\$'000) [C]	Balance of the Fund in 2020 (\$'000) [D] = [A] + [B] – [C]
KMB	170,559	173,141	0	343,700
CTB(F1)	2,251	36,078	35,000	3,329
CTB(F2)	18,073	15,814	0	33,887
NWFB	1,473	43,370	44,619	224
LW	25,795	23,368	0	49,163
NLB Note 4	8.3	9	0	17.3

2021

Franchise Note 1	Balance of the Fund Brought Forward from 2020 (\$'000) [A]	Amount Deposited in 2021 (\$'000) [B] Note 2	Amount Withdrawn in 2021 (\$'000) [C]	Balance of the Fund in 2021 (\$'000) [D] = [A] + [B] – [C]
KMB	343,700	149,334	76,450	416,584
CTB(F1)	3,329	35,995	35,040	4,284
CTB(F2)	33,887	737	34,080	544
NWFB	224	42,672	42,896	0
LW	49,163	939	49,428	674
NLB Note 4	17.3	0.4	0	17.7

2022

Franchise Note 1	Balance of the Fund Brought Forward from 2021 (\$'000) [A]	Amount Deposited in 2022 (\$'000) [B] Note 2	Amount Withdrawn in 2022 (\$'000) [C]	Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C]
KMB	416,584	134,849	102,600	448,833
CTB(F1)	4,284	31,040	35,000	324
CTB(F2)	544	602	0	1,146
NWFB	0	34,401	34,401	0

Franchise Note 1	Balance of the Fund Brought Forward from 2021 (\$'000) [A]	Amount Deposited in 2022 (\$'000) [B] Note 2	Amount Withdrawn in 2022 (\$'000) [C]	Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C]
LW	674	867	0	1,541
NLB Note 4	17.7	0.2	0	17.9

2023

Franchise Note 1	Balance of the Fund Brought Forward from 2022 (\$'000) [A]	Amount Deposited in 2023 (\$'000) [B] Note 2	Amount Withdrawn in 2023 (\$'000) [C]	Balance of the Fund in 2023 (\$'000) [D] = [A] + [B] – [C]
KMB	448,833	169,990	199,760	419,063
CTB (Urban and New Territories) Note 3	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 Note 4	17.9	0.1	0	18.0

2024

Franchise Note 1	Balance of the Fund Brought Forward from 2023 (\$'000) [A]	Amount Deposited in 2024 (\$'000) [B] Note 2	Amount Withdrawn in 2024 (\$'000) [C]	Balance of the Fund in 2024 (\$'000) [D] = [A] + [B] – [C]
KMB	419,063	146,470	213,250	352,283
CTB (Urban and New Territories) Note 3	7,380	94,175	101,555	0
CTB(F2)	3,925	7,464	0	11,389
LW	1,701	1,650	1,850	1,502 Note 5
NLB Note 4	18.0	0.3	0	18.3

Note 1:

- KMB:

The Kowloon Motor Bus Company (1933) Limited. When its fares were increased on 4 April 2021 and 18 June 2023, KMB was allowed to draw down from the Fund for mitigation of the increase.

- CTB (F1):
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network). When its fares were increased on 20 January 2019 and 18 June 2023, CTB (F1) was allowed to draw down from the Fund for mitigation of the increase.
- CTB (F2):
Citybus Limited (Franchise for Airport and North Lantau bus network). CTB (F2) was allowed to make a one-off draw down of its balance of the Fund in March 2021 to relieve financial pressure. Besides, when its fares were increased on 18 June 2023, CTB (F2) was also allowed to draw down from the Fund for mitigation of the increase.
- CTB (Urban and New Territories):
Citybus Limited (Franchise for the Urban and New Territories bus network)
- NWFB:
New World First Bus Services Limited. When its fares were increased on 20 January 2019 and 18 June 2023, NWFB was allowed to draw down from the Fund for mitigation of the increase.
- LW:
Long Win Bus Company Limited. LW's application for fare increase in September 2018 was rejected in March 2021 and LW was allowed to make a one-off draw down of its balance of the Fund instead to relieve financial pressure. Besides, when its fares were increased on 18 June 2023, LW was also allowed to draw down from the Fund for mitigation of the increase.
- NLB:
New Lantau Bus Company (1973) Limited

Note 2:

The amount deposited includes the interest (if any) received by the dedicated account in the year concerned.

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 deposited in the Fund of NLB.

Note 5:

Due to rounding, the total may not equal the sum of the individual items.

(b) and (c)

At present, the Tai Lam Tunnel (TLT) is operated and managed by the Route 3 (CPS) Company Limited. As it is currently a non-government tunnel, the Fund arrangement is not applicable to the expenses of FBO in using TLT. The “Build-Operate-Transfer” franchise of TLT will expire at midnight on 31 May 2025, after which it will be taken over by the Government to become a government tunnel. From then on, franchised buses will be exempted from paying tolls for TLT, and the toll savings will be deposited in the Fund and reserved for reducing the magnitude of fare increase.

Assuming that the routes and frequencies via various government tunnels provided by FBOs are comparable to the current situation, and taking into account the amounts deposited in the Fund after TLT becomes a government tunnel, the total amount deposited in the Fund by FBOs in 2025 is estimated to be about \$260 million.

In fact, when processing the applications for increase in franchised bus fare last year, the Government has fully taken into account the cost effectiveness of its takeover of the TLT. After taking into account the mitigating effect of the Fund, the overall fare increase of KMB is 4.3% (5.2% before that was taken into account). As not many routes of CTB (Urban and New Territories) operate via TLT, even after it becomes a government tunnel, the amount of additional toll deposited in the Fund is too small to mitigate the increase.

The Government will continue to closely monitor the operation of the Funds and review the current arrangements when necessary.

- (d) 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.

- End -

CONTROLLING OFFICER'S REPLY

TLB190

(Question Serial No. 2273)

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 2025-26 under Programme (1) that the Transport Department (TD) will continue to take forward the procurement of new vessels under the Vessel Subsidy Scheme (VSS) for the six major outlying island ferry routes and monitor the provision of Special Helping Measures (SHM) to 13 outlying island ferry routes; however, the estimated expenditure of \$1,653.7 million under Programme (1) for 2025-26 is 16.9% lower than the revised estimate of \$1,990.6 million in 2024-25. There will also be a net decrease of six posts in 2025-26. TD explained that this was mainly due to the decreased cash flow requirement for VSS for outlying island ferry routes. In this connection, will the Government inform this Committee of the following:

- (a) What are the 13 outlying island ferry routes mentioned above?
- (b) Please provide a breakdown of the amounts reimbursed to the ferry operators of the 13 outlying island ferry routes in 2024-25 and 2025-26.
- (c) In respect of the VSS, please provide (i) the total expenditure; (ii) the cash flow requirement in 2024-25; and (iii) the cash flow requirement in 2025-26.
- (d) Regarding the net decrease of six posts, please provide the details of the posts including (i) the grades, ranks and posts; (ii) the duties; and (iii) the staff salaries. How does the Government ensure that the support for outlying island ferry routes will not be affected by the reduction in posts and expenditure?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 34)

Reply:

(a)-(b)

The Government has provided the SHM to the six major outlying island ferry routes since 2011 and gradually extended the arrangement to other outlying island ferry routes starting from April 2020. The 13 outlying island ferry routes now provided with the SHM include: (i) "Central-Cheung Chau", (ii) "Central-Mui Wo", (iii) "Inter-islands" between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, (iv) "Central-Peng Chau", (v) "Central-Yung Shue Wan", (vi) "Central-Sok Kwu Wan", (vii) "Aberdeen-Yung Shue Wan (via Pak Kok Tsuen)", (viii) "Aberdeen-Sok Kwu Wan via Mo Tat", (ix)

“Discovery Bay–Mui Wo”, (x) “Tuen Mun–Tung Chung–Sha Lo Wan–Tai O”, (xi) “Discovery Bay–Central”, (xii) “Ma Wan–Central” and (xiii) “Ma Wan–Tsuen Wan” routes.

Under SHM, ferry operators are reimbursed of certain operating expenses, including pier-related expenses, vessel-related expenses and fare concessions related expenses on an accountable basis. About \$221.5 million was reimbursed to the ferry operators of 13 outlying island ferry routes in the 2024-25 financial year, of which pier expenses, vessel expenses and fare concessions expenses accounted for 7%, 68% and 25% respectively. About \$273.6 million has also been earmarked by the Government in the 2025-26 financial year to continue the provision of the SHM to the ferry operators concerned.

- (c) The VSS aims to assist outlying island ferry operators in replacing the existing fleets and introducing greener vessels in order to improve fleet quality and promote environmental protection, as well as enhance the experience of passengers. The VSS will fully subsidise 10 ferry routes to procure a total of 44 new vessels in two phases at a total cost of about \$5,788 million. Phase I of the VSS has been launched to subsidise the six major outlying island ferry routes to procure 22 new vessels (including four hybrid vessels). As at March 2025, 14 new vessels (including three hybrid vessels) have been delivered and progressively put into operation or commenced the trial of hybrid vessels. The remaining eight new vessels (including one hybrid vessel) are expected to be delivered successively by the end of 2025 and commence operation by the first quarter of 2026.

The Government’s expenditures on implementing the VSS are about \$711 million and \$378 million (estimate) in 2024-25 and 2025-26 respectively. The estimated expenditure in 2025-26 is comparatively lower than that of 2024-25, primarily due to the decrease in cash flow requirement for Phase I of the VSS as most vessels have already been delivered.

- (d) In 2025-26, the Government will continue to take forward the procurement of new vessels under the VSS for the six major outlying island ferry routes and continue the provision of the SHM to 13 outlying island ferry routes. The net decrease of six posts under Programme (1) represents the overall number of posts reduced in the department, and does not involve the posts with responsibilities in carrying out measures to support outlying island ferry routes.

- End -

CONTROLLING OFFICER'S REPLY

TLB191

(Question Serial No. 2274)

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 work of the Transport Department (TD) under Programme (2) involves arranging written and road tests for drivers and driving instructors. In this connection, will the Government advise this Committee of the following:

- (a) the respective numbers of candidates (i) attending and (ii) passing the various driving tests conducted by the Driving Services Section of TD in 2024 and 2025 (estimates);
- (b) in relation to the driving tests for (i) public light buses and (ii) buses for the imported labour under the Labour Importation Scheme for Transport Sector - PLB/Coach Trade in 2024, the respective numbers of candidates (1) attending, and (2) passing the test, and their (3) first-time pass rate, and (4) second-attempt pass rate;
- (c) the change in waiting time (number of days) for the end-of-list test appointment date for various driving tests in the past three years and the corresponding estimates up to the end of 2025 (broken down by month);
- (d) the respective monthly numbers of (i) applicants and (ii) ballot winners for those driving tests where the Repeater Early Test Appointment Booking Service (RETAS) is available in the past three years;
- (e) the respective (i) staff establishment and (ii) salary expenses of Driving Examiner I and Driving Examiner II of TD in 2024-25 and 2025-26 (estimates); and
- (f) in relation to private driving instructors (PDIs), the respective numbers of (i) written tests conducted; (ii) road tests conducted; (iii) new licences issued and (iv) licence renewals approved in 2024 and 2025 (estimates)?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 35)

Reply:

- (a) The numbers of candidates (i) attending and (ii) passing various driving tests conducted by the Driving Services Section of the Transport Department (TD) in 2024 and the corresponding estimates for 2025 are set out below:

Type of Driving Test	Number of Candidates Attending the Driving Tests in 2024	Number of Candidates Passing the Driving Tests in 2024
(i) Written test (Part A test)	51 595	44 108
(ii) Private car (combined test)	36 512	11 202
(iii) Private car (Part B test)	2 797	2 251
(iv) Private car (Part C test)	26 746	14 998
(v) Motor cycle (Part B test)	8 542	6 034
(vi) Motor cycle (Part C test)	13 298	6 040
(vii) Light goods vehicle (combined test)	34 152	8 561
(viii) Light goods vehicle (Part B test)	2 151	1 766
(ix) Light goods vehicle (Part C test)	35 266	17 568
(x) Taxi written test	13 813	8 259
(xi) Medium goods vehicle	7 241	2 403
(xii) Light bus	1 654	642
(xiii) Bus	4 923	1 681
(xiv) Heavy goods vehicle	3 782	770
(xv) Articulated vehicle	1 910	590

Type of Driving Test	Estimated Number of Driving Tests to be arranged in 2025 (Note 1)	Estimated Number of Candidates Passing the Driving Tests in 2025
(i) Written test (Part A test)	54 400	As the actual number of candidates passing the driving tests depends on their performance during the tests, TD does not have an estimate of such number for 2025.
(ii) Private car (combined test)	71 000	
(iii) Private car (Part B test)		
(iv) Private car (Part C test)		
(v) Motor cycle (Part B test)	29 800	
(vi) Motor cycle (Part C test)		
(vii) Light goods vehicle (combined test)	76 200	
(viii) Light goods vehicle (Part B test)		
(ix) Light goods vehicle (Part C test)		
(x) Taxi written test	16 700	

Type of Driving Test	Estimated Number of Driving Tests to be arranged in 2025 (Note 1)	Estimated Number of Candidates Passing the Driving Tests in 2025
(xi) Medium goods vehicle	23 600	
(xii) Light bus		
(xiii) Bus		
(xiv) Heavy goods vehicle		
(xv) Articulated vehicle		

Note 1: For the estimated number of driving tests for private cars, motor cycles and light goods vehicles in 2025, there is no separate breakdown into combined tests, Part B tests or Part C tests. Relevant arrangements will depend on actual needs.

- (b) For the driving tests for light buses and buses for the imported labour under the Labour Importation Scheme for Transport Sector - PLB/Coach Trade in 2024, the numbers of candidates (i) attending and (ii) passing the test, and the numbers and percentages of (iii) first-time and (iv) second-attempt candidates passing the test are set out below:

	Light Bus Driving Test	Bus Driving Test
(i) Number of candidates attending the test	1 447	988
(ii) Number of candidates passing the test	610	483
(iii) Number of first-time candidates passing the test (Percentage in the total number of candidates passing the test)	241 (39.5%)	277 (57.3%)
(iv) Number of second-attempt candidates passing the test (Percentage in the total number of candidates passing the test)	215 (35.2%)	128 (26.5%)

- (c) The average waiting time (number of days) for the end-of-list test appointment date for various driving tests per month in the past three years and the monthly changes are set out at the **Annex**. Overall speaking, the waiting times for the private car (combined test) and light goods vehicle (combined test) have both been shortened from 12 months in January 2022 to about six months in December 2024.

As the waiting time for road tests hinges on a number of factors, such as the test demand for different vehicle types and parts of the driving tests, as well as the scheduling of tests, etc., TD does not have an estimate of the monthly changes in the average waiting time (number of days) for 2025. TD will keep closely in view the situation while allocating resources and taking feasible measures to shorten the waiting time for road tests as far as practicable.

- (d) TD has established the Repeater Early Test Appointment Booking Service (RETAS) with an aim to better utilise the vacant test slots released by candidates as a result of their application of test postponement or temporary cancellation of tests. With the introduction of computer balloting mechanism for allocation of the vacant test slots in RETAS on 28 March 2023, repeaters can register for the balloting. Since the implementation of the balloting arrangement up to December 2024, the total number of applicants for RETAS and number of ballot winners who have selected their test slot are listed below. Overall speaking, the ratio of ballot winners who have selected their test slot has increased from 28% in April 2023 (when the service was launched) to 42% in December 2024.

Month	Total number of applicants	Number of ballot winners who have selected their test slot
March 2023	6 215	321
April 2023	11 852	3 294
May 2023	15 652	3 471
June 2023	15 464	3 133
July 2023	14 875	2 427
August 2023	19 026	3 003
September 2023	18 298	2 272
October 2023	17 841	2 645
November 2023	16 901	4 736
December 2023	14 061	3 689
January 2024	14 810	4 616
February 2024	11 661	3 941
March 2024	11 458	4 305
April 2024	10 952	4 660
May 2024	10 843	4 138
June 2024	9 850	4 426
July 2024	11 143	4 318
August 2024	10 035	4 833
September 2024	9 304	4 082
October 2024	9 573	5 003
November 2024	8 354	4 092
December 2024	8 897	3 773

- (e) (i) As at 1 March 2025, there were 19 Driving Examiners I (DEIs) and 65 Driving Examiners II (DEIIs) in the establishment of TD, and the strength stood at 16 and 67 respectively (Note 2). The annual staff cost (notional annual mid-point salary) of DEIs and DEIIs is about \$10.84 million and \$32.66 million respectively.
- (ii) It is estimated that in 2025-26, the establishment of DEIs and DEIIs in TD will remain unchanged at 19 and 65 respectively, while the strength will stand at 19 and 64 respectively. The annual staff cost (notional annual mid-point salary) of DEIs and DEIIs will be about \$12.87 million and \$31.20 million respectively.

Note 2: Including three DEIIs acting at the DEI rank.

- (f) TD will continue to arrange driving instructors' tests for eligible applicants according to their orders as determined by lot. Under the current arrangement, if a candidate fails the driving test, TD will invite the next applicant to take the test according to the order as determined by lot. In 2024, TD conducted 26 written tests and 18 road tests for private driving instructors (PDIs) and issued a total of nine new PDI licences. As at the end of December 2024, there are five PDI licences to be issued. Subject to the candidates' performance in their driving tests, it is estimated that TD will issue all the five licences in 2025. As the number of driving tests to be conducted for PDIs depends on candidates' performance in their driving tests, TD does not have an estimate for such number for 2025.

PDI licence holders who wish to apply for licence renewals shall complete the refresher course (including passing the written assessment) within three years preceding the date of licence renewal. TD approved a total of 1 504 licence renewals in 2024. As PDI licence holders may apply for renewal within three years after the expiry of their licences under the current arrangement, TD does not have an estimate of the number of licence renewals to be approved in 2025.

2022												
Type of Driving Test	Average waiting time (number of days) (Changes as compared with the preceding month)											
	January*	February*	March*	April*	May*	June	July	August	September	October	November	December
Written test (Part A test)	40 (0)	20 (-20)	1 (-19)	0 (-1)	39 (+39)	44 (+5)	39 (-5)	40 (+1)	40 (0)	39 (-1)	40 (+1)	40 (0)
Private car (combined test)	367 (+1)	339 (-28)	308 (-31)	279 (-29)	293 (+14)	317 (+24)	339 (+22)	361 (+22)	364 (+3)	364 (0)	369 (+5)	361 (-8)
Private car (Part B test)	103 (-13)	78 (-25)	57 (-21)	63 (+6)	90 (+27)	103 (+13)	110 (+7)	122 (+12)	113 (-9)	112 (-1)	109 (-3)	107 (-2)
Private car (Part C test)	276 (+4)	249 (-27)	219 (-30)	186 (-33)	232 (+46)	268 (+36)	287 (+19)	320 (+33)	341 (+21)	351 (+10)	356 (+5)	353 (-3)
Motor cycle (Part C test)	261 (-3)	233 (-28)	203 (-30)	181 (-22)	254 (+73)	259 (+5)	264 (+5)	259 (-5)	278 (+19)	256 (-22)	249 (-7)	244 (-5)
Light goods vehicle (combined test)	375 (+3)	347 (-28)	316 (-31)	286 (-30)	303 (+17)	325 (+22)	346 (+21)	364 (+18)	368 (+4)	365 (-3)	370 (+5)	365 (-5)
Light goods vehicle	109 (-12)	82 (-27)	60 (-22)	67 (+7)	90 (+23)	102 (+12)	116 (+14)	123 (+7)	116 (-7)	116 (0)	121 (+5)	109 (-12)

2022												
Type of Driving Test	Average waiting time (number of days) (Changes as compared with the preceding month)											
	January*	February*	March*	April*	May*	June	July	August	September	October	November	December
(Part B test)												
Light goods vehicle (Part C test)	277 (+3)	250 (-27)	219 (-31)	189 (-30)	227 (+38)	261 (+34)	286 (+25)	317 (+31)	341 (+24)	349 (+8)	352 (+3)	350 (-2)
Medium goods vehicle	95 (+5)	69 (-26)	38 (-31)	67 (+29)	79 (+12)	93 (+14)	97 (+4)	92 (-5)	91 (-1)	94 (+3)	107 (+13)	104 (-3)
Light bus	107 (+25)	79 (-28)	48 (-31)	60 (+12)	78 (+18)	103 (+25)	102 (-1)	98 (-4)	82 (-16)	95 (+13)	79 (-16)	88 (+9)
Bus	92 (+3)	66 (-26)	23 (-43)	66 (+43)	95 (+29)	104 (+9)	112 (+8)	106 (-6)	115 (+9)	110 (-5)	104 (-6)	101 (-3)
Taxi written test	38 (0)	27 (-11)	4 (-23)	0 (-4)	36 (+36)	47 (+11)	46 (-1)	46 (0)	40 (-6)	40 (0)	45 (+5)	45 (0)
Heavy goods vehicle	106 (-5)	81 (-25)	50 (-31)	83 (+33)	99 (+16)	116 (+17)	117 (+1)	113 (-4)	108 (-5)	112 (+4)	105 (-7)	109 (+4)
Articulated vehicle	88 (-2)	62 (-26)	31 (-31)	64 (+33)	76 (+12)	98 (+22)	98 (0)	95 (-3)	100 (+5)	98 (-2)	114 (+16)	107 (-7)

* To align with the Government's anti-epidemic measures, TD's driving test and appointment services were suspended between 27 January and 5 May 2022, and the waiting time for driving tests during that period was affected.

2023												
Type of Driving Test	Average waiting time (number of days) (Changes as compared with the preceding month)											
	January	February	March	April	May	June	July	August	September	October	November	December
Written test (Part A test)	40 (0)	43 (+3)	41 (-2)	41 (0)	41 (0)	44 (+3)	44 (0)	42 (-2)	40 (-2)	40 (0)	41 (+1)	41 (0)
Private car (combined test)	363 (+2)	356 (-7)	352 (-4)	347 (-5)	339 (-8)	328 (-11)	317 (-11)	310 (-7)	301 (-9)	290 (-11)	278 (-12)	275 (-3)
Private car (Part B test)	93 (-14)	89 (-4)	89 (0)	84 (-5)	88 (+4)	89 (+1)	95 (+6)	96 (+1)	103 (+7)	102 (-1)	93 (-9)	83 (-10)
Private car (Part C test)	348 (-5)	342 (-6)	335 (-7)	317 (-18)	306 (-11)	298 (-8)	286 (-12)	279 (-7)	274 (-5)	257 (-17)	243 (-14)	227 (-16)
Motor cycle (Part C test)	238 (-6)	237 (-1)	234 (-3)	226 (-8)	223 (-3)	220 (-3)	216 (-4)	216 (0)	213 (-3)	210 (-3)	210 (0)	202 (-8)
Light goods vehicle (combined test)	367 (+2)	363 (-4)	358 (-5)	351 (-7)	342 (-9)	331 (-11)	320 (-11)	311 (-9)	303 (-8)	292 (-11)	284 (-8)	280 (-4)
Light goods vehicle (Part B test)	97 (-12)	98 (+1)	92 (-6)	86 (-6)	86 (0)	87 (+1)	88 (+1)	98 (+10)	95 (-3)	99 (+4)	96 (-3)	89 (-7)
Light goods vehicle (Part C test)	347 (-3)	341 (-6)	334 (-7)	313 (-21)	298 (-15)	284 (-14)	273 (-11)	267 (-6)	260 (-7)	252 (-8)	239 (-13)	223 (-16)

2023												
Type of Driving Test	Average waiting time (number of days) (Changes as compared with the preceding month)											
	January	February	March	April	May	June	July	August	September	October	November	December
Medium goods vehicle	100 (-4)	102 (+2)	100 (-2)	93 (-7)	89 (-4)	85 (-4)	83 (-2)	84 (+1)	78 (-6)	78 (0)	77 (-1)	73 (-4)
Light bus	71 (-17)	57 (-14)	81 (+24)	68 (-13)	49 (-19)	61 (+12)	44 (-17)	41 (-3)	67 (+26)	59 (-8)	48 (-11)	31 (-17)
Bus	97 (-4)	94 (-3)	99 (+5)	87 (-12)	79 (-8)	78 (-1)	79 (+1)	82 (+3)	76 (-6)	76 (0)	75 (-1)	69 (-6)
Taxi written test	43 (-2)	44 (+1)	47 (+3)	43 (-4)	42 (-1)	45 (+3)	43 (-2)	47 (+4)	45 (-2)	43 (-2)	44 (+1)	44 (0)
Heavy goods vehicle	100 (-9)	97 (-3)	90 (-7)	80 (-10)	72 (-8)	74 (+2)	78 (+4)	76 (-2)	75 (-1)	73 (-2)	68 (-5)	67 (-1)
Articulated vehicle	94 (-13)	94 (0)	93 (-1)	82 (-11)	89 (+7)	90 (+1)	92 (+2)	92 (0)	93 (+1)	79 (-14)	67 (-12)	77 (+10)

2024												
Type of Driving Test	Average waiting time (number of days) (Changes as compared with the preceding month)											
	January	February	March	April	May	June	July	August	September	October	November	December
Written test (Part A test)	40 (-1)	39 (-1)	42 (+3)	38 (-4)	39 (+1)	41 (+2)	42 (+1)	43 (+1)	40 (-3)	37 (-3)	44 (+7)	44 (0)
Private car (combined test)	270 (-5)	259 (-11)	252 (-7)	243 (-9)	237 (-6)	227 (-10)	220 (-7)	212 (-8)	211 (-1)	210 (-1)	204 (-6)	197 (-7)
Private car (Part B test)	95 (+12)	86 (-9)	90 (+4)	87 (-3)	90 (+3)	83 (-7)	79 (-4)	79 (0)	80 (+1)	87 (+7)	87 (0)	79 (-8)
Private car (Part C test)	214 (-13)	205 (-9)	194 (-11)	186 (-8)	179 (-7)	173 (-6)	165 (-8)	162 (-3)	156 (-6)	156 (0)	168 (+12)	179 (+11)
Motor cycle (Part C test)	200 (-2)	198 (-2)	191 (-7)	186 (-5)	180 (-6)	175 (-5)	168 (-7)	161 (-7)	147 (-14)	155 (+8)	150 (-5)	149 (-1)
Light goods vehicle (combined test)	276 (-4)	265 (-11)	256 (-9)	249 (-7)	242 (-7)	230 (-12)	221 (-9)	211 (-10)	211 (0)	209 (-2)	202 (-7)	192 (-10)
Light goods vehicle (Part B test)	89 (0)	94 (+5)	77 (-17)	71 (-6)	85 (+14)	82 (-3)	82 (0)	80 (-2)	82 (+2)	86 (+4)	84 (-2)	77 (-7)

2024												
Type of Driving Test	Average waiting time (number of days) (Changes as compared with the preceding month)											
	January	February	March	April	May	June	July	August	September	October	November	December
Light goods vehicle (Part C test)	216 (-7)	199 (-17)	201 (+2)	190 (-11)	184 (-6)	178 (-6)	166 (-12)	163 (-3)	161 (-2)	151 (-10)	160 (+9)	172 (+12)
Medium goods vehicle	74 (+1)	68 (-6)	60 (-8)	56 (-4)	59 (+3)	62 (+3)	50 (-12)	57 (+7)	58 (+1)	62 (+4)	62 (0)	59 (-3)
Light bus	41 (+10)	77 (+36)	54 (-23)	49 (-5)	62 (+13)	52 (-10)	64 (+12)	59 (-5)	58 (-1)	61 (+3)	52 (-9)	50 (-2)
Bus	66 (-3)	59 (-7)	55 (-4)	53 (-2)	59 (+6)	50 (-9)	55 (+5)	56 (+1)	63 (+7)	63 (0)	60 (-3)	55 (-5)
Taxi written test	43 (-1)	47 (+4)	45 (-2)	45 (0)	46 (+1)	46 (0)	44 (-2)	42 (-2)	49 (+7)	44 (-5)	43 (-1)	44 (+1)
Heavy goods vehicle	70 (+3)	61 (-9)	52 (-9)	51 (-1)	49 (-2)	51 (+2)	47 (-4)	54 (+7)	49 (-5)	46 (-3)	48 (+2)	48 (0)
Articulated vehicle	79 (+2)	67 (-12)	61 (-6)	68 (+7)	69 (+1)	70 (+1)	63 (-7)	66 (+3)	59 (-7)	68 (+9)	81 (+13)	60 (-21)

- End -

CONTROLLING OFFICER'S REPLY

TLB192

(Question Serial No. 2275)

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 2025-26 under Programme (1) that TD will continue administering the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme). In this connection, will the Government inform this Committee of the following:

- (a) (i) the staff establishment, (ii) grades, ranks and posts and (iii) salary expenses involved in processing the applications under the Scheme in 2024-25 and 2025-26;
- (b) (1) the number of applying companies, (2) routes, (3) number of labour importation quotas applied for and (4) approved number of labour importation quotas in respect of the (i) public light bus (PLB) and (ii) coach trade in each round of application since the launch of the Scheme;
- (c) among the approved imported workers in the (i) PLB and (ii) coach trade, the numbers of workers: (1) who have passed the driving test and commenced work (broken down by the number of tests taken) and (2) who were dismissed by the employer due to repeated failure to pass the driving test;
- (d) whether the Government has maintained the statistics on the number of complaints lodged by imported workers regarding exploitation of rights and interests and lack of occupational safety and health protection since the launch of the Scheme; if yes, the details; if not, the reasons;
- (e) whether the Government has conducted surveys on the changes in salaries, employment opportunities and unemployment/underemployment situation of local drivers since the launch of the Scheme; if yes, the details; if not, the reasons; and
- (f) please provide: (i) the respective numbers of employers who (1) were issued warning letters, (2) had the approved quotas revoked and (3) were temporarily banned from application due to violation of application guides or other legislation/guidelines since

the launch of the Scheme; and (ii) (1) the number of warning letters, (2) number of quotas revoked and (3) the longest period that an applicant is banned from application.

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

Reply:

- (a) In 2024-25 and 2025-26, the manpower and expenditure of TD involved in the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) are absorbed under the overall provision and establishment for TD, and cannot be separately identified.
- (b) The Government approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau (TLB), the Labour Department (LD) and TD). Details of the two rounds of applications are set out at Annex 1.
- (c) As at end-February 2025, the numbers of imported drivers who have passed the local driving test, who have commenced work and whose contracts were terminated are set out at Annex 2. TD does not maintain a breakdown of termination of contracts of imported drivers by various reasons.
- (d) TD has received four complaints relating to cross-boundary coach drivers since the launch of the Scheme, mainly concerning allegations that workers were subjected to wage rebates, employers failing to provide suitable accommodation according to the standards stipulated in the employment contract, and employers requiring them to work overtime without compensation. TD has, according to the established procedures, referred the cases received to LD for follow-up actions.
- (e) The PLB/coach trade has long been facing the problem of shortage of drivers. The Government has maintained liaison with representatives of the relevant transport sectors and labour unions via the stakeholder consultative group and kept in view the implementation of the Scheme. TD has been regularly monitoring the operation and manpower arrangement of individual routes through daily monitoring. TLB and TD are now reviewing the implementation of the Scheme and evaluating the manpower requirement of the trade in the coming years.
- (f) The Government has adopted a multi-pronged approach, including preparation of standard employment contract (SEC), inspections, law enforcement, education and promotion, to protect the rights and benefits of imported workers. If employers have violated relevant labour/immigration laws, requirements under the Scheme or SEC, the Government will consider imposing administrative sanctions on the employers as appropriate, including refusal to process applications for labour importation under the Scheme and withdrawal of the approvals previously granted for importation of drivers. No cases of administrative sanctions have been recorded since the launch of the Scheme.

Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving 6 service endorsements) <small>Note (1)</small>	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying 6 road-based boundary control points (BCPs))	365	16	246
Total	118	1 601	98	969

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving 6 service endorsements) <small>Note (1)</small>	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying 6 road-based BCPs)	237	16	154
Total	129	1 473	125	849 <small>Note (2)</small>

Notes:

- (1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.
- (2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade

Numbers of imported drivers who have passed the local driving test, who have commenced work and whose contracts were terminated by driver job type
(as at end-February 2025)

Driver job type	Imported drivers who have passed the local driving test Note (1)		Number of imported drivers who have commenced work	Number of imported drivers whose contracts were terminated
	Number of tests taken	Number of drivers		
Public Light Bus Driver	1	276	681	109
	2	240		
	3	120		
	4	63		
	5 or more	23		
	Sub-total	722		
Local Coach Driver	1	129	236	49
	2	71		
	3	19		
	4	19		
	5 or more	11		
	Sub-total	249		
Cross-boundary Coach Driver	1	181	286	40
	2	87		
	3	33		
	4	6		
	5 or more	0		
	Sub-total	307		
Total		1 278	1 203 Note (2)	198

Notes:

- (1) As some drivers have their contracts terminated for various reasons, the approved quotas can be used for importing replacement drivers. The total number of drivers who have passed the local driving test includes replacement drivers.
- (2) The remaining 75 imported drivers who have passed the local driving test will gradually commence work after completing route training.

- End -

CONTROLLING OFFICER'S REPLY

TLB193

(Question Serial No. 0884)

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:

Since 2022, the Transport Department has been installing new auxiliary devices which project red light (auxiliary devices) at pedestrian crossings and accident black sites to ensure pedestrian safety at crossings. In this connection, will the Government inform this Committee of the following:

1. the total expenditure since the launch of the scheme, including procurement expenditure, administrative costs, operating and maintenance costs in details;
2. the numbers of auxiliary devices installed and to be installed at pedestrian crossings in 18 districts in Hong Kong in table form? and
3. whether the Government has compiled statistics on any decrease in traffic accidents involving pedestrians at crossings installed with auxiliary devices; if yes, the relevant data?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 6)

Reply:

1. In 2022, the Transport Department (TD) has conducted a trial on auxiliary devices at pedestrian crossings at four locations, and engaged a professional team from the University of Hong Kong to evaluate the effectiveness. The evaluation result reveals a positive effect after the installation of auxiliary devices, with the overall number of red-light running by pedestrians at crossings reduced by about a quarter. Subsequently, since November 2023, TD has been installing auxiliary devices at a total of 100 signalised crossing black site locations across various districts, where a relatively high number of vehicle-to-pedestrian collisions had occurred.

The total expenditures on installation of auxiliary devices at 100 locations are as follows:

Item	Expenditure (HK\$)
Procurement and installation expenditures	About \$21.66 million (Note 1)
Administrative costs	N.A. (Note 2)
Operating cost (electricity tariff)	About \$160,000 (Note 3)
Maintenance cost	Currently nil (Note 4)

Note 1: Final account of expenditure

Note 2: The work was undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.

Note 3: Expenditure on electricity tariff as at February 2025

Note 4: All expenditures are borne by suppliers and contractors during the warranty period of maintenance.

2. TD's installation works of auxiliary devices at 100 locations were completed in December 2024. The numbers of locations and auxiliary devices installed in various districts are as follows:

District	Number of locations	Number of auxiliary devices
Central & Western	2	26
Eastern	3	44
Islands	1	4
Kowloon City	8	121
Kwai Tsing	2	28
Kwun Tong	13	163
North	3	48
Sai Kung	2	24
Sha Tin	2	18
Sham Shui Po	20	324
Southern	2	28
Tai Po	2	14
Tsuen Wan	3	32
Tuen Mun	5	68
Wan Chai	5	67
Wong Tai Sin	2	25
Yau Tsim Mong	20	299
Yuen Long	5	79
Total	100	1 412

3. TD has engaged a professional team from the University of Hong Kong to evaluate the effectiveness of the above auxiliary devices in enhancing pedestrian safety, such as the situation of red-light running by pedestrians at crossings. The evaluation is expected to be completed in the third quarter of this year.

TD will continue to review the availability of its resources and consider installing auxiliary devices at specific locations (such as new traffic black sites with pedestrian

accidents) so as to enhance pedestrian safety in road crossing in a targeted and effective manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB194

(Question Serial No. 0199)

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 assist the Transport and Logistics Bureau (TLB) in formulating measures to enhance taxi service quality, including mandating the installation of camera systems on all taxis and provision of electronic payment (e-payment) means by all taxi drivers. Please advise this Committee of the following:

1. the current number of taxis which have been installed with camera systems and provided with e-payment means, and their percentage in the overall number of taxis;
2. whether there is any timetable or target set for the installation of camera systems and provision of e-payment means on taxis; if yes, the details; if no, the reasons; and
3. whether the Government will consider providing any subsidy or support measures to the taxi trade; if yes, the details and the expenditure involved; if no, the reasons?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 2)

Reply:

1. The Government does not have the current number of taxis installed with in-vehicle camera or the number of taxi drivers providing e-payment means.
2. The Government is drafting the legislative amendments to mandate all taxis to be installed with in-vehicle cameras, dash cameras and global navigation satellite systems (hereinafter referred to as “the Camera Systems”), and to mandate all taxi drivers to provide e-payment means. We will endeavour to introduce the proposed legislative amendments into the Legislative Council (LegCo) in the second quarter of 2025.

Regarding the implementation timetable, considering that many e-payment means are available in the market for the taxi trade to choose from, we plan to implement the proposal on e-payment in late 2025, subject to the support of the LegCo for the relevant proposed legislative amendments. As for the proposal on the Camera Systems, subject to the support of the LegCo for the relevant proposed legislative amendments, the TD

plans to accept applications for the approval of compliant camera systems and at the same time engage contractors for setting up the centralised platform in mid-2025 to process and store the audio-visual recordings and data collected by the Camera Systems when necessary. We will actively work with the trade for progressively installing the Camera Systems from late 2025 to mid-2026 for completion within 2026. The relevant legislation will come into effect by then.

3. The installation of Camera Systems is conducive to safeguarding the rights and interests of both taxi drivers and passengers, as well as monitoring drivers' driving behaviour and improving driving safety. In the long run, it can help enhance the quality and overall image of taxi services, boost public confidence in taxi services, thereby bringing more business and revenue to the trade. In addition, the recordings captured by the Camera Systems on roads can serve as corroborative evidence to promptly delineate the liabilities for the accidents and facilitate the insurance companies and taxi owners in settling the insurance-related matters, thereby creating room for reduction in insurance premiums and taxi owners' expenses in the long run. Taxi owners may also retrieve the relevant records for the management of their taxis when necessary.

Taking into account the above factors, the Government considers that taxi owners, as the major stakeholders in the taxi trade and the major users of the Camera Systems, should be responsible for shouldering the one-off procurement and installation costs, as well as the annual recurrent cost, of the Camera Systems.

Having regard to the current prices of similar products in the market, we expect that the relevant costs will only account for a small part of the operating costs of taxis. After the introduction of the relevant requirements by the Government, more standard-compliant models will be available in the market for taxi owners to choose from, thereby bringing down the relevant costs further through market competition.

Subject to the consolidated implementation timetable, the TD will brief the trade and frontline drivers in a timely manner on the relevant requirements and details through various channels, such as the TD's website, regular publication of "Taxi Newsletter", publicity leaflets and regular meetings with the taxi trade, so as to facilitate their early preparation before the commencement of the relevant requirements.

- End -

CONTROLLING OFFICER'S REPLY**TLB195****(Question Serial No. 0200)**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:

The Transport Department (TD) is responsible for processing applications for International Circulation Permits (ICPs) and Closed Road Permits for cross-boundary vehicles. Vehicles issued with the above permits are assigned vehicle registration marks with prefix FV/FU and allowed to run on the roads of Hong Kong. Will the Government inform this Committee of the following:

1. the number of applications for ICPs received and approved in each of the past five years and the number of valid ICPs as at the end of each year; and
2. the number of approved applications for ICPs, broken down by country/region of origin of the applicant.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 3)Reply:

1. The numbers of applications for ICPs approved by TD in the past five years and the numbers of valid ICPs as at the end of each year are as follows:

Year	Number of approved applications for ICPs	Number of valid ICPs as at the end of the calendar year ¹
2020	2 781	2 191
2021	3 387	3 136
2022	2 353	1 897
2023	15 666	10 946
2024	18 635	15 997

Note:

¹ ICPs are valid for a maximum of 12 months. Because of the different expiry dates of ICPs and possible cases where the applicant has to reapply for an ICP upon a change of vehicle within the validity period, the number of approved applications for ICPs in a calendar year may be greater than the number of valid ICPs as at the end of that year.

2. The numbers of approved applications for ICPs, broken down by country/region of origin of the applicant in the past five years, are as follows:

Country/region	Number of approved applications				
	2020	2021	2022	2023	2024
Mainland	1 297	264	453	8 939	8 896
Macao	1 482	3 123	1 900	6 727	9 739
United Kingdom	1	0	0	0	0
Canada	1	0	0	0	0
Total	2 781	3 387	2 353	15 666	18 635

- End -

CONTROLLING OFFICER'S REPLY

TLB196

(Question Serial No. 0201)

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) will continue to assist the Transport and Logistics Bureau in matters relating to the formulation of measures to combat the illegal carriage of passengers by motor vehicles for hire or reward. Will the Government advise this Committee of the following:

1. details of the work, staff establishment and expenditure involved; and
2. the assistance rendered to the Police in their enforcement actions to combat the illegal carriage of passengers by motor vehicles for hire or reward and in evaluating the effectiveness in the past three years.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 4)

Reply:

1. and 2.

The Government has all along been concerned about the use of motor vehicles for illegal carriage of passengers for hire or reward, and has been taking stern enforcement actions against illicit acts. To step up efforts in combating illegal carriage of passengers for hire or reward, we introduced legislative amendments in December 2023 to increase the penalties, including raising the maximum fines from level two (\$5,000) and level three (\$10,000) to level three (\$10,000) and level four (\$25,000) for the first and subsequent conviction respectively; lengthening the periods for suspension of vehicle licence and impoundment of vehicles from three months and six months to six months and 12 months for the first or subsequent conviction respectively; and increasing the maximum terms of imprisonment from three months and six months to six months and 12 months for the first or subsequent conviction respectively. To ensure the passenger safety, the Government is examining to further enhance the existing legislation and aims at submitting the proposed legislative amendments to the Legislative Council as soon as possible, enabling more effective and efficient enforcement in combating illegal carriage of passengers for hire or reward.

On education and publicity, TD has been making use of various channels such as posting publicity messages on social media platforms, releasing online promotional video, broadcasting announcements on radio, displaying samples of hire car permits (HCPs) on the TD's website, putting up posters at land control points, the airport and in public places, etc. to remind the public to choose lawful modes of public transport when travelling and enquire with the relevant service operators about whether the vehicles concerned have been issued with HCPs before travelling. TD has also set up an online enquiry system for the public to check and verify whether a vehicle has been issued with a valid HCP. TD will continue to remind the public to pay attention to safety, emphasising that using illegal hire car services can put passengers at risk as the third party insurance for any vehicle used for illegal carriage of passengers for hire or reward may be invalidated in the event of a traffic accident. The TD will continue with the publicity efforts and work with the Hong Kong Police Force (HKPF) on information exchange in order to combat the use of motor vehicles for illegal carriage of passengers for hire or reward.

On enforcement, the numbers of enforcement actions taken by the HKPF against the use of motor vehicles for illegal carriage of passengers for hire or reward in 2022, 2023 and 2024 were 26, 33 and 47 respectively. After conviction by the court, the TD will suspend the vehicle licences and require the vehicle owners to deliver the vehicle into the custody of the Commissioner for Transport in accordance with the law. In 2022, 2023 and 2024, 35, 27 and 43 vehicles were detained by the TD respectively with the relevant vehicle licences suspended.

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

- End -

CONTROLLING OFFICER'S REPLY

TLB197

(Question Serial No. 0203)

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 work of the Transport Department (TD) involves coordinating the maintenance and renovation of ferry piers. Will the Government inform this Committee of the following:

1. the number and locations of ferry piers in Hong Kong;
2. the ferry piers with maintenance and renovation under planning, in progress or completed, and the breakdowns of expenditure in the past three years; and
3. whether there will be any facilitation work or plans to realise the policy objective of “tourism is everywhere in Hong Kong” and develop “blue tourism”; if yes, the details and expenditure; if no, the reasons?

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

Reply:

1. At present, there are a total of 28 ferry piers for use by licensed and franchised ferry routes in Hong Kong, of which 26 are government ferry piers and two are private piers, namely Park Island Ferry Pier and Discovery Bay Ferry Pier. The locations of the ferry piers are as follows:

District		Name of ferry pier
Hong Kong Island	Central & Western	1. Central Pier No. 2 2. Central Pier No. 3 3. Central Pier No. 4 4. Central Pier No. 5 5. Central Pier No. 6 6. Central Pier No. 7 7. Central Pier No. 8
	Wan Chai	8. Wan Chai Ferry Pier
	Eastern	9. North Point (East) Ferry Pier 10. North Point (West) Ferry Pier 11. North Point Vehicular Ferry Pier 12. Sai Wan Ho Ferry Pier
Kowloon	Yau Tsim Mong	13. Tsim Sha Tsui Ferry Pier
	Kowloon City	14. Hung Hom (South) Ferry Pier 15. Hung Hom (North) Ferry Pier 16. Kowloon City Ferry Pier
	Kwun Tong	17. Kwun Tong Ferry Pier 18. Kwun Tong Vehicular Ferry Pier 19. Sam Ka Tsuen Ferry Pier
New Territories	Tsuen Wan	20. Park Island Ferry Pier (private pier)
	Tuen Mun	21. Tuen Mun Ferry Pier
	Islands	22. Discovery Bay Ferry Pier (private pier) 23. Tung Chung Development Pier 24. Cheung Chau Ferry Pier 25. Peng Chau Ferry Pier 26. Yung Shue Wan Ferry Pier 27. Mui Wo Ferry Pier 28. Mui Wo Vehicular Ferry Pier

2. For ferry piers used by licensed or franchised ferry operators, the operators are responsible for the daily operation of the piers, while TD is responsible for coordinating various works departments (including the Architectural Services Department (ArchSD), the Civil Engineering and Development Department (CEDD) and the Electrical and Mechanical Services Department (EMSD)) to carry out regular repair and maintenance for ferry piers to ensure the safety and normal operation of pier structures and related facilities. The works departments will continue to regularly inspect the pier structures and facilities and plan maintenance works as necessary.

The major works projects completed by the relevant works departments at the ferry piers in the past three years and the expenditures involved are tabulated below:

Financial year	Works department	Ferry pier	Expenditure involved (\$ million)	Project content
2022-23	ArchSD	Central Pier No. 5	3.16	Refurbishment of roofing system
	CEDD	Hung Hom (South) Ferry Pier	1.72	Large-scale repair and

Financial year	Works department	Ferry pier	Expenditure involved (\$ million)	Project content
		Hung Hom (North) Ferry Pier	0.66	maintenance works for the pier deck and structure(s) below
2023-24	ArchSD	Central Pier No. 3	1.80	Refurbishment of roofing system, interior painting, toilets, etc.; and improvement of electrical installations and barrier-free access facilities, etc.
		North Point (West) Ferry Pier	2.73	
		Hung Hom (South) Ferry Pier	4.92	
	CEDD	Hung Hom (South) Ferry Pier	0.21	Large-scale repair and maintenance works for the pier deck and structure(s) below
		Hung Hom (North) Ferry Pier	0.79	
		Yung Shue Wan Ferry Pier	0.77	
		North Point Vehicular Ferry Pier	0.54	
	2024-25	CEDD	Hung Hom (South) Ferry Pier	0.20
Hung Hom (North) Ferry Pier			0.07	
Yung Shue Wan Ferry Pier			1.22	
North Point Vehicular Ferry Pier			0.79	
EMSD		North Point Vehicular Ferry Pier	7.30 (Note 1)	Maintenance works for lift and ramp

Note 1: The Electrical and Mechanical Services Trading Fund under EMSD has been entrusted by TD to carry out the project. The expenditure will be borne by TD.

The major projects currently being carried out by the relevant works departments at the ferry piers and the estimated expenditures involved are tabulated below:

Works department	Ferry pier	Estimated expenditure involved (\$ million)	Project content
ArchSD	Central Pier No. 4	4.40	Refurbishment of roofing system, external wall finishes, floor finishes, interior painting, etc.; and improvement of toilets, electrical installations and interior facilities, etc.
	Central Pier No. 5	2.62	
	Central Pier No. 6	4.32	
	Central Pier No. 7	1.40	
	North Point (East) Ferry Pier	5.44	
	Tsim Sha Tsui Ferry Pier	5.20	
	Tuen Mun Ferry Pier	7.40	
	Tung Chung Development Pier	2.20	
	Mui Wo Passenger Ferry Pier	1.00	
	Peng Chau Ferry Pier	29.92 (Note 2)	
CEDD	Kwun Tong Ferry Pier	2.80	Large-scale repair and maintenance works for the pier deck and structure(s) below
EMSD	Tsim Sha Tsui Ferry Pier	2.50 (Note 3)	Repair work for timber yacal planking at upper deck ramps of 4 berths

Note 2: As the improvement works at Peng Chau Ferry Pier involve electrical upgrading and associated excavation works, demolition and reconstruction of the existing covered pedestrian walkway outside the pier, as well as toilet improvement works and its associated sewerage system works, the estimated expenditure of the works is higher than the works at other ferry piers.

Note 3: The Electrical and Mechanical Services Trading Fund under EMSD has been entrusted by TD to carry out the project. The expenditure will be borne by TD.

- TD will consult the relevant departments and stakeholders from time to time to understand the visitors' demand for waterborne public transport services, and will work with ferry operators in the light of changes in the demand for daily ferry services by residents and visitors, to explore suitable and feasible ferry routes or service adjustments to meet their demand. In addition, TD will continue to coordinate various works departments to carry out pier maintenance works to ensure the good condition of ferry piers and related facilities, and make use of the pier facilities to help display or disseminate tourism information for passenger convenience through licensed or franchised ferry operators. The relevant work is undertaken by the existing staff of TD. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB198

(Question Serial No. 1606)

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 paragraph 138 of the Budget Speech that resources have been earmarked to strengthen support to the cruise industry, with measures including attracting cruise ships to berth at the Kai Tak Cruise Terminal during the low season. Regarding local waterborne transport connecting to Kai Tak Cruise Terminal, apart from the existing "North Point - Kwun Tong" licensed ferry service, will the Government consider introducing additional short-haul services, such as short-haul ferry services from Ocean Terminal and Central Pier to Kai Tak Cruise Terminal so as to boost passenger flow and pier utilisation?

Asked by: Hon SO Cheung-wing (LegCo internal reference no.: 8)

Reply:

In the local public transport system, in-harbour ferries perform a supplementary role as an alternative harbour-crossing service to rail and road-based services. Its services are adjusted from time to time in accordance with passenger demand. The Transport Department (TD) has been encouraging ferry operators to proactively consider introducing suitable and feasible new ferry routes according to passenger demand to attract more members of the public and tourists to use ferry services, and welcomes interested parties to apply for operation of new licensed ferry services. Upon receiving ferry operators' applications, TD will process the applications in accordance with the established mechanism, taking into account all relevant factors such as the current transport policy, existing and planned public transport services, passenger demand, financial viability and availability of pier or landing steps facilities, and discuss with the operators and advise on service details of the proposed routes.

At present, the "North Point - Kwun Tong" licensed ferry service operates via the Kai Tak Runway Park Pier on Saturdays, Sundays and public holidays. The distance between the pier and the Kai Tak Cruise Terminal is about ten minutes' walk. TD will keep in view the changes in the demand for the ferry service and will review and adjust the service in collaboration with the operator having regard to the actual circumstances to suit passengers' needs.

- End -

CONTROLLING OFFICER'S REPLY

TLB199

(Question Serial No. 2031)

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 coordinated 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 for both the heavy rail and the Light Rail (loading at four persons (standing) per square metre (ppsm)) in 2024;
- (b) the patronage of each MTR line for both the heavy rail and the Light Rail (loading at four ppsm) in 2024;
- (c) the patronage of each MTR line during peak hours for both the heavy rail and the Light Rail (loading at four ppsm) in 2024;
- (d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines for both the heavy rail and the Light Rail in 2024;
- (e) the numbers of maintenance staff, on establishment and supernumerary, of each MTR line for both the heavy rail and the Light Rail in the past three years;
- (f) the numbers of trains and cars of each MTR line for both the heavy rail and the Light Rail in the past three years;
- (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; and
- (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 2024 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 5 687 (2022), 5 839 (2023) and 6 261 (2024) 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 440 (2022), 432 (2023) and 424 (2024) 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.

2024 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 (Note 1)	Airport Express (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.	Carrying capacity (6 ppsm) (b) (Note 3)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	1 000	2 500	600
4.	Patronage (c)	42 800	36 200	38 400	44 100	9 900	34 200	38 400	2 800	20 900	2 000

		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)
5.	Loading (1) (6 ppsm) [(c)/(b)] { } critical link	68% {Tai Wai to Kowloon Tong}	62% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	59% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	51% {Sham Shui Po to Prince Edward}	33% {Sunny Bay to Disneyland Resort}	49% {Olympic to Kowloon}	48% {Tsing Yi to Airport}
6.	Loading (2) (4 ppsm) (Note 5)	94%	86%	80%	77%	83%	67%	72%	46%	69%	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.

2024 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 (Note 1)
505	2 993	79%
506P	424	45%
507	2 827	85%
507P	212	90%
610	2 056	93%
614	1 122	77% (Note 3)
614P	1 363	
615	960	87% (Note 3)
615P	1 600	
705	4 240	82%
706	5 088	80%
720 (Note 2)	212	20%
751	2 993	81%
751P	398	80%
761P	4 240	86%

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by passenger based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. 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: MTRCL introduced Route 720 in September 2024 to run in the morning peak hours on weekdays.

Note 3: 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

As at December of the year	2022		2023		2024	
	Trains	Cars per train	Trains	Cars per train	Trains	Cars per train
East Rail Line	36	9	37	9	37	9
Tuen Ma Line	59	8	65	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	41	8	39	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. The total number of light rail cars stood at 146 in 2022, and 149 in 2023 and 2024.

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 (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	
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
2024	89	82	7	77	7	5	0	0	0	0	0	5.2

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 (e.g. signalling system), 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

TLB200

(Question Serial No. 2032)

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 2023 and 2024;
- (b) the total lengths of carriageways in Hong Kong in 2023 and 2024;
- (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 February 2025 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.: 19)

Reply:

- (a) The numbers of various motor vehicles and non-motor vehicles registered and licensed in 2023 and 2024 are listed below:

Motorised Vehicles	2023		2024	
	Registered	Licensed	Registered	Licensed
Motor Cycles	108 674	74 417	108 883	73 494
Private Cars	645 351	577 908	630 711	578 001
Taxis	18 163	17 806	18 163	17 773
Franchised Buses	6 230	5 899	6 160	5 870
Non-franchised Public Buses	6 921	6 571	6 836	6 582
Private Buses	853	841	855	837
Public Light Buses	4 343	4 109	4 340	4 077
Private Light Buses	3 422	3 370	3 420	3 354
Goods Vehicles	119 758	115 803	115 677	109 885
Special Purpose Vehicles	2 250	1 965	2 209	1 892
Government Vehicles	6 936	6 936	7 006	7 006
Sub-total (i):	922 901	815 625	904 260	808 771
Non-Motorised Vehicles	2023		2024	
	Registered	Licensed	Registered	Licensed
Trailers	14 233	11 153	13 443	9 877
Sub-total (ii):	14 233	11 153	13 443	9 877
Total (i) + (ii):	937 134	826 778	917 703	818 648

- (b) The total lengths of carriageways in Hong Kong are about 2 239 and 2 241 km (Note) in 2023 and 2024 respectively.

Note: Only carriageways maintained by the Highways Department are included.

- (c) The APS projects currently in operation in short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan, Pak Shek Kok in Tai Po and Tung Chau Street in Sham Shui Po provide 245, 250 and 210 parking spaces (including both conventional and APS parking spaces) respectively. According to car park operators, the monthly parking fee is around \$3,100 to \$3,400 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. For APS at Tung Chau Street in Sham Shui Po, the monthly parking fee is about \$3,300. As APS in STT car parks are funded and constructed by the relevant STT tenants, and operated on a commercial basis, the TD does not keep information on the construction costs and system failure records. Nevertheless, APS is subject to the regulatory control of the Lifts and Escalators Ordinance (Cap. 618), and is regularly examined and maintained by registered lift contractors. Based on the experience of STT tenants, only a few cases of system failures in the APS and it can continuously operate in a reliable manner.

- (d) 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 February 2025, the number of valid DPPP's was 1 583. 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	Expected Commissioning of APS	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
A. APS in STT car parks					
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2025 (Tentative)	About 200	Funded by the STT operator
B. APS in public works projects					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	September 2020	2025 (Tentative)	About 380	\$5,228.4 M ¹ in money-of-the-day (MOD) prices
District Open Space, Sports Centre and PVP at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2026 (Tentative)	About 320	\$1,605.0 M ² in MOD prices
Open Space with PVP at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2026 (Tentative)	About 200	\$777.9 M ³ in MOD prices
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350	\$2,888.4 M ⁴ in MOD prices
Town Park with PVP in Area 66, Tseung Kwan O	Puzzle stacking	May 2025 (Tentative)	2029 (Tentative)	About 450	\$1,208.0 M ⁵ 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.

Note 4: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2024.

Note 5: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2025.

**Numbers of on-street parking spaces in 18 districts
by vehicle type in the past five years**

District	Situation as at end- December of each year	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
Central & Western	2024	509	202	11	651	1 373
	2023	508	193	11	651	1 363
	2022	443	193	9	618	1 263
	2021	516	191	12	609	1 328
	2020	472	199	11	601	1 283
Wan Chai	2024	1 029	25	53	779	1 886
	2023	1 017	24	48	761	1 850
	2022	990	24	22	711	1 747
	2021	986	24	17	684	1 711
	2020	1 000	22	20	686	1 728
Eastern	2024	536	101	65	807	1 509
	2023	529	91	75	818	1 513
	2022	523	91	62	777	1 453
	2021	479	84	62	776	1 401
	2020	443	76	59	747	1 325
Southern	2024	653	51	85	447	1 236
	2023	645	50	85	447	1 227
	2022	642	53	85	447	1 227
	2021	625	53	135	434	1 247
	2020	655	55	137	417	1 264
Yau Tsim Mong	2024	1 586	369	141	1 319	3 415
	2023	1 561	363	138	1 309	3 371
	2022	1 389	364	94	1 299	3 146
	2021	1 578	371	138	1 306	3 393
	2020	1 531	370	155	1 300	3 356
Sham Shui Po	2024	1 295	220	12	884	2 411
	2023	1 273	229	9	876	2 387
	2022	1 249	228	9	861	2 347
	2021	1 221	223	15	787	2 246
	2020	1 237	215	7	778	2 237
Kowloon City	2024	2 378	143	160	1 002	3 683
	2023	2 336	143	134	991	3 604
	2022	2 296	140	140	965	3 541
	2021	2 288	140	143	921	3 492
	2020	2 241	136	106	912	3 395
Wong Tai Sin	2024	316	129	0	545	990
	2023	306	129	0	519	954

District	Situation as at end- December of each year	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
	2022	303	128	0	475	906
	2021	301	144	0	440	885
	2020	300	141	0	440	881
Kwun Tong	2024	586	120	53	921	1 680
	2023	531	115	42	834	1 522
	2022	538	123	42	795	1 498
	2021	484	117	43	771	1 415
	2020	437	106	34	761	1 338
Tsuen Wan	2024	859	69	31	700	1 659
	2023	888	63	31	629	1 611
	2022	814	67	31	623	1 535
	2021	811	49	31	595	1 486
	2020	792	42	33	592	1 459
Tuen Mun	2024	1 297	329	113	892	2 631
	2023	1 267	330	113	886	2 596
	2022	1 274	354	112	886	2 626
	2021	1 297	332	44	849	2 522
	2020	1 278	328	55	828	2 489
Yuen Long	2024	1 266	419	110	636	2 431
	2023	1 308	427	114	626	2 475
	2022	1 274	426	114	617	2 431
	2021	1 203	433	89	681	2 406
	2020	1 192	440	87	628	2 347
North	2024	1 406	365	32	424	2 227
	2023	1 283	359	27	424	2 093
	2022	1 228	357	27	424	2 036
	2021	1 249	422	21	426	2 118
	2020	1 233	382	21	415	2 051
Tai Po	2024	1 601	352	86	280	2 319
	2023	1 556	359	84	270	2 269
	2022	1 614	353	72	266	2 305
	2021	1 539	336	84	218	2 177
	2020	1 473	337	74	203	2 087
Sai Kung	2024	1 930	316	146	505	2 897
	2023	1 932	305	155	481	2 873
	2022	1 971	316	146	479	2 912
	2021	1 954	332	165	439	2 890
	2020	1 937	331	157	429	2 854
Sha Tin	2024	1 600	337	67	602	2 606
	2023	1 600	335	64	514	2 513
	2022	1 570	335	68	506	2 479
	2021	1 550	302	56	506	2 414
	2020	1 541	305	56	480	2 382

District	Situation as at end- December of each year	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
Kwai Tsing	2024	484	360	21	772	1 637
	2023	424	353	21	726	1 524
	2022	416	364	21	721	1 522
	2021	411	368	21	694	1 494
	2020	411	361	21	654	1 447
Islands	2024	640	67	78	261	1 046
	2023	517	55	75	205	852
	2022	510	55	79	152	796
	2021	496	44	65	175	780
	2020	460	58	74	148	740
Total#	2024	19 971	3 974	1 264	12 427	37 636
	2023	19 481	3 923	1 226	11 967	36 597
	2022	19 044	3 971	1 133	11 622	35 770
	2021	18 988	3 965	1 141	11 311	35 405
	2020	18 633	3 904	1 107	11 019	34 663

* 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 370 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

Numbers of parking spaces provided at the Government car parks in 18 districts by vehicle type in the past five years[^]

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	3 821	425	13	345	4 604
	2023	3 903	426	13	343	4 685
	2022	3 921	427	13	351	4 712
	2021	3 926	428	14	335	4 703
	2020	3 933	470	13	345	4 761
Wan Chai	2024	2 428	401	11	265	3 105
	2023	2 578	230	11	263	3 082
	2022	2 605	227	11	262	3 105
	2021	2 754	227	11	280	3 272
	2020	2 705	200	17	262	3 184
Eastern	2024	3 179	346	21	382	3 928
	2023	3 165	346	33	382	3 926
	2022	3 143	351	33	374	3 901
	2021	3 150	351	33	373	3 907
	2020	3 161	347	26	364	3 898
Southern	2024	2 676	177	10	488	3 351
	2023	2 681	182	10	488	3 361
	2022	2 670	182	11	483	3 346
	2021	2 670	182	11	483	3 346
	2020	2 668	184	11	483	3 346
Yau Tsim Mong	2024	900	180	18	34	1 132
	2023	976	253	20	34	1 283
	2022	1 066	254	20	39	1 379
	2021	1 064	254	20	39	1 377
	2020	1 282	244	18	73	1 617
Sham Shui Po	2024	4 021	1 175	26	512	5 734
	2023	4 050	1 175	33	504	5 762
	2022	4 073	1 178	33	498	5 782
	2021	3 844	1 183	33	481	5 541
	2020	4 003	1 163	33	466	5 665
Kowloon City	2024	3 183	135	5	257	3 580
	2023	3 179	134	7	247	3 567
	2022	3 183	134	7	247	3 571
	2021	3 198	134	5	237	3 574
	2020	3 161	135	5	222	3 523
Wong Tai Sin	2024	4 288	295	44	590	5 217
	2023	4 187	285	44	561	5 077

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
	2022	4 213	282	25	552	5 072
	2021	4 245	296	25	563	5 129
	2020	4 213	291	25	550	5 079
Kwun Tong	2024	7 658	520	30	1 509	9 717
	2023	7 702	511	34	1 482	9 729
	2022	7 696	469	36	1 449	9 650
	2021	7 744	468	37	1 425	9 674
	2020	7 643	495	37	1 383	9 558
Tsuen Wan	2024	1 890	121	4	244	2 259
	2023	1 868	121	4	244	2 237
	2022	1 914	124	4	242	2 284
	2021	1 906	122	4	232	2 264
	2020	1 948	122	4	221	2 295
Tuen Mun	2024	3 801	179	48	239	4 267
	2023	3 769	179	46	232	4 226
	2022	3 501	142	46	166	3 855
	2021	3 494	142	46	166	3 848
	2020	3 488	144	48	166	3 846
Yuen Long	2024	3 346	111	36	242	3 735
	2023	3 301	112	46	238	3 697
	2022	3 315	107	49	238	3 709
	2021	3 353	104	39	236	3 732
	2020	3 315	103	36	236	3 690
North	2024	4 443	417	55	270	5 185
	2023	3 820	411	55	254	4 540
	2022	3 475	374	42	126	4 017
	2021	2 687	374	27	113	3 201
	2020	2 609	388	26	115	3 138
Tai Po	2024	1 121	208	8	96	1 433
	2023	1 110	208	15	96	1 429
	2022	897	213	8	80	1 198
	2021	787	210	8	73	1 078
	2020	802	212	11	74	1 099
Sai Kung	2024	1 945	73	51	208	2 277
	2023	1 941	73	66	206	2 286
	2022	1 938	73	61	206	2 278
	2021	1 841	70	62	167	2 140
	2020	1 700	70	67	158	1 995
Sha Tin	2024	4 642	182	32	501	5 357
	2023	4 479	179	31	482	5 171
	2022	4 420	183	33	481	5 117
	2021	4 378	170	33	441	5 022
	2020	4 062	167	33	410	4 672

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwai Tsing	2024	5 049	579	12	901	6 541
	2023	4 905	564	12	855	6 336
	2022	4 836	563	12	845	6 256
	2021	4 836	563	10	840	6 249
	2020	4 830	563	10	840	6 243
Islands	2024	2 222	71	39	136	2 468
	2023	2 111	242	17	114	2 484
	2022	1 601	115	17	109	1 842
	2021	1 717	181	17	102	2 017
	2020	1 632	182	18	102	1 934
Total	2024	60 613	5 595	463	7 219	73 890
	2023	59 725	5 631	497	7 025	72 878
	2022	58 467	5 398	461	6 748	71 074
	2021	57 594	5 459	435	6 586	70 074
	2020	57 155	5 480	438	6 470	69 543

- ^ 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- December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	34 750	439	59	601	35 849
	2023	34 045	385	58	483	34 971
	2022	34 073	457	58	483	35 071
	2021	34 065	464	57	480	35 066
	2020	34 074	480	57	473	35 084
Wan Chai	2024	35 523	88	90	359	36 060
	2023	35 138	83	97	321	35 639
	2022	35 170	83	98	323	35 674
	2021	35 507	85	97	352	36 041
	2020	35 423	88	97	355	35 963
Eastern	2024	42 914	1 403	193	1 562	46 072
	2023	43 136	1 389	227	1 455	46 207
	2022	43 112	1 379	238	1 440	46 169
	2021	42 775	1 390	238	1 451	45 854
	2020	43 033	1 443	239	1 456	46 171
Southern	2024	36 970	894	179	1 079	39 122
	2023	36 751	892	177	1 053	38 873
	2022	37 059	861	188	1 016	39 124
	2021	36 564	877	189	1 008	38 638
	2020	36 061	916	208	989	38 174
Yau Tsim Mong	2024	33 153	773	86	786	34 798
	2023	33 421	774	101	797	35 093
	2022	33 280	770	94	753	34 897
	2021	33 351	869	107	745	35 072
	2020	32 682	910	112	721	34 425
Sham Shui Po	2024	26 215	1 820	386	929	29 350
	2023	25 305	1 905	387	854	28 451
	2022	24 774	1 891	387	817	27 869
	2021	24 469	1 902	362	794	27 527
	2020	24 206	1 901	378	791	27 276
Kowloon City	2024	47 634	1 171	104	1 186	50 095
	2023	46 646	1 090	154	1 045	48 935
	2022	45 911	977	91	896	47 875
	2021	44 141	962	112	834	46 049
	2020	43 285	991	161	842	45 279
Wong Tai Sin	2024	16 132	874	47	1 426	18 479
	2023	16 472	865	45	1 328	18 710

District	Situation as at end- December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
	2022	16 401	877	73	1 311	18 662
	2021	16 192	880	63	1 285	18 420
	2020	16 355	880	63	1 297	18 595
Kwun Tong	2024	40 976	3 044	39	2 576	46 635
	2023	41 130	2 896	47	2 449	46 522
	2022	40 501	2 765	45	2 354	45 665
	2021	39 852	2 766	111	2 323	45 052
	2020	39 261	2 768	109	2 258	44 396
Tsuen Wan	2024	35 644	1 914	374	883	38 815
	2023	35 826	1 960	362	886	39 034
	2022	35 777	1 866	362	807	38 812
	2021	35 120	1 817	387	773	38 097
	2020	35 078	1 783	380	744	37 985
Tuen Mun	2024	38 655	2 047	91	1 097	41 890
	2023	38 658	2 038	93	958	41 747
	2022	38 177	2 012	93	872	41 154
	2021	37 585	2 007	93	804	40 489
	2020	37 118	2 009	93	780	40 000
Yuen Long	2024	39 363	1 621	288	1 149	42 421
	2023	39 436	1 524	287	1 110	42 357
	2022	39 196	1 512	281	1 099	42 088
	2021	38 004	1 516	237	989	40 746
	2020	37 418	1 540	233	977	40 168
North	2024	17 511	735	32	411	18 689
	2023	17 842	975	32	380	19 229
	2022	17 804	884	32	361	19 081
	2021	17 533	825	30	343	18 731
	2020	17 630	871	30	340	18 871
Tai Po	2024	29 771	613	58	875	31 317
	2023	29 763	641	54	850	31 308
	2022	29 446	638	54	845	30 983
	2021	28 674	619	54	827	30 174
	2020	28 720	612	54	808	30 194
Sai Kung	2024	41 071	1 176	146	2 955	45 348
	2023	40 415	1 076	148	2 759	44 398
	2022	40 472	1 103	139	2 657	44 371
	2021	40 273	1 129	132	2 553	44 087
	2020	38 868	1 136	112	2 428	42 544
Sha Tin	2024	70 266	2 204	102	2 407	74 979
	2023	71 024	2 310	101	2 376	75 811
	2022	69 538	2 234	101	2 208	74 081
	2021	68 768	2 224	144	2 139	73 275
	2020	68 539	2 232	144	2 107	73 022

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwai Tsing	2024	30 845	8 628	181	1 478	41 132
	2023	31 004	9 658	396	1 378	42 436
	2022	30 887	9 883	399	1 358	42 527
	2021	30 715	9 876	399	1 350	42 340
	2020	30 694	10 091	412	1 311	42 508
Islands	2024	17 541	870	174	370	18 955
	2023	18 022	708	176	390	19 296
	2022	13 835	700	190	386	15 111
	2021	13 732	697	190	370	14 989
	2020	13 807	697	190	360	15 054
Total	2024	634 934	30 314	2 629	22 129	690 006
	2023	634 034	31 169	2 942	20 872	689 017
	2022	625 413	30 892	2 923	19 986	679 214
	2021	617 320	30 905	3 002	19 420	670 647
	2020	612 252	31 348	3 072	19 037	665 709

^ 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 various districts
(as at February 2025)**

District	Number of On-street Disabled Parking Spaces
Central & Western	28
Wan Chai	54
Eastern	38
Southern	27
Yau Tsim Mong	60
Sham Shui Po	40
Kowloon City	44
Wong Tai Sin	24
Kwun Tong	39
Tsuen Wan	37
Tuen Mun	19
Yuen Long	30
North	12
Tai Po	18
Sai Kung	24
Sha Tin	25
Kwai Tsing	32
Islands	14
Total	565

Utilisation rates of on-street disabled parking spaces in various districts

District	Number of on-street disabled parking spaces during “snapshot surveys” from September to December 2024	Utilisation rate ^{Note 1}
Central & Western	28	68%
Wan Chai	51	67%
Eastern	38	66%
Southern	27	44%
Yau Tsim Mong	60	82%
Sham Shui Po	36	86%
Kowloon City	44	80%
Wong Tai Sin	23	65%
Kwun Tong	38	79%
Tsuen Wan	35	49%
Tuen Mun	17	65%
Yuen Long	30	63%
North	12	75%
Tai Po	15	47%
Sai Kung	24	38%
Sha Tin	25	68%
Kwai Tsing	32	50%
Islands	13	46%
Total	548 ^{Note 2}	66%

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 2024, and the “utilisation” of disabled parking spaces excludes illegal uses of the spaces.
- (2) As at February 2025, the number of on-street disabled parking spaces has increased to 565.

- End -

CONTROLLING OFFICER'S REPLY**TLB201****(Question Serial No. 2033)**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.: 20)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

Franchise	Effective Date	Weighted Average Rate of Fare Increase	Change in CCPI from the Date of Preceding Fare Increase
Citybus Limited (Franchise for the Urban and New Territories bus network) (CTB (Urban and New Territories)) (Note 1)	8 June 2008	2.0%	-4.6%
	20 January 2019	7.0% (Note 2)	34.5%
	4 April 2021	Phase one: 8.5%	4.1%
	2 January 2022	Phase two: 3.2%	
	18 June 2023	4.9% (Notes 2, 3)	3.1%
	5 January 2025	7.5%	2.8%

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)) (Note 4)	18 June 2023	4.2% (Note 2)	47.1% (Note 5)
The Kowloon Motor Bus Company (1933) Limited (KMB)	6 July 2014	3.9%	5.6%
	20 January 2019	Jointly-operated cross-harbour routes under CTB (Hong Kong Island and Cross-Harbour) and NWFB's fare increase only: KMB/CTB (Hong Kong Island and Cross-Harbour) routes: 7.0% KMB/NWFB routes: 5.6%	10.5%
	4 April 2021	Solely operated routes: 5.8% (Notes 2, 6)	15.0% (Note 7)
	18 June 2023	3.9% (Notes 2, 3)	3.1%
	5 January 2025	4.3% (Notes 2, 3)	2.8%
Long Win Bus Company Limited (LW) (Note 8)	8 June 2008	4.5%	-2.3% (Note 5)
	15 May 2011	3.2%	7.3%
	18 June 2023	4.2% (Note 2)	34.6%
New Lantau Bus Co. (1973) Limited	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%
	5 January 2025	6.5%	2.8%
New World First Bus Services Limited (NWFB) (Note 1)	22 April 2001	2.4%	-9.2% (Note 5)
	8 June 2008	5.0%	3.6%
	20 January 2019	5.6% (Note 2)	34.5%
	4 April 2021	Phase one: 8.5%	4.1%
	2 January 2022	Phase two: 3.2%	
	18 June 2023	4.9% (Notes 2, 3)	3.1%

Notes:

- As decided by the Chief Executive in Council, the franchises of New World First Bus Services Limited (NWFB) and Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour bus network) (CTB (Hong Kong Island and Cross-Harbour)) were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing on 1 July 2023.
- 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.

3. The overall weighted average rate of fare increase of the solely operated routes and the jointly-operated cross-harbour routes.
4. Since the establishment of the franchise in June 1997, CTB(F2) has increased its fares only once.
5. 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.
6. When CTB(Hong Kong Island and Cross-Harbour) 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(Hong Kong Island and Cross-Harbour)/NWFB were also increased by the same rates.
7. 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(Hong Kong Island and Cross-Harbour)/NWFB.
8. 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
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)
2024	258	1.7% - 17.6%

Notes:

1. There are numerous of GMB packages and fare increase applications. We currently do not maintain the change in CCPI from the date of preceding fare increase for each application and therefore cannot provide a comparison between the rate of increase and the change in CCPI.
2. The relatively high rate of fare increase 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	Lantau	
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%
14 July 2024	8.9%	9.6%	10.9%	4.7%

(D) Franchised Ferry

Franchised Ferry Service (Note 1)	Effective Date	Fare Adjustment Level	Change in CCPI from the Date of Preceding Fare Increase
Tsim Sha Tsui - Central	29 March 2009 1 January 2010	Phase one: 4.5% - 17.6% Phase two: 8.7% - 20.0%	- (Note 2)
	24 June 2012	13.3% - 16.7%	10.6%
	15 July 2017	8.0% - 10.7%	16.5%
	9 February 2021	13.5% - 18.5%	7.1%
	3 April 2023	53.8% - 56.3%	3.7%
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

Licensed Ferry Service	Effective Date	Fare Adjustment Level (Note 1)	Change in CCPI from the Date of Preceding Fare Increase
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 (between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau)	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%

Licensed Ferry Service	Effective Date	Fare Adjustment Level (Note 1)	Change in CCPI from the Date of Preceding Fare Increase
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%
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	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%
	11 August 2024	14.0% - 21.3%	11.1%
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%

Licensed Ferry Service	Effective Date	Fare Adjustment Level (Note 1)	Change in CCPI from the Date of Preceding Fare Increase
	14 September 2014	11.0%	13.8%
	8 May 2016	4.1% - 8.1%	3.8%
Aberdeen - Pak Kok Tsuen - Yung Shue Wan (Note 3)	27 September 2015	8.6%	- (Note 2)
	7 October 2018	10.5%	7.2%
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%
Discovery Bay - Peng Chau/Trappist Monastery (Note 5)	19 January 2025	20.0%	5.2%

Notes:

1. Rate of fare adjustment for adult single ticket except for the “North Point – Kwun Tong” dangerous goods vehicular ferry service where it is the fare adjustment rate for each vehicle by vehicle type.
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.
5. The “Discovery Bay – Peng Chau/ Trappist Monastery” route was switched from kaito service to licensed ferry service on 7 July 2023. The fare of the licensed route has been adjusted less than five times.

(F) Tram

Effective Date	Fare Adjustment Level (Note)	Change in CCPI from the Date of Preceding Fare Increase
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**TLB202****(Question Serial No. 2037)**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:

Duties of the Transport Department (TD) include managing traffic, regulating public transport services, issuing driving licences and vehicle licences, and formulating long-term plans to cope with the growth in demand for transport facilities and services. Personalised point-to-point transport services are one of the key elements of the local transport system. In this connection, will the Government advise this Committee of the following:

- (a) the limit on the number of hire car permits (HCPs) in the territory as at February 2025; and
- (b) whether the Government has considered relaxing the application requirements and increasing the number of HCPs in view of the shortfall in market supply arising from the eradication of “pak pai service” through legislation in future; and if yes, the details; if no, the reasons.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 24)Reply:

- (a) The Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L) stipulates the types of hire car services and the corresponding maximum number of permits which may be issued. The respective maximum numbers of each type of permits are set out in the table below:

Type of HCP	Statutory maximum number of HCPs
Private Hire Car Service (Note 1)	1 500
Hotel Hire Car Service	400
Tour Hire Car Service	400
Airport Hire Car Service (Note 2)	60
School Hire Car Service (Note 2)	1 500

Note 1: Private hire car service includes private service (limousine) and private service (limousine- cross boundary).

Note 2: Airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while school hire cars were also replaced by school private light buses, TD has no longer received applications for these two types of HCPs.

- (b) The Government will closely monitor the demand for hire car services in the community, and review the assessment criteria for and the caps imposed on HCPs in a timely manner to meet the market needs for such services. As the numbers of HCPs in force are lower than the respective limits imposed on such permits at present, parties who are interested in operating the services may submit their applications. TD will vet applications for HCPs in accordance with the requirements of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D). The hire car services concerned must be reasonably required. Other factors, such as hiring records and service contracts submitted by the applicants, will also be taken into consideration. TD has introduced relevant measures to facilitate the entry of new service providers into the hire car market since 2017.

Moreover, to enhance personalised point-to-point transport services, TD is conducting a study on the overall demand and supply of personalised point-to-point transport services to understand the passenger demand and changes. The Transport Advisory Committee has set up the Working Group for Enhancing Personalised Point-to-Point Transport Services (“the Working Group”) to explore strategic directions of the relevant services and how to regulate online car hailing platforms. After consolidating the findings of the study on demand and supply of personalised point-to-point transport services being undertaken by TD and the views of stakeholders, the Working Group will submit a report to the Government as soon as possible. The Government will, after holistically considering the report of the Working Group and the views collected, formulate legislative proposals on the regulation of online car hailing platforms as soon as possible within this year.

- End -

CONTROLLING OFFICER'S REPLY**TLB203****(Question Serial No. 1354)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development
(2) Licensing of Vehicles and DriversControlling 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 number 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 number of newly registered vehicles in each of the past three years with a breakdown by vehicle class and fuel type?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 32)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		
	2022	2023	2024
Hong Kong Island	624 000	523 167	397 077
Kowloon East	555 417	443 038	297 579
Kowloon West	1 011 084	960 276	872 319
New Territories South	570 895	471 527	390 462
New Territories North	602 075	615 011	585 760

Police Region	Number of FPNs issued against illegal parking		
	2022	2023	2024
Total	3 363 471	3 013 019	2 543 197

- 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.
- The numbers of first registered vehicles with breakdown by vehicle class and fuel type in the past three years are tabulated below:

2022

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Motorcycle	7 477	0	163	0	0	7 640
Private car	17 683	0	19 795	0	0	37 478
Taxi	10	0	1	1 094	0	1 105
Franchised bus	0	217	19	0	0	236
Non-franchised public bus	0	310	2	0	0	312
Private bus	0	57	0	0	0	57
Public light bus	0	14	0	115	0	129
Private light bus	0	69	0	1	0	70
Goods vehicle	0	6 913	80	0	0	6 993
Special purpose vehicle	0	120	13	4	0	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

2024

Vehicle class	Number of first registered vehicles					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Motorcycle	3 726	0	307	0	0	4 033
Private car	13 503	0	33 206	0	0	46 709
Taxi	4	0	140	827	0	971
Franchised bus	0	25	20	0	0	45
Non-franchised public bus	0	307	10	0	0	317
Private bus	0	63	3	0	0	66
Public light bus	0	105	3	14	0	122
Private light bus	0	132	1	0	0	133
Goods vehicle	0	2 936	249	0	0	3 185
Special purpose vehicle	2	71	3	5	0	81

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.

Numbers of on-street parking spaces in 18 districts by vehicle type in the past three years

District	Year (Situation as at the end of December)	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
Central & Western	2024	509	202	11	651	1 373
	2023	508	193	11	651	1 363
	2022	443	193	9	618	1 263
Wan Chai	2024	1 029	25	53	779	1 886
	2023	1 017	24	48	761	1 850
	2022	990	24	22	711	1 747
Eastern	2024	536	101	65	807	1 509
	2023	529	91	75	818	1 513
	2022	523	91	62	777	1 453
Southern	2024	653	51	85	447	1 236
	2023	645	50	85	447	1 227
	2022	642	53	85	447	1 227
Yau Tsim Mong	2024	1 586	369	141	1 319	3 415
	2023	1 561	363	138	1 309	3 371
	2022	1 389	364	94	1 299	3 146
Sham Shui Po	2024	1 295	220	12	884	2 411
	2023	1 273	229	9	876	2 387
	2022	1 249	228	9	861	2 347
Kowloon City	2024	2 378	143	160	1 002	3 683
	2023	2 336	143	134	991	3 604
	2022	2 296	140	140	965	3 541
Wong Tai Sin	2024	316	129	0	545	990
	2023	306	129	0	519	954
	2022	303	128	0	475	906
Kwun Tong	2024	586	120	53	921	1 680
	2023	531	115	42	834	1 522
	2022	538	123	42	795	1 498
Tsuen Wan	2024	859	69	31	700	1 659
	2023	888	63	31	629	1 611
	2022	814	67	31	623	1 535
Tuen Mun	2024	1 297	329	113	892	2 631
	2023	1 267	330	113	886	2 596
	2022	1 274	354	112	886	2 626
Yuen Long	2024	1 266	419	110	636	2 431
	2023	1 308	427	114	626	2 475
	2022	1 274	426	114	617	2 431
North	2024	1 406	365	32	424	2 227
	2023	1 283	359	27	424	2 093

District	Year (Situation as at the end of December)	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total#
	2022	1 228	357	27	424	2 036
Tai Po	2024	1 601	352	86	280	2 319
	2023	1 556	359	84	270	2 269
	2022	1 614	353	72	266	2 305
	2024	1 930	316	146	505	2 897
Sai Kung	2023	1 932	305	155	481	2 873
	2022	1 971	316	146	479	2 912
	2024	1 600	337	67	602	2 606
Sha Tin	2023	1 600	335	64	514	2 513
	2022	1 570	335	68	506	2 479
	2024	484	360	21	772	1 637
Kwai Tsing	2023	424	353	21	726	1 524
	2022	416	364	21	721	1 522
	2024	640	67	78	261	1 046
Islands	2023	517	55	75	205	852
	2022	510	55	79	152	796
	2024	19 971	3 974	1 264	12 427	37 636
Total#	2023	19 481	3 923	1 226	11 967	36 597
	2022	19 044	3 971	1 133	11 622	35 770

- * 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 370 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[^]

District	Year (Situation as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	3 821	425	13	345	4 604
	2023	3 903	426	13	343	4 685
	2022	3 921	427	13	351	4 712
Wan Chai	2024	2 428	401	11	265	3 105
	2023	2 578	230	11	263	3 082
	2022	2 605	227	11	262	3 105
Eastern	2024	3 179	346	21	382	3 928
	2023	3 165	346	33	382	3 926
	2022	3 143	351	33	374	3 901
Southern	2024	2 676	177	10	488	3 351
	2023	2 681	182	10	488	3 361
	2022	2 670	182	11	483	3 346
Yau Tsim Mong	2024	900	180	18	34	1 132
	2023	976	253	20	34	1 283
	2022	1 066	254	20	39	1 379
Sham Shui Po	2024	4 021	1 175	26	512	5 734
	2023	4 050	1 175	33	504	5 762
	2022	4 073	1178	33	498	5 782
Kowloon City	2024	3 183	135	5	257	3 580
	2023	3 179	134	7	247	3 567
	2022	3 183	134	7	247	3 571
Wong Tai Sin	2024	4 288	295	44	590	5 217
	2023	4 187	285	44	561	5 077
	2022	4 213	282	25	552	5 072
Kwun Tong	2024	7 658	520	30	1 509	9 717
	2023	7 702	511	34	1 482	9 729
	2022	7 696	469	36	1 449	9 650
Tsuen Wan	2024	1 890	121	4	244	2 259
	2023	1 868	121	4	244	2 237
	2022	1 914	124	4	242	2 284
Tuen Mun	2024	3 801	179	48	239	4 267
	2023	3 769	179	46	232	4 226
	2022	3 501	142	46	166	3 855
Yuen Long	2024	3 346	111	36	242	3 735
	2023	3 301	112	46	238	3 697
	2022	3 315	107	49	238	3 709
North	2024	4 443	417	55	270	5 185
	2023	3 820	411	55	254	4 540

District	Year (Situation as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
	2022	3 475	374	42	126	4 017
Tai Po	2024	1 121	208	8	96	1 433
	2023	1 110	208	15	96	1 429
	2022	897	213	8	80	1 198
Sai Kung	2024	1 945	73	51	208	2 277
	2023	1 941	73	66	206	2 286
	2022	1 938	73	61	206	2 278
Sha Tin	2024	4 642	182	32	501	5 357
	2023	4 479	179	31	482	5 171
	2022	4 420	183	33	481	5 117
Kwai Tsing	2024	5 049	579	12	901	6 541
	2023	4 905	564	12	855	6 336
	2022	4 836	563	12	845	6 256
Islands	2024	2 222	71	39	136	2 468
	2023	2 111	242	17	114	2 484
	2022	1 601	115	17	109	1 842
Total	2024	60 613	5 595	463	7 219	73 890
	2023	59 725	5 631	497	7 025	72 878
	2022	58 467	5 398	461	6 748	71 074

- ^ 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	Year (Situation as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2024	34 750	439	59	601	35 849
	2023	34 045	385	58	483	34 971
	2022	34 073	457	58	483	35 071
Wan Chai	2024	35 523	88	90	359	36 060
	2023	35 138	83	97	321	35 639
	2022	35 170	83	98	323	35 674
Eastern	2024	42 914	1 403	193	1 562	46 072
	2023	43 136	1 389	227	1 455	46 207
	2022	43 112	1 379	238	1 440	46 169
Southern	2024	36 970	894	179	1 079	39 122
	2023	36 751	892	177	1 053	38 873
	2022	37 059	861	188	1 016	39 124
Yau Tsim Mong	2024	33 153	773	86	786	34 798
	2023	33 421	774	101	797	35 093
	2022	33 280	770	94	753	34 897
Sham Shui Po	2024	26 215	1 820	386	929	29 350
	2023	25 305	1 905	387	854	28 451
	2022	24 774	1 891	387	817	27 869
Kowloon City	2024	47 634	1 171	104	1 186	50 095
	2023	46 646	1 090	154	1 045	48 935
	2022	45 911	977	91	896	47 875
Wong Tai Sin	2024	16 132	874	47	1 426	18 479
	2023	16 472	865	45	1 328	18 710
	2022	16 401	877	73	1 311	18 662
Kwun Tong	2024	40 976	3 044	39	2 576	46 635
	2023	41 130	2 896	47	2 449	46 522
	2022	40 501	2 765	45	2 354	45 665
Tsuen Wan	2024	35 644	1 914	374	883	38 815
	2023	35 826	1 960	362	886	39 034
	2022	35 777	1 866	362	807	38 812
Tuen Mun	2024	38 655	2 047	91	1 097	41 890
	2023	38 658	2 038	93	958	41 747
	2022	38 177	2 012	93	872	41 154
Yuen Long	2024	39 363	1 621	288	1 149	42 421
	2023	39 436	1 524	287	1 110	42 357
	2022	39 196	1 512	281	1 099	42 088
North	2024	17 511	735	32	411	18 689
	2023	17 842	975	32	380	19 229

District	Year (Situation as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
	2022	17 804	884	32	361	19 081
Tai Po	2024	29 771	613	58	875	31 317
	2023	29 763	641	54	850	31 308
	2022	29 446	638	54	845	30 983
Sai Kung	2024	41 071	1 176	146	2 955	45 348
	2023	40 415	1 076	148	2 759	44 398
	2022	40 472	1 103	139	2 657	44 371
Sha Tin	2024	70 266	2 204	102	2 407	74 979
	2023	71 024	2 310	101	2 376	75 811
	2022	69 538	2 234	101	2 208	74 081
Kwai Tsing	2024	30 845	8 628	181	1 478	41 132
	2023	31 004	9 658	396	1 378	42 436
	2022	30 887	9 883	399	1 358	42 527
Islands	2024	17 541	870	174	370	18 955
	2023	18 022	708	176	390	19 296
	2022	13 835	700	190	386	15 111
Total	2024	634 934	30 314	2 629	22 129	690 006
	2023	634 034	31 169	2 942	20 872	689 017
	2022	625 413	30 892	2 923	19 986	679 214

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

- End -

CONTROLLING OFFICER'S REPLY**TLB204****(Question Serial No. 1356)**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 efforts on combating the persistent unlawful occupation and abuse of parking spaces, will the Government inform this Committee of the following:

1. the 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. whether data is maintained on the complaints against unlawful occupation of on-street parking spaces or on the use of metered parking spaces for commercial purposes; if yes, the details; if no, the reasons; and
3. the names of public multi-storey car parks under the Transport Department (TD) which have adopted geomagnetic sensor and other overhead type sensor technologies; and the reasons for adopting such technologies?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 34)

Reply:

1. The numbers of FPNs issued against unlawful occupation of on-street parking spaces under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the Hong Kong Police Force (HKPF) in the past three years are tabulated below:

Year	2022	2023	2024
prosecution figures	259 992	259 497	242 309

2. 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 HKPF, Lands Department and Food and Environmental Hygiene Department) of the situation for investigation and 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, space sensors of parking meters can detect whether the relevant on-street parking spaces are occupied, and the occupancy and payment status of the metered parking spaces can be consolidated through the backend computer system to identify parking spaces which are occupied without payment. TD has already shared the real-time information with the HKPF to facilitate its enforcement.

3. There are ten public multi-storey car parks operated by TD that have adopted overhead type sensor and/or geomagnetic sensor technologies, including Star Ferry, City Hall, Rumsey Street, Kennedy Town, Tin Hau, Shau Kei Wan, Aberdeen, Sheung Fung Street, Kwai Fong and Tsuen Wan Car Parks. The purpose of the technologies are to identify whether a parking space is vacant or not and to show the number of available parking spaces on each floor through the electronic display panel at the car park to facilitate motorists to locate parking spaces. “HKeMobility” mobile application will also disseminate real-time parking vacancy information of some car parks. Among the above car parks, as some of the floors of the Star Ferry, City Hall, Kennedy Town and Kwai Fong Car Parks are of an open design, the overhead type sensor technology is not suitable for use. They therefore adopt geomagnetic sensor technology for collection of information on vacant parking spaces.

- End -

CONTROLLING OFFICER'S REPLY**TLB205****(Question Serial No. 1357)**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.: 35)

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 more 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
2022	equipment failure (Note)	103
	human factors	9
2023	equipment failure (Note)	94
	human factors	7
2024	equipment failure (Note)	82
	human factors	7

Note: Including station equipment failure, infrastructure (e.g. signalling system) and 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 (Note 1)	Airport Express (Notes 1 & 2)
2022 (Note 3)											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (ppsm)) (a) (Note 4)	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) (Note 5)	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	60%	59%	59%	56%	54%	48%	50%	51%	47%	34%

		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 & 2)
	(6 ppsm) [(c)/(b)] { } critical link	{Tai Wai to Kowloon Tong}	{Tsuen Wan West to Mei Foo}	{Yau Tong to Quarry Bay}	{Tin Hau to Causeway Bay}	{Admiralty to Ocean Park}	{Choi Hung to Kowloon Bay}	{Sham Shui Po to Prince Edward}	{Sunny Bay to Disneyland Resort}	{Olympic to Kowloon}	{Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 6)	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
2023											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (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	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 & 2)
	(6 ppsm) (b)										
3.	Difference between (a) and (b) (Note 5)	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 6)	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
2024											
1.	Maximum carrying capacity when	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 (Note 1)	Airport Express (Notes 1 & 2)
	train frequency is maximised (6 persons (standing) per square metre (ppsm)) (a)										
2.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 5)	20 000	11 200	0	0	10 200	0	0	1 000	2 500	600
4.	Patronage (c)	42 800	36 200	38 400	44 100	9 900	34 200	38 400	2 800	20 900	2 000
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	68% {Tai Wai to Kowloon Tong}	62% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	59% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	51% {Sham Shui Po to Prince Edward}	33% {Sunny Bay to Disneyland Resort}	49% {Olympic to Kowloon}	48% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 6)	94%	86%	80%	77%	83%	67%	72%	46%	69%	N/A
7.	Monthly average	25.9	24.7	9.8	25.9	2.4	18.2	27.7	0.5	6.5	1.1

		East Rail Line	Tuen Ma Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line (Note 1)	Airport Express (Notes 1 & 2)
	patronage (million)										
8.	Total patronage (million)	310.3	296.9	118.0	311.4	29.0	218.1	332.1	6.4	77.8	13.1

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 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 are based on data obtained in those months when the pandemic has relatively eased.

Note 4: 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 5: This is because the service frequency has not yet been increased to the maximum level the signaling system permits.

Note 6: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 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.

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 (Note 1)		
	2022	2023	2024	2022	2023	2024
505	2 993	2 993	2 993	68%	66%	79%
506P (Note 2)	N/A	424	424	N/A	70%	45%
507	2 827	2 827	2 827	74%	83%	85%
507P (Note 2)	212	212	212	80%	90%	90%
610	2 056	2 056	2 056	80%	93%	93%
614	1 372	1 122	1 122	70% (Note 3)	77% (Note 3)	77% (Note 3)
614P	1 156	1 363	1 363			
615	748	960	960	85% (Note 3)	74% (Note 3)	87% (Note 3)
615P	1 388	1 600	1 600			
705	4 240	4 240	4 240	76%	63%	82%
706	5 088	5 088	5 088	85%	63%	80%
720 (Note 2)	N/A	N/A	212	N/A	N/A	20%
751	2 857	2 993	2 993	82%	64%	81%
751P	398	398	398	75%	60%	80%
761P	4 240	4 240	4 240	67%	64%	86%

Patronage (million)

	2022	2023	2024
Monthly average patronage	11.0	12.5	12.9
Total patronage	131.7	150.0	154.6

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by 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, 506P and 720 in September 2022, September 2023 and September 2024 respectively to run in the morning peak hours on weekdays.

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

TLB206

(Question Serial No. 1222)

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 support for the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery E-taxis” (the Loan Scheme), please advise this Committee of the latest progress of the Loan Scheme since its implementation in September 2023, with details including the number of applications received and approved by various lending institutions, the number of vehicles and loan amount involved, and the time taken in approving the applications.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 10)

Reply:

On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery E-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 (HKMCI) and loan applications will be processed by the participating lending institutions (PLIs). Since the launch of the Loan Scheme up to 28 February this year, HKMCI has received from PLIs a total of 184 applications. Among them, 166 applications (involving 166 e-taxis) for a total loan amount of about \$57 million have been approved; five applications are being processed and 13 applications have the loan cancelled due to withdrawal of application by applicants or the applicants' failure to draw the loan within the period of time designated by HKMCI.

In general, HKMCI can approve a loan within a week upon receipt of a PLI's submission of application with all the required documents.

- End -

CONTROLLING OFFICER'S REPLY

TLB207

(Question Serial No. 1223)

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 increasing the provision of parking spaces, please advise this Committee of the following:

1. The Transport Department took forward a host of measures to increase car parking spaces in 2024. Please give information on the numbers of additional parking spaces for various types of commercial vehicles (CVs) (i.e. taxis, minibuses, goods vehicles and non-franchised buses) in various districts and the resources involved in the relevant work.
2. For the 11 government public car parks, will the Government consider introducing concessionary measures to attract, in particular, CVs to park during periods of lower usage? If yes, what are the details? If not, what are the reasons?
3. As the ratio of the number of CVs to the number of CV parking spaces has remained at 1:0.6 for a long time, will the Government consider setting performance indicators for increasing the number of parking spaces, so as to ensure that the problem of insufficient CV parking spaces can be gradually improved? If yes, what are the details? If not, what are the reasons? Are there any measures in place to effectively alleviate the problem of insufficient parking spaces for CVs?

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

Reply:

1. Commercial vehicles (CVs), which carry both passengers and goods, play an important role in various industries as well as the overall economy. The Government will strive to meet the parking demand of CVs as far as possible, and has been actively pursuing a host of short-term and medium-to-long-term measures regarding the provision of the parking spaces concerned, including:

- (i) providing additional on-street CV parking spaces (including parking meters) at suitable locations while ensuring that traffic flow, road safety and the loading/unloading activities of other road users would not be compromised;
- (ii) designating suitable on-street locations as night-time parking spaces for CVs;
- (iii) utilising spaces underneath flyovers for designation of parking spaces;
- (iv) continuing to communicate closely with the Lands Department, and having regard to local demands for parking, identifying suitable sites for short-term tenancy (STT) car parks, with a view to increasing the supply of parking spaces in various districts;
- (v) stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreements of suitable STT car parks;
- (vi) encouraging schools to allow student service vehicles to park within school premises during non-school hours;
- (vii) providing public parking spaces including those for CVs in suitable “Government, Institution or Community” facilities and public open space projects in line with the “single site, multiple use” (SSMU) principle. Ka Fu Fong Public Car Park in Sheung Shui, the first SSMU project with a public vehicle park (PVP), commissioned in November 2024 providing parking spaces for private cars and CVs;
- (viii) revising the Hong Kong Planning Standards and Guidelines in 2021, which increased the type and number of parking spaces for CVs in subsidised housing development projects; and
- (ix) requiring that a certain number of ancillary parking spaces and loading/unloading bays in suitable new development projects be opened for public night-time parking of CVs.

The progress of providing additional CV parking spaces in 2024 is set out at **Annex 1**.

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.

2. At present, the rates for van-type light goods vehicles and private cars are the same at the 11 public car parks operated by TD (except Wong Tai Sin Car Park^{Note}). The parking fees of the above 11 public car parks are generally lower when compared with the nearby car parks, and six of them have offered concessionary night-time parking rates during periods of lower usage at night to attract motorists to use the car parks.
3. TD has been listening to the suggestions of the trade, closely monitoring the changes in the short-term supply of parking spaces in various districts and paying heed to the needs of individual sectors when implementing short-term and medium-to-long-term measures for providing CV parking spaces. Besides, if a STT car park is to be resumed for long-term development, TD will require the project proponent to review the impact of the project on the supply and demand for parking spaces at the planning stage of the relevant development project, and take appropriate short-term mitigation measures, including identifying an alternative location or providing an appropriate number of public parking spaces in the relevant development projects, so as to make up for the shortfall in parking spaces as far as possible.

With regard to new government PVPs, apart from the above-mentioned Ka Fu Fong Public Car Park in Sheung Shui, PVPs in the Chinese Medicine Hospital in Tseung Kwan O and the Joint-user Government Office Building in Area 67, Tseung Kwan O, which are expected to be completed in 2025, will provide more than 130 additional CV parking spaces in total. Moreover, the Government expects that, with the completion of more PVP projects implemented following the SSMU principle in the next three years, more than 70 CV additional parking spaces will be provided. Some privately-operated car parks and STT car parks will also provide CV parking spaces.

The demand for CV parking spaces hinges on many factors, such as the overall economic situation, the demand and supply of local parking spaces, mode of operation of CVs, parking habits, and places of residence and work of drivers. At present, many CVs are parked not only at brownfield sites but also on the Mainland where drivers are engaged in cross-boundary operations. Moreover, some CVs (such as those for food transportation and distribution) have to operate during nighttime to meet industry needs. Setting a rigid target for the ratio of CV parking spaces is not only lacking in flexibility but also being unable to accurately reflect the actual circumstances in individual districts. Furthermore, land resources are extremely scarce in Hong Kong. The demands for housing and other uses have also to be taken into account when considering increasing the number of parking spaces for CVs. Hence, we consider it inappropriate to set rigid targets for the supply of CV parking spaces.

Note: The Wong Tai Sin Car Park only provides parking spaces for coaches/goods vehicles (over 5.5 tonnes) and does not provide parking spaces for van-type light goods vehicles and private cars.

**Progress of providing additional CV parking spaces
(as at December 2024)**

	Measure	Progress	Vehicle type
1.	Designating suitable on-street locations as on-street parking spaces, including night-time parking spaces	<ul style="list-style-type: none"> - About 1 040 additional on-street parking spaces have been provided in 2024. - A total of 37 640 on-street parking spaces are provided. 	goods vehicles, non-franchised buses, minibuses, taxis
2.	Stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks	<ul style="list-style-type: none"> - In 2024, it has been stipulated in the tenancy agreements that at least about 320 parking spaces for CVs have to be provided. - At least about 2 090 parking spaces for CVs are involved. 	goods vehicles, non-franchised buses, minibuses
3.	Encouraging schools to allow student service vehicles to park within school premises after school hours	<ul style="list-style-type: none"> - In 2024, three more schools have provided a total of ten parking spaces for student service vehicles. - 40 schools have provided a total of 120 parking spaces for student service vehicles to park after school hours. 	non-franchised buses, minibuses
4.	Increasing public parking spaces including those for CVs in suitable “Government, Institution or Community” facilities and public open space projects	<ul style="list-style-type: none"> - The first SSMU project with PVP, Ka Fu Fong Public Car Park in Sheung Shui, was commissioned in 2024 providing 6 parking spaces for CVs. 	goods vehicles

	Measure	Progress	Vehicle type
5.	Opening up a certain number of ancillary parking spaces and loading/unloading bays in suitable new developments as night-time public parking spaces for CVs	- Ancillary parking spaces and loading/unloading bays have been opened up in four new developments for sale, providing about 270 night-time public parking spaces for CVs.	goods vehicles, non-franchised buses, taxis

- End -

CONTROLLING OFFICER'S REPLY

TLB208

(Question Serial No. 1224)

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 following:

1. the situation of applications from the eligible public transport operators since the launch of the Scheme, including 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, the reasons for rejection and the resources involved in the relevant work; and
2. whether the Government will consider increasing the quota on imported drivers given that the unemployment rate in Hong Kong has remained low and the transport sectors are still facing recruitment difficulties; if yes, the details; if not, the reasons; whether relevant measures will be further streamlined to expedite the processing of applications; if not, the reasons; and whether there are any measures to alleviate the shortage of drivers in the transport sectors.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 12)

Reply:

1. The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To further alleviate the problem of labour shortage in the trade, the Government announced the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau (TLB), the Labour Department and the Transport Department (TD)).

In the first round of application, a total of 118 applications were received, of which 98 were approved, involving 969 imported driver quotas. In the second round of application, a total of 129 applications were received, of which 125 were approved, involving 849 imported driver quotas (including 118 quotas left unused by applicants in the first round and carried forward to the second round). In the two rounds of applications, the reasons for rejecting applications include failing to satisfy requirements relating to local recruitment or manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. As at the end of February 2025, a total of 1 278 imported drivers have passed the local driving test, of whom more than 1 200 have commenced work. 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.

2. The Government will continue to maintain liaison with representatives of the relevant transport sectors and labour unions via the stakeholder consultative group and keep in view the implementation of the Scheme. TLB and TD are currently reviewing its implementation and evaluating the manpower requirement of the trade in the coming years. We will announce the way forward of the Scheme in good time subject to the review results.

- End -

CONTROLLING OFFICER'S REPLY

TLB209

(Question Serial No. 1225)

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 operation of public light buses (PLBs), please inform this Committee of the following:

1. Since the launch of the scheme of conversion of red minibus routes to green minibus routes operations (the Scheme) last year, two red minibus (RMB) routes have converted to green minibus (GMB) route operations. Will the Government consider enhancing measures to attract more RMBs to convert to GMBs? If yes, what are the details? If no, what are the reasons?
2. Given the restricted operating boundaries of RMB services, what assistance has the Transport Department (TD) provided to RMBs to facilitate their sustainable development? and
3. In 2025-26, TD will continue to review the operating conditions of PLBs and support the Environmental Protection Department in carrying out the pilot scheme of electric PLBs. What are the details of the work plan and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 13)

Reply:

1. It has been the Government's established policy to encourage the conversion of RMBs to GMB operations, which has a wider catchment area and a relatively stable operating environment, with a view to improving their operating conditions and allowing for more effective monitoring by TD to ensure the service quality. The Government launched the scheme of conversion of RMB routes to GMB routes operations (the Scheme) in mid-2024 and invited operators of 11 selected RMB routes meeting specific conditions to apply for conversion to GMB route operations. To achieve more effective monitoring of PLB services, the approved operators shall comply with the "Conditions for the Operation of PLB (Scheduled) Service" including hiring of drivers to perform driving duties, and its daily operation and fare are subject to TD's approval and regulation. TD received two applications during the application period of the Scheme

including Yuen Long (Park YOHO) - Yuen Long Station (Long Ming Street) (Circular) and Sau Mau Ping (Hiu Kwong Street) - Jordan (Pak Hoi Street), which involve 12 minibuses. The applications were approved in January 2025 and the two routes have commenced service on 9 March and 30 March 2025 respectively. TD will consider further opening up the Scheme for participation of more RMB routes subject to the implementation of the first batch of specified routes under the Scheme and the views and feedback on the Scheme from the trade.

2. The Government has been paying close attention to the operating situation of the PLB trade and has implemented various measures to help improve the operating environment. In respect of day-to-day operations, TD provides appropriate and practicable support on the request of the trade to meet operational needs, for example, suitably relaxing or rescinding some passenger pick-up/drop-off restricted zones or prohibited zones for RMBs, taking into account the actual road conditions of individual locations; and allowing parking of PLBs at PLB stands set up by TD during non-operating hours where it does not impact road safety or other road users, with a view to meeting actual operational and parking needs of the trade.

Besides, to align with the policy of encouraging the conversion of RMBs to GMBs for operation, TD has been planning and developing new GMB route packages in light of district development and passenger demand and has been inviting applications from interested parties (including RMB operators) to run these routes through the annual GMB Operators Selection exercise.

The Government will continue to closely monitor the operation of PLB trade and maintain close communication with relevant stakeholders to explore more feasible measures to improve the operating environment of the trade.

3. The Environmental Protection Department (EPD) has implemented the Pilot Scheme for Electric PLBs (the Pilot Scheme) to subsidise operators to procure electric PLBs for trial in different GMB routes and evaluate the feasibility of the application of electric PLBs in Hong Kong as well as the relevant charging arrangements. TD has been actively enabling the implementation of the Pilot Scheme, including providing inputs on the site selection for minibus stops to be installed with charging facilities and assisting in the EPD's consultation with the PLB trade on the Pilot Scheme. Moreover, during the trial period, TD has also coordinated with the PLB operators participating in the Pilot Scheme to submit to EPD the daily operation data of the electric PLBs for analysing the effectiveness of the Scheme. 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.

- End -

CONTROLLING OFFICER'S REPLY

TLB210

(Question Serial No. 1226)

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 2025-26, the Transport Department (TD) will continue to assist the Transport and Logistics Bureau (TLB) in formulating measures to enhance taxi service quality, including formulation and implementation of the legislative proposals to mandate the installation of camera systems on all taxis and provision of electronic payment (e-payment) means by all taxi drivers. Please inform this Committee of the timetable of the above-mentioned legislative proposals and the resources involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 14)

Reply:

To leverage the use of technology in enhancing the overall quality of taxi service, the Government has proposed to mandate all taxis to be installed with in-vehicle cameras, dash cameras and global navigation satellite systems (hereinafter referred to as “the Camera Systems”), and to mandate all taxi drivers to provide e-payment means. We are drafting the relevant legislative amendments, endeavouring to introduce the proposed legislative amendments into the Legislative Council (LegCo) in the second quarter of 2025.

Considering that many e-payment means are available in the market for the taxi trade to choose from, we plan to implement the proposal on e-payment in late 2025, subject to the support of the LegCo for the proposed legislative amendments. As for the proposal on installation of the Camera Systems, subject to the support of the LegCo for the relevant proposed legislative amendments, the TD plans to accept applications for the approval of compliant camera systems and at the same time engage contractors for setting up the centralised platform in mid-2025 to process and store the audio-visual recordings and data collected by the Camera Systems in support of related law enforcement and management. We will actively work with the trade for progressively installing the Camera Systems from late 2025 to mid-2026 for completion within 2026. The relevant legislation will come into effect by then.

The above work to assist in formulating the legislative proposals is undertaken by existing staff of the TD. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB211

(Question Serial No. 1227)

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 is the number of enforcement actions taken to combat the illegal carriage of passengers by motor vehicles for hire or reward, and how many of these cases involved cross-boundary vehicles in 2024?
2. What is the number of vehicles impounded with the relevant licences suspended on grounds of illegal carriage of passengers for hire or reward, and how many of these cases involved cross-boundary vehicles in 2024?
3. The Transport Department (TD) will continue to assist the Transport and Logistics Bureau in matters relating to the formulation of measures combating the illegal carriage of passengers by motor vehicles for hire or reward in 2025-26. What are details of the work and resources involved?
4. What is the timetable for formulating the legislative proposal on regulation of online car hailing platforms? And
5. Will the Hong Kong Police Force (HKPF) be called upon to reinforce the efforts to combat the illegal carriage of passengers for hire or reward? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 15)

Reply:

1. In 2024, the HKPF has taken 47 enforcement actions against the use of motor vehicles for illegal carriage of passengers for hire or reward, and 19 of which involved cross-boundary vehicles.

2. In 2024, 43 vehicles were detained with their vehicle licences suspended by TD on grounds of illegal carriage of passengers for hire or reward, eight of which were cross-boundary vehicles.
3. On education and publicity, TD has been making use of various channels such as posting publicity messages on social media platforms, releasing online promotional video, broadcasting announcement on radio, displaying samples of hire car permits (HCPs) on the TD's website, putting up posters at land control points, the airport and in public places, etc. to remind the public to choose lawful modes of public transport when travelling and enquire with the relevant service operators about whether the vehicles concerned have been issued with HCPs before travelling. TD has also set up an online enquiry system for the public to check and verify whether a vehicle has been issued with a valid HCP. TD will continue to remind the public to pay attention to safety, emphasising that using illegal hire car services can put passengers at risk as the third party insurance for any vehicle used for illegal carriage of passengers for hire or reward may be invalidated in the event of a traffic accident. TD will continue its publicity efforts and work with the HKPF on information exchange in order to combat the use of motor vehicles for illegal carriage of passengers for hire or reward. Moreover, to ensure the passenger safety, TD is participating in the work of the Government to further enhance the existing legislation and with a view to submitting the proposed legislative amendments to the Legislative Council as soon as possible, enabling more effective and efficient enforcement in combating illegal carriage of passengers for hire or reward.

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

4. To enhance personalised point-to-point transport services, TD is conducting a study on the overall demand and supply of personalised point-to-point transport services to understand the passenger demand and changes. The Transport Advisory Committee has set up the Working Group for Enhancing Personalised Point-to-Point Transport Services ("the Working Group") to explore strategic directions of the relevant services and how to regulate online car hailing platforms. After consolidating the outcome of the study on demand and supply of personalised point-to-point transport services being undertaken by TD and the views of stakeholders, the Working Group will submit a report to the Government as soon as possible. The Government will, after holistically considering the report of the Working Group and the views collected, formulate legislative proposals on the regulation of online car hailing platforms as soon as possible within this year.
5. The Government has all along been concerned about the use of motor vehicles for illegal carriage of passengers for hire or reward. The HKPF has been taking enforcement actions against illegal carriage of passengers for hire or reward through gathering intelligence through different channels. If there is sufficient evidence proving suspected vehicles without a valid HCP being used for illegal carriage of passengers for hire or reward, the HKPF will immediately take appropriate enforcement actions. The HKPF will continue to allocate appropriate resources to step up enforcement actions against illegal carriage of passengers for reward so as to protect the safety of passengers and road users.

- End -

CONTROLLING OFFICER'S REPLY**TLB212****(Question Serial No. 1228)**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 new green minibus (GMB) routes, please inform this Committee of the following:

1. The Transport Department originally planned to introduce eight new GMB routes in 2024 but finally only four routes were introduced. What are the reasons? and
2. What are 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?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 16)Reply:

Regarding the Transport Department (TD)'s original plan to introduce eight new GMB routes in 2024 (details set out in the table below), the relevant GMB Operators Selection Exercises have been completed. As at the end of 2024, four new GMB routes commenced service.

	Route	Minimum fleet size requirement	Date for publication of Gazette notice to invite applications	Service commencement date
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		Second quarter of 2025 (estimated)
3	N.T. Route No. 117B	5		Second quarter

	Route	Minimum fleet size requirement	Date for publication of Gazette notice to invite applications	Service commencement date
	(Anderson Road Quarry Development Area — Yau Tong (Circular))			of 2025 (estimated)
4	N.T. Route No. 143 (Tuen Mun San Hui — Lung Yat Estate (Circular))	4	30 June 2023 (Note)	(Note)
5	N.T. Route No. 57K (Sheung Shui Station — Tong Kung Leng)	4	30 June 2023	Commenced in August 2024
6	N.T. Route No. 57K supplementary service route (Sheung Shui Station — Tsiu Keng)	3		Commenced in August 2024
7	N.T. Route No. 58K (Sheung Shui Station — Ping Kong)	2		Commenced in August 2024
8	N.T. Route No. 508 (Sheung Shui Station — Kwu Tung North Multi-welfare Services Complex)	1		Third quarter of 2025 (estimated)

Note: The selected operator withdrew from operating the GMB route in July 2024.

Four new GMB routes were not introduced in 2024 for the following reasons:

- Routes 117A and 117B: The routes are expected to commence service in the second quarter of 2025, subject to the completion progress of the new housing developments in the Anderson Road Quarry Development Area.
- Route 143: TD completed the GMB Operators Selection Exercise in March 2024 and informed the selected operator. However, the operator withdrew from operating the GMB service in July 2024 after considering the operating environment. TD subsequently reviewed and made adjustments to the terminus location and routings with a view to further enhancing its financial viability, and re-invited the operators to apply for operating the service in January 2025.
- Route 508: The route is expected to commence service in the third quarter of 2025 upon completion of the new GMB terminus facilities at Sheung Shui Station.

- End -

CONTROLLING OFFICER'S REPLY

TLB213

(Question Serial No. 1229)

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:

During 2025–26, 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. What are the work details and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 17)

Reply:

Currently, there are a total of nine land-based boundary control points (BCPs) in Hong Kong, including three rail-based BCPs (i.e. Lo Wu, Lok Ma Chau Spur Line and Hong Kong West Kowloon High Speed Rail Station) and six road-based BCPs (i.e. Shenzhen Bay, Lok Ma Chau, Man Kam To, Sha Tau Kok, Hong Kong-Zhuhai-Macao Bridge (HZMB) and Heung Yuen Wai). The Government will take into account the respective nature and positioning of individual BCPs in planning the appropriate public transport services and continue to take forward relevant policies for better connectivity between Hong Kong and other cities in the Greater Bay Area (GBA). Taking HZMB BCP as an example, we implemented the “Northbound Travel for Hong Kong Vehicles” in 2023 and have since continued to enhance its arrangements to bring convenience to vehicle owners. We are also actively working with various Mainland authorities on the practical plan of the “Southbound Travel for Guangdong Vehicles” to further enhance the connectivity within GBA.

The Transport Department (TD) has been closely monitoring the clearance arrangements and flow of travellers at BCPs and maintaining close liaison with public transport operators to keep track of the changes in travel patterns and number of travellers, with a view to making timely adjustments to the public transport services as and when necessary, and formulating various traffic management/improvement plans, so as to meet the demand of travellers and facilitate the flow of people between the two places. For example, for major festivals, celebrations and mega events, 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 a day to monitor the traffic conditions of various districts, in particular the BCPs and

major stations 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.

In 2025-26, TD will continue to advise relevant works departments on transport facilities such as roads and public transport interchanges relating to the redevelopment plans for the new Huanggang Port and Sha Tau Kok Control Point. TD will also plan various public transport services for the new Huanggang Port to facilitate its operation, making the flow of passengers and vehicles between Hong Kong and Shenzhen faster and smoother, and enhancing the connectivity between Hong Kong and Shenzhen as well as other cities in the GBA.

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.

- End -

CONTROLLING OFFICER'S REPLY

TLB214

(Question Serial No. 2557)

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 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, the “Northbound Travel for Hong Kong Vehicles” (the Scheme) has been launched since 1 July 2023. In this connection, will the Government inform this Committee of the following:

1. the monthly traffic flow of private cars, goods vehicles and coaches on the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the past two years (to be set out in table form and broken down by vehicle type);
2. the monthly traffic flow of various vehicle types on HZMB in 2019 (to be set out in table form and broken down by vehicle type);
3. Under 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 HZMB is waived during the Labour Day holiday period. Please provide a table comparing the traffic flows at the same time periods in the past three years; and
4. The Shenzhen-Zhongshan Link (SZL) was commissioned last year, providing GBA residents with greater convenience in living. Please provide the monthly traffic flow of Guangdong-Hong Kong cross-boundary private cars (dual-plate cars) on HZMB after the official commissioning of SZL.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 17)

Reply:

- 1-2. According to information provided by the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority (Note 1), figures on the monthly traffic flow of private cars, goods vehicles and buses on HZMB in 2019 and the past two years are tabulated as follows:

	Private car (Note 2)	Goods vehicle (Note 3)	Bus (Note 4)
2019			
January	44 863	7 020	53 784
February	55 117	3 429	56 198
March	60 954	8 407	59 472
April	68 921	7 831	65 541
May	79 217	7 412	61 917
June	72 448	7 362	56 003
July	75 220	8 271	57 639
August	72 701	8 081	51 453
September	65 838	7 918	38 163
October	78 290	7 740	37 281
November	71 447	7 648	32 586
December	77 530	8 060	39 352
2023			
January	26 606	18 425	16 736
February	47 129	16 226	23 602
March	70 551	21 843	33 209
April	92 991	21 046	42 818
May	100 557	23 943	37 207
June	106 154	26 126	34 358
July	129 427	25 538	42 640
August	153 973	28 606	47 344
September	147 290	27 454	36 662
October	198 555	27 004	45 843
November	200 308	29 007	43 344
December	255 688	26 216	54 661
2024			
January	231 538	26 401	47 412
February	271 397	18 863	54 181
March	279 510	26 510	57 166
April	277 743	26 283	53 877
May	278 678	27 686	50 705
June	276 071	26 167	50 856
July	284 201	29 083	53 528
August	309 676	31 822	55 389
September	256 788	30 104	45 887
October	318 590	32 701	55 963
November	280 452	35 150	51 404
December	311 029	35 504	58 610

Notes:

- (1) The HZMB Authority was established pursuant to the laws of the Mainland as a non-profit-making public institution legal entity responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB, and collection of tolls from vehicles using the HZMB.
- (2) Including cross-boundary private cars (dual-plate vehicles and triple-plate vehicles), 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”

- (3) Including container trucks
- (4) Including cross-boundary coaches between Hong Kong and the Mainland/Macao, cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/Macao Port of the HZMB, shuttle buses plying between Zhuhai Port/Macao Port of the HZMB and the SkyPier Terminal of Hong Kong International Airport, and shuttle buses plying between Zhuhai Port and East Artificial Island of the HZMB for leisure travel

3. Under 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 four statutory holidays in the Mainland, i.e. Chinese New Year, Ching Ming Festival, Labour Day and National Day. According to information provided by the HZMB Authority, the vehicular flow of private cars on HZMB during the periods when the toll for private cars was waived in the past three years are as follows:

	Private car (Note 5)
Chinese New Year Golden Week	
31 January to 6 February 2022	8
21 to 27 January 2023	9 514
9 to 17 February 2024	122 502
Ching Ming Festival	
3 to 5 April 2022	2
5 April 2023	4 038
4 to 6 April 2024	46 282
Labour Day	
30 April to 4 May 2022	7
29 April to 3 May 2023	21 248
1 to 5 May 2024	66 329
National Day Golden Week	
1 to 7 October 2022	31
29 September to 6 October 2023	69 392
1 to 7 October 2024	102 030

Note:

- (5) Including cross-boundary private cars (dual-plate vehicles and triple-plate vehicles), 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”. The traffic flow in 2022 was impacted by the anti-epidemic measures implemented in the Mainland, Hong Kong and Macao at that time.
4. At present, cross-boundary private cars using HZMB include Guangdong-Hong Kong dual-plate vehicles, Hong Kong-Macao dual-plate vehicles, Guangdong-Hong Kong-Macao triple-plate vehicles, and single-plate vehicles under the “Northbound Travel for Hong Kong Vehicles” and “HZMB Macao Port Park-and-Ride Scheme”. The HZMB Authority collects figures of vehicular flow on HZMB via the toll collection system at toll booths. It does not have information on the destinations of relevant vehicles and

the number of trips made by individual types of private cars (including Guangdong-Hong Kong dual-plate vehicles). According to the figures of vehicular flow on HZMB provided above, since the commissioning of SZL on 30 June 2024, the monthly total traffic flow of private cars on HZMB is still on a rising trend, increasing from about 280 000 vehicular trips in July 2024 to about 310 000 vehicular trips in December.

- End -

CONTROLLING OFFICER'S REPLY**TLB215****(Question Serial No. 2565)**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:

Under the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D), the numbers of hire car permits (permits) issued in respect of the three types of hire car services, namely (i) private, (ii) hotel and (iii) tour, are currently subject to the limits of just 1 500, 400 and 400 respectively. In this connection, will the Government inform this Committee:

- (1) of the respective numbers of applications for each of the aforesaid permits received and approved by the Government in each of the past three years (set out in a table);
- (2) the justifications for the limit imposed on each type of aforesaid permits; and whether a mechanism is in place whereby reviews will be conducted in the light of industry and market demands; and
- (3) whether the Government will consider raising the limits imposed on the numbers of such permits and lowering the application thresholds to facilitate the business operation of the tourism industry?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 37)Reply:

- (1) In the past three years, the respective numbers of new applications for hire car permits (HCPs) for private, hotel and tour services and the numbers of HCPs issued are set out in the table below:

Type of HCP	Relevant numbers (Note 1)	2022	2023	2024
Private Hire Car Service (Note 2)	New applications	49	60	84
	HCPs issued to new applications	29	64	83
Hotel Hire Car	New applications	0	6	3

Type of HCP	Relevant numbers (Note 1)	2022	2023	2024
Service	HCPs issued to new applications	0	4	11
Tour Hire Car Service	New applications	6	21	15
	HCPs issued to new applications	1	5	13

Note 1: An applicant must provide sufficient information to support an application. Depending on the date of submission and timely submission of the required information by applicants, the approval of HCP(s) may not be granted in the same year as the submission of application, while some applications may be rejected or withdrawn by the applicants. Also, more than one permit may be involved in one application.

Note 2: Private hire car service includes private service (limousine) and private service (limousine - cross boundary).

(2) & (3)

To avoid affecting the operation of public transport services and aggravating road congestion, the Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L) stipulates the types of hire car services and the maximum number of permits. The respective limits of the above three types of permits are set out in the table below. The Government reviews the limits imposed on the number of HCPs issued in the light of the actual circumstances from time to time.

Type of HCP	Statutory maximum number of HCPs
Private Hire Car Service	1 500
Hotel Hire Car Service	400
Tour Hire Car Service	400

As the numbers of HCPs in force for private, hotel and tour hire car services are lower than the respective limits imposed on such permits at present, parties who are interested in operating the relevant services may submit their applications. The Transport Department (TD) will vet applications for HCPs in accordance with the requirements of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D). The hire car services concerned must be reasonably required. Other factors, such as hiring records and service contracts submitted by the applicants, will also be taken into consideration.

To facilitate the entry of new service providers into the hire car market, the TD has introduced relevant measures, including allowing interested applicants for HCPs to make a request for “pre-application assessment” without the need to submit vehicle registration documents, so that they may purchase vehicles after knowing that their HCP applications are likely to be approved. Meanwhile, in respect of applications for private service (limousine) HCPs, even if the applicants cannot provide hiring records or valid hire service contracts, they may provide adequate justifications on the proposed business model and document proof to support their applications. The TD may give special consideration to these applications.

The Government will continue to closely monitor the demand for hire car services in the community, and review the assessment criteria for and the limits imposed on HCPs in a timely manner to meet the market needs for such services.

- End -

CONTROLLING OFFICER'S REPLY**TLB216****(Question Serial No. 2579)**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:

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 tabulated 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 tourism needs in future? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 14)Reply:

1. The numbers of registered non-franchised public buses in each of the past three years are tabulated as follows:

Year (as at the end of the year)	Number of registered non-franchised public buses
2022	6 905
2023	6 921
2024	6 835

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	Number of applications	Type of service endorsements						
		A01 Tour Service	A02 Hotel Service	A03 Student Service	A04 Employees' Service	A05 International Passenger Service	A06 Residents' Service	A08 Contract Hire Service
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
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
2024	Received	138	42	79	211	1	13	215
	Approved	140	39	79	209	1	7	202
	Rejected	0	1	2	2	0	7	11
	Being processed	16	6	0	4	0	1	10

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

TLB217

(Question Serial No. 1495)

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 various types of electric mobility devices (EMDs), including but not limited to electric unicycles, self-balancing scooters, electric scooters, motorised skateboards and electric bicycles, will the Government inform this Committee of the following:

1. the annual volumes of retained imports of various types of EMDs in the past five years (set out in table form);
2. the numbers of complaints received, the numbers of accidents and the numbers of casualties in relation to various types of EMDs in each of the past five years;
3. the numbers of persons arrested, prosecuted, and successfully prosecuted for illegal use of various types of EMDs in each of the past five years, as well as the related offences;
4. the number of projects undertaken that involved conversion of cycle tracks to ones that allow shared use by bicycles and compliant EMDs in each of the past five years, as well as the contents of the projects and expenditure involved;
5. the number of newly built cycle tracks that allow shared use by bicycles and compliant EMDs in each of the past five years, as well as their locations, lengths and expenditure involved; and
6. The Government has indicated that it would commence a legislative amendment exercise on various types of EMDs but no further news has been received so far. In this regard, please advise on the current progress of drafting legislative amendments for the regulatory framework and the legislative timetable.

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 26)

Reply:

1. According to the information from the Census and Statistics Department (C&SD), the retained imports of EMDs are as follows:

Year	Retained imports (Note 1, 2, 3) (No.)
2023	1 457
2024	197

Note:

- (1) Retained imports are derived by subtracting the quantities of re-exports from imports. Due to factors such as time gap between import and re-export of goods, the difference between the import and re-export quantities in a particular year is not equivalent to the local sales figure that year.
 - (2) According to C&SD's information, no separate commodity codes were designated to EMDs under the Hong Kong Harmonized System before 2023. The respective commodity codes were shared with other vehicles, hence the import, re-export or retained import quantities of EMDs before 2023 are not available.
 - (3) The data are not available by type of EMDs.
2. The numbers of complaints/suggestions received and the numbers of accidents in relation to EMDs (Note 1) in the past five years are set out in the table below:

	2020	2021	2022	2023	2024
Numbers of complaints/suggestions received	106	242	226	247	717
Fatal accident	2	1	1	0	0
Serious accident	6	8	2	1	1
Slight accident	9	14	9	9	2
Total no. of accidents (Note 2 and 3)	17	23	12	10	3

Note:

- (1) The data are not available by type of EMDs.
- (2) The Hong Kong Police Force (HKPF) does not maintain statistics on the number of casualties in accidents.
- (3) Fatal accident: where one or more persons dies within 30 days of the accident.
Serious accident: where one or more persons injured and detained in hospital for more than twelve hours.

Slight accident: where all persons involved are either not detained in hospitals or detained in hospitals for not more than twelve hours.

3. “Road safety” has all along been one of the HKPF’s operational priorities, with combating the illegal use of EMDs is one of its selected traffic enforcement priorities. The HKPF carries out operations from time to time and takes rigorous enforcement actions against illegal use of EMDs to ensure road safety.

The numbers of persons arrested by the HKPF for illegal use of EMDs in the past five years are set out in the table below:

	2020	2021	2022	2023	2024
No. of persons arrested	274	207	236	267	647

The offences involved include using a motor vehicle without third party insurance, which is liable to a maximum fine of \$10,000, 12-month imprisonment and disqualification from holding a driving licence for one to three years; driving an unregistered vehicle, which is subject to a fine of \$5,000 and three-month imprisonment for first conviction and a fine of \$10,000 and six-month imprisonment for subsequent conviction; and driving without a valid driving licence, which is liable to the same penalties for driving an unregistered vehicle. The Police and TD do not maintain statistics on the numbers of persons prosecuted and successfully prosecuted by courts.

4-5.

As EMDs are mechanically propelled, they fall within the definition of “motor vehicles” under the Road Traffic Ordinance (Cap. 374) and must therefore be licensed before use on roads. Currently, the use of EMDs on roads (including footpaths and cycle tracks) will be regarded as driving unlicensed “motor vehicles” and may contravene relevant laws.

While the Government has been implementing improvement measures for cycle tracks and cycling facilities in the New Territories and new towns, there is no separate classification of works projects that involve conversion of existing cycle tracks into ones for shared use by bicycles and those compliant EMDs in the future. Nevertheless, newly built cycle tracks in new development areas and new towns would generally have “3.5 metres wide with high connectivity and accessible to a relatively well-established cycle track network”. Subject to the proposed legislative amendments and discussion outcome of the Legislative Council, we expect that these cycle tracks would allow shared use by bicycles and compliant EMDs in future.

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

6. The Government is currently formulating proper regulatory arrangements for EMDs so as to ensure their safe and effective uses.

The establishment of a regulatory framework for EMDs involves complicated processes of drafting legislation that cover various aspects, which necessitate amending the Road

Traffic Ordinance (Cap. 374), introducing new subsidiary legislation under the Road Traffic Ordinance, amending relevant subsidiary legislations, and making reference to relevant legislations to draw up the fixed penalty arrangement, etc. In the meantime, the Government needs to carefully study relevant legal and technical issues relating to the code of practice for EMDs and product certification arrangement. It will take time for the Government to fully consult the relevant departments and stakeholders to ensure the effectiveness and feasibility of the regulatory proposals for meeting the needs of the public to use EMDs for commuting. The Government and relevant departments are actively proceeding with the law drafting work and formulating specific regulatory proposals, and will strive to complete drafting the amendment bill as soon as possible and submit them to the Legislative Council for scrutiny in due course.

- End -

CONTROLLING OFFICER'S REPLY**TLB218****(Question Serial No. 2984)**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), please inform this Committee of the following:

1. the average monthly number of beneficiaries and subsidy amount by age group (below 60, between 60 and 64, 65 or above) in the past three years; and
2. the increase in the number of beneficiaries using AlipayHK since its incorporation into the Scheme on 1 January 2025; please set out the monthly number of beneficiaries and subsidy amount by age group (below 60, between 60 and 64, 65 or above).

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 19)Reply:

- 1-2. The average monthly number of beneficiaries and average monthly subsidy amount under the Scheme in the past three years are as follows:

Year ^{Note}	Average monthly number of beneficiaries (rounded off to the nearest thousand)	Average monthly subsidy amount (\$ million)
2022	2 274 000	236.4
2023	3 036 000	325.7
2024	1 988 000	210.7

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented rounds of temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme and temporarily increasing the monthly subsidy cap from May 2022 to October 2023.

Target beneficiaries of the Scheme are the commuters who travel on local public transport services for daily commuting and whose relevant transport expenses are relatively high. The Scheme is simple, easy to understand and operate. All commuters are not required to submit application or conduct pre-registration for the Scheme. The Transport Department does not maintain breakdown statistics by age group regarding the subsidy amount and number of beneficiaries.

In addition to Octopus, one more electronic payment option (i.e. AlipayHK), was incorporated into the Scheme with effect from 1 January 2025. The average monthly amount of subsidy receivable through AlipayHK accounts under the Scheme for the first two months in 2025 was about \$1.1 million, with the average monthly number of beneficiaries at about 17 000.

- End -

CONTROLLING OFFICER'S REPLY

TLB219

(Question Serial No. 3004)

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. the Passenger Affected Ratios of various MTR lines in each of the past five years (2020-2024); and
2. the incidents of MTR service disruption lasting more than half an hour in each of the past five years (2020-2024), with details including the cause of disruption (such as equipment failure or human factors), the corresponding fine imposed, number of train departures delayed for more than five minutes and number of passengers affected.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 43)

Reply:

1. The MTR Corporation Limited (MTRCL) uses an indicator of “passenger journeys on time” for compilation of statistics on the proportion of passenger journeys completed within five minutes of scheduled journey time in its railway network (Note 1), which can reflect the ratio of passenger journeys affected by incidents of MTR service disruption. The higher the indicator reading, the smaller the proportion of passengers affected by delayed journeys resulting from service disruption. MTRCL’s quarterly rate of “passenger journeys on time” reached 99.8% to 100% (Note 2) between 2020 and 2024. In other words, a passenger will be unable to complete a journey within five minutes of the scheduled time only once in every 1 000 rides.

Note 1: Including Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line, Airport Express, East Rail Line and Tuen Ma Line.

Note 2: For the calculation of “passenger journeys on time”, service disruptions caused by conduct of passengers, external factors (such as typhoons) or exempted incidents (such as extension works) are not counted.

2. The numbers of incidents which caused service disruption of eight minutes or more 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 in the table below. MTRCL has not provided figures of train departures delayed for more than five minutes and the numbers of passengers affected.

Year	Number of incidents	Cause		Duration of disruption								Amount set aside (\$ million) Note 3
				8 minutes to Half an hour 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	
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
2024	89	82	7	77	7	5	0	0	0	0	0	5.2

Note 1: According to the existing railway incident reporting mechanism, MTRCL is required to notify the Transport Department (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 (e.g. signalling system), 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. 3453)

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:

With the official commissioning of the Airport's Three-Runway System in November 2024, all three runways can operate simultaneously. In this connection, will the Government inform this Committee:

1. of the average time currently taken for a passenger flight to taxi from the apron to each of the three runways until it is given the clearance to take off;
2. of the average time currently taken for a passenger flight to be given the clearance to taxi to the apron after landing on each of the three runways;
3. of the current speed limit for aircraft taxiing on the taxiway of the airport according to regulations; and
4. as the newly-constructed North Runway is quite far away from the existing apron of the passenger building, resulting in a significant increase in taxiing time after landing or before take-off as compared with that in the past when two runways were in use, what measures by the Airport Authority Hong Kong are in place to save the taxiing and waiting time for arriving or departing flights, thereby enhancing efficiency and travellers' experience.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 25)

Reply:

The Three-Runway System (3RS) at the Hong Kong International Airport is designed and constructed in accordance with the International Civil Aviation Organization standards. It not only provides safe and reliable airport operational facilities, but also increases runway capacity, ensuring the sustainable and safe development of Hong Kong's aviation industry and consolidating Hong Kong's status as an international aviation hub. After the commissioning of the 3RS, each of the 3 runways can be used for flight arrivals and departures. However, to maximise efficiency of the 3RS, each runway has its dedicated function: the North Runway is primarily used for arrivals, the Centre Runway for departures, and the South Runway for both arrivals and departures at the same time.

With the commissioning of the 3RS, the airport's operational area is larger than that under the Two-Runway System. The aircraft taxiing time between the apron and the runway will

generally be longer accordingly. Subject to the weather and ground operational conditions, an aircraft landing on the North Runway will taxi at an average speed of approximately 15 knots to the apron of the passenger building in around 15 to 20 minutes, which is comparable to that of other large and busy international airports. Air traffic control staff will assign an approach runway to an arriving aircraft based on its apron location and the actual situation. Wherever practicable, they will arrange the aircraft to use more convenient taxi route to its apron. They will also issue instructions to the aircraft and closely monitor its taxiing situation to ensure that all taxiing operations are carried out in a safe and orderly manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB221

(Question Serial No. 3978)

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:

In recent years, several residential buildings have been completed and occupied in Yuen Long, including Long Tin Court in Long Bin and other on-going public housing projects, and it is expected that the population in the district will increase significantly. In addition, several development projects in Yuen Long South and Hung Shui Kiu will also significantly increase the population flow and traffic pressure in the district. In this connection, will the Government inform this Committee of the following:

Regarding the aforementioned public housing development projects in Long Bin, residents who will move in later will have to walk about 20 minutes to go to MTR station, and most of the road sections are in an open environment. What specific arrangements and improvement plans does the Government have to improve the “walkability” of this route?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 19)

Reply:

To support the Long Bin public housing development, the Civil Engineering and Development Department will improve and enhance the existing footpaths and cycle tracks along Long Tin Road and the Ping Shan section of Castle Peak Road, and construct 3 covered footbridges to connect with neighbouring areas, including a footbridge across the Ping Shan section of Castle Peak Road, which will enable residents to travel conveniently to the Ping Shan Light Rail Transit Station for connections to the Tuen Ma Line Yuen Long Station or Tin Shui Wai Station. Furthermore, there will be a public transport interchange at the Long Bin public housing development to provide direct franchised bus services to Tuen Mun, Sham Shui Po and Yau Tsim Mong districts. The Transport Department will also plan other transport services according to local development and needs to meet the travel requirements of residents. The relevant works are in progress and are anticipated to be completed starting from the fourth quarter of 2025, in time for public use upon the intake of the public housing development at Long Bin Phase 1 (i.e. “Long Tin Court”) in 2026.

- End -

CONTROLLING OFFICER'S REPLY

TLB222

(Question Serial No. 3782)

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 (2022- 23 to 2024-25), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past 3 years (2022- 23 to 2024-25) and the estimated staffing and expenditure in 2025-26.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 72)

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 3 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 3 years (2022-23 to 2024-25) was about \$44 million. The estimated expenditure for 2025-26 is \$18 million. As for staffing, there are about 3 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 2 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)		
			2022-23	2023-24	2024-25
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	✓	✓	✓
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)		
			2022-23	2023-24	2024-25
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)		
			2022-23	2023-24	2024-25
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)		
			2022-23	2023-24	2024-25
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)		
			2022-23	2023-24	2024-25
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 ⁽ⁱ⁾	-	✓
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)		
			2022-23	2023-24	2024-25
160	Temporary Landing Facility at Tai Shue Wan	Southern	—	—	—
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	—	—	✓
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)		
			2022-23	2023-24	2024-25
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 landing facility starting from 2023-24.

- End -

CONTROLLING OFFICER'S REPLY

TLB223

(Question Serial No. 3979)

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:

The construction works of Kwu Tung Station under Northern Link (NOL) Phase 1 and the advance works of Phase 2 have already commenced. According to the estimated expenditures for 2025-26, what are the details of the estimated provision that the Government has allocated for the NOL Main Line? Did the Government plan to expedite the construction of the NOL Spur Line? If yes, what are the details? If not, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 23)

Reply:

To expedite the implementation of Northern Link (NOL) Phase 2 (i.e. NOL Main Line), the Government has required the MTR Corporation Limited ("MTRCL") to reserve budget for the detailed planning and design as well as part of the advance works for the NOL Main Line when signing the Project Agreement of the NOL Phase 1 (i.e. Kwu Tung Station). The relevant works do not involve government funding.

Regarding the NOL Spur Line project, the governments of Hong Kong and Shenzhen are jointly taking forward the cross-boundary railway projects (including the NOL Spur Line project) through the "Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure" (the Task Force). The Task Force deliberated the implementation arrangement of NOL Spur Line in November 2024. Hong Kong and Shenzhen have agreed to jointly establish the "Office for Implementing Cross-Boundary Railway Projects" by relevant departments of the two governments in order to take forward the planning and design works, etc. of the next stage of the cross-boundary railway projects. The detailed planning and design of the NOL Spur Line are anticipated to commence in 2025.

As projects jointly implemented by Hong Kong and Shenzhen, cross-boundary railways provide opportunities for both parties to draw on each other's strengths and experiences in taking forward and operating railway projects. The Government will endeavour to explore ways to combine Hong Kong's flexibility and versatility with the Mainland's strengths in infrastructure development. Through "dual innovation" in policy and technology, the

Government will explore different implementation approaches with the goal to reduce the construction cost and compress construction time of the Hong Kong section of the project.

- End -

CONTROLLING OFFICER'S REPLY**TLB224****(Question Serial No. 3455)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (YAU Kwok-ting)Director of Bureau: Secretary for Transport and LogisticsQuestion:

There was a recent court ruling that under general circumstances, public bodies did not have responsibility for claims for negligence or breach of obligations that involved public right of way. However, members of the public still have rights to lodge complaints to the Government and claim compensation for injury or death caused by stumbling in public places, including public footpaths. In this connection, will the Government advise this Committee on the following:

1. Over the past three years, what were the respective numbers of complaints about uneven footpath surfaces in various districts received by the Highways Department (HyD) each year? What was the respective maintenance frequency each year? (Please list by district and year).
2. Over the past three years, what were the respective numbers of claims for compensation for injury or death caused by uneven road surfaces of public ways received by the HyD?
3. What measures did the HyD have in place to handle the complaints from members of the public as early as possible and expedite the maintenance of uneven footpath surfaces? Did the HyD make performance pledges regarding the time taken to deal with uneven road surfaces?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 28)Reply:

1. Over the past three years (i.e. 2022 to 2024), the numbers of complaints about uneven footpath surfaces in various districts received by the Highways Department (HyD) are as follows:

District	2022	2023	2024
Central and Western District	881	863	1659
Eastern District	592	639	1034
Southern District	252	320	515

District	2022	2023	2024
Wan Chai District	608	469	675
Kowloon City District	230	258	415
Yau Tsim Mong District	1051	1114	1299
Sham Shui Po District	409	584	475
Wong Tai Sin District	156	158	217
Kwun Tong District	294	319	661
Tai Po District	190	252	259
Yuen Long District	624	699	702
Tuen Mun District	393	360	356
North District	376	374	482
Sai Kung District	134	221	200
Sha Tin District	417	387	542
Tsuen Wan District	489	504	663
Kwai Tsing District	310	334	365
Islands District	156	173	122

The HyD engages contractors via term contracts to conduct regular road inspections and maintenance works, including footpaths. In case damages on footpaths and associated facilities are identified during regular inspections or reported by the public, the HyD would arrange for appropriate maintenance works in a timely manner according to actual circumstances. As the contractors would normally deal with various types of footpath damages (including uneven footpath surfaces, and damages on roadside railings, traffic signs etc.) identified during road inspections at the same time when they conduct maintenance, the HyD does not keep any statistics on the maintenance frequency of individual types of damage.

2. Over the past three years (i.e. from 2022 to 2024), the HyD received 30, 22 and 33 cases of claims for compensation lodged by members of the public respectively for injury caused by uneven public road surfaces (including public footpaths and carriageways). The HyD did not receive any claims for compensation involving death.
3. The HyD conducts regular inspections on the footpaths under its ambit and arranges for appropriate maintenance works in a timely manner to ensure that the footpaths are maintained in good condition. Since mid-2024, the HyD has gradually increased the frequency of regular footpath inspections in the term contracts at various districts. The regular inspections of footpaths that were previously conducted once every one to three months, and the detailed inspection that were conducted once every six months, are combined into a comprehensive inspection, with the inspection frequency increased up to once every month. For important footpaths (such as the footpaths inside the areas of the pedestrianisation schemes), regular inspections would be conducted once every seven days, with the inspection frequency higher than the other footpaths. If damages that may cause pedestrian safety issues are identified during inspections, or complaints or reports about uneven footpath surfaces are received, the HyD would carry out assessments and take prompt and appropriate follow-up actions in relation to the footpath surfaces in need of maintenance (such as fencing off the relevant road sections and conducting inspections in the surrounding areas etc.) and complete the repair works as soon as possible.

Besides, the HyD has formulated measures for the inspection quality. For example, relevant qualification requirements for the establishment of inspection team were drawn up to ensure that the inspections are conducted effectively. The HyD also has in place the established guidelines about inspection records. Apart from recording the wear and tear of road surfaces, the inspection team is also required to categorise the relevant wear and tear pending maintenance to facilitate the HyD in prioritising road maintenance more effectively. In order to enhance the service standard of maintenance works, the HyD would review and improve the contract requirements and mechanisms regularly, such as requesting contractors to increase the number of workers responsible for regular maintenance in accordance with the latest contracts to expedite the relevant maintenance works.

When holes are identified on footpath surfaces, the HyD would, in accordance with its performance pledge, complete the repair works of holes within 48 hours upon receipt of reports. According to the records of the HyD, all repair works for holes on roads were completed within 24 hours upon receipt of reports in the past two years. For the other damage types of footpaths, owing to the varying extent of damage in each case and hence the largely different scale of repair works, the HyD has not drawn up a relevant performance pledge for the maintenance of other types of damage of footpath surfaces.

- End -

CONTROLLING OFFICER'S REPLY

TLB225

(Question Serial No. 3475)

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:

Since the “Universal Accessibility” (UA) Programme has been launched in 2012, the Government has expanded the scope of the Programme in order to cover more walkways. In this connection, will the Government inform this Committee on the following:

- 1) Please provide the progress of works, the situation of cost overrun and the data of public's satisfaction regarding the UA Programme over the past three years.
- 2) What was the proportion of maintenance expenditures of facilities to the total amount of provision over the past three years? In the coming five years, will the Government allocate budget specifically to cope with the demand for maintaining the facilities that are ageing gradually. If yes, what are the details? If not, what are the reasons?
- 3) Please provide the details of budget allocation, the estimated and actual expenditures, and the proportion of completed works of various sub-items (such as the addition of lifts, barrier-free access and cover retrofitting works) for the coming three years. Please also state whether the criteria of resource allocation to different districts are based on the indicators of objective demands (such as the proportion of the aging population and the proportion of people with disabilities).
- 4) Given the tight financial resources at present, did the Government evaluate the suspension of part of the works (such as the items which are too costly, with relatively lower demand or are technically complicated)? If yes, please list in details the names of the suspended works, the districts, the reasons for suspension and the estimated amount of expenditures saved. Please also state how the Government prevent the rights of socially disadvantaged groups from being damaged. If not, what are the reasons?
- 5) Regarding some items that are more costly, did the Government re-evaluate the financial feasibilities of the items and consider adopting other alternative design schemes to reduce costs? If yes, what is the anticipated time frame to make public the relevant evaluation reports? If not, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 68)

Reply:

1. The Highways Department (HyD) completed a total of 59 items under the “Universal Accessibility” (UA) Programme over the past three years (as at end February 2025), with another 138 items under construction and 5 items under planning.

The actual expenditures did not exceed the estimates since the UA Programme was implemented by the HyD in 2012. The HyD has been liaising with relevant stakeholders, including District Councils (DCs) and their committees, nearby residents, and representatives of non-governmental organisations, to listen to the views of the public. Over the past three years, the HyD has received more than 25 letters of commendation on the UA Programme from members of the Legislative Council and DCs, as well as nearby residents, which include commendations for the department’s efforts in minimising nuisance to residents during the works period and the adoption of innovative technologies, etc. Furthermore, the HyD has conducted more than 160 site visits with various stakeholders to listen to their views and receive feedback, including concerns about the works progress, and ancillary facilities to the lifts (e.g. proposals for the installation of touchless buttons and reflective panels, etc.). Since the implementation of the UA Programme, various stakeholders have generally expressed support and appreciation for the programme.

2. The recurrent expenditure for each lift under the UA Programme, including electricity charges, the necessary maintenance costs and other relevant expenses, varies depending on the design of each lift (including capacity, size specifications, other ancillary facilities, service age, usage conditions etc.) and is estimated to be on average around \$370,000 per lift per annum. The HyD does not maintain breakdown figures of maintenance expenditures of the facilities.

Through the “Service Level Agreement” signed with the Electrical and Mechanical Services Trading Fund, the HyD has entrusted the Electrical and Mechanical Services Department (EMSD) to carry out the maintenance of the electrical and mechanical equipment of the ancillary facilities such as lifts and escalators of highway structures under its ambit, including the lifts installed under the UA Programme. Since the “Service Level Agreement” covers the maintenance costs of the electrical and mechanical equipment of the ancillary facilities such as lifts and escalators of all highway structures under the ambit of the HyD, the HyD does not maintain separate statistics that only cover the maintenance expenditures on the lifts installed under the UA Programme. The HyD would review the “Service Level Agreement” with the EMSD every year, and make necessary adjustments to the estimates of the “Service Level Agreement” based on the conditions of the ancillary facilities of highway structures under its ambit to ensure that the relevant facilities are maintained properly, including replacement of the parts of aging facilities, etc. The relevant estimates of expenses are included in the departmental expenditure estimates of the HyD.

3. The HyD anticipates that 118 lift retrofitting items will be completed in phases under the UA Programme in the coming three years. The total expenditure involved is

approximately \$2.76 billion. There is no sub-item, such as the retrofitting of barrier-free ramps or covers of walkways, under the UA Programme in the coming three years.

When implementing items of the “Original Programme” under the UA Programme, the Government aimed at providing lifts or standard ramps to public walkways which were not equipped with standard barrier-free access (BFA) facilities and did not have alternatives to BFA facilities within a distance of about 100 metres in order to respond to the recommendations of the Equal Opportunities Commission. The reasons for retrofitting lifts to these walkways are to facilitate people in need to have equal opportunities to use the public walkways in the territory and for their easy access. Therefore, it is necessary to proceed with the relevant works. In order to benefit more people, the Government subsequently implemented the “Expanded Programme”, “Second Phase” and “Third Phase” to expand the UA Programme to cover existing walkways which already have standard ramps, provided that certain criteria are met to ensure the proper use of public funds. When implementing the aforesaid programmes other than the “Original Programme”, the Government invited the DCs of 18 districts to prioritise the new items in the district that were proposed by the public. Each of the DCs selected three public walkways for priority implementation. The Government then implemented the “Special Scheme” in 2019 to retrofit lifts at footbridges, subways and elevated walkways of the housing estates under the Hong Kong Housing Authority, namely estates under the Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental housing estates with properties divested, provided that certain criteria are met. To assist the DCs in prioritising the implementation items, the Government provided various DCs with relevant information for each walkway concerned, including pedestrian flow, number of suggestions received, plan showing the proposed lift locations and photos, availability of ramps, facilities nearby for use by the elderly or those in need, alternative at-grade crossing facilities within a distance of about 100 metres and other lifts nearby, etc. This is to facilitate the DCs in considering the implementation priority thoroughly. The Government respects the decision made by various DCs upon thorough discussions based on the circumstances of the districts and will implement the relevant retrofitting items.

4. No items under the UA Programme were suspended as a result of the financial situation. The HyD will continue to implement incomplete items to ensure that the items under the UA Programme will be completed as scheduled for the convenience of the public.
5. The “Original Programme” under the UA Programme aims at facilitating people in need to have equal opportunities to use the public walkways in the territory and for their easy access. Thus, financial feasibility is not the major factor of consideration. When the Programme was subsequently expanded to “Expanded Programme”, “Second Phase”, “Third Phase” and “Special Scheme”, the Government also provided the information of each walkway, such as the preliminary estimated construction costs, etc., to the relevant DCs for consideration. The HyD would only commence the detailed design works subject to the technical feasibility of the scheme and the DCs’ support. When implementing the UA items, the Government will take forward the items selected by the DCs in a cost-effective manner through established tendering and project management systems. For example, the HyD would ascertain the actual locations and conditions of the underground utilities as early as possible during the design stage in order to optimise

the design of the lift tower so as to reduce the costs required for the re-provision of the relevant underground utilities.

Furthermore, the HyD has also adopted a series of measures to expedite the progress of the items and enhance the efficiency, with a view to enhancing the cost-effectiveness of the items. The measures include awarding works contracts in batches in accordance with the investigation and design progress of the items; adopting a new works contracts model with “Early Contractor Involvement” to allow contractors to participate in the design at the early stage of the project for enhancing the buildability of the design and shorten the construction time; and adopting the “Modular Integrated Construction” method under which the lift tower/lift components are installed in the factories before delivery to the sites for final assembly in order to expedite the construction and enhance the cost-effectiveness of the items. The HyD would also strictly supervise the quality of works, so as to ensure proper use of public funds whilst fully taking care of the needs of all stakeholders.

- End -

CONTROLLING OFFICER'S REPLY**TLB226****(Question Serial No. 3752)**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 (2022-23 to 2024-25); 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 (2022-23 to 2024-25), and the number of fishing vessels among them.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 40)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. vessels used exclusively for fishing and related purposes) 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:

Class III Vessels - Types	2022	2023	2024
Fish carrier	19	23	19
Fishing sampan (known as C7)	1 832	1 829	1 811
Fishing vessel	1 384	1 486	1 364
Outboard open sampan (known as P4)	2 904	2 922	2 931
Total number of licensed vessels	6 139	6 260	6 125

The Marine Department does not have a further breakdown on fishing vessels and industry-related vessels.

- (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:

Vessels	2022	2023	2024
Local vessels	14 386	14 550	14 295
Class III vessels (fishing vessels) therein	4 630	4 633	4 610

- (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:

Vessels	2022	2023	2024
Local vessels	2 233	2 270	2 287
Class III vessels (fishing vessels) therein	312	310	310

- End -

CONTROLLING OFFICER'S REPLY**TLB227****(Question Serial No. 3779)**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 of locally-licensed and river trade vessels, please advise on:

- (a) the annual numbers of initial and periodical safety inspections required (please list out the respective numbers for the 4 classes of vessels or other types of vessels) in the past 3 years (2022-23 to 2024-25);
- (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 (2022-23 to 2024-25); 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 (2022-23 to 2024-25).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 69)

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 authorised classification societies, while safety inspections for other vessels can be conducted by either MD officers, authorised classification societies or authorised surveyors in the private sector.

- (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:

	2022	2023	2024
Class I Vessels	9	2	15
Class II Vessels	42	26	31
Class III Vessels	27	35	42
Class IV Vessels	5	11	6
Total	83	74	94

- (a)(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:

	2022	2023	2024
Class I Vessels	403	403	391
Class II Vessels	1 571	1 469	1 393
Class III Vessels	998	1 737*	1 106 [#]
Class IV Vessels	73	69	72
Total	3 045	3 678	2 962

* There was an increase in the number of fishing vessels inspected in 2023 when compared to that in 2022 as MD has authorised surveyors of the recognised fishing vessel survey organisations in the Mainland to conduct inspections for Hong Kong mobile fishing vessels in the Mainland starting from September 2022.

There was a reduction in the number of fishing vessels inspected in 2024 when compared to that in 2023 due to the cyclical nature of Class III vessel inspections.

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

	2022	2023	2024
Class I Vessels	0	1	0
Class II Vessels	1	1	3
Class III Vessels	8	11	9
Class IV Vessels	0	0	0
Total	9	13	12

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

	2022	2023	2024
Class I Vessels	386	372	356
Class II Vessels	358	300	265
Class III Vessels	278	371	250
Class IV Vessels	47	40	37
Total	1 069	1 083	908

- (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 in the past 3 years is 54 in 2022, 55 in 2023 and 46 in 2024.

- End -

CONTROLLING OFFICER'S REPLY

TLB228

(Question Serial No. 3799)

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 (2022-23 to 2024-25) 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.: 89)

Reply:

The Marine Department (MD) and the Hong Kong Police Force (HKPF) have stepped up patrols in typhoon shelters and conducted a total of 26 joint operations to curb illegal activities in typhoon shelters in the past 3 years (2022-2024). 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 in 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**TLB229****(Question Serial No. 3800)**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 (2022-23 to 2024-25);
- (b) the respective changes, if any, of the designated bunkering areas in the past 3 years (2022-23 to 2024-25); 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.: 90)Reply:

(a) & (b)

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

Year (as at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2022	8	161
2023		163
2024		153

- (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 for oil carriers in the near future.

- End -

CONTROLLING OFFICER'S REPLY**TLB230****(Question Serial No. 3458)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Local ServicesControlling Officer: Director of Marine (Mr S.F. WONG)Director of Bureau: Secretary for Transport and LogisticsQuestion:

In recent years, some people have brought in electric surfboards from abroad to play in different waters in various districts in Hong Kong. Some people have even taken this opportunity to offer courses on electric surfboards, with charging fees ranging from several hundred dollars to several thousand dollars per hour. However, it is stipulated in the law that the use of electric surfboards must be licensed and covered by third party insurance, otherwise it is a contravention of the law. In this connection, will the Government inform this Committee of the following:

1. the respective numbers of persons who were warned or prosecuted for the unauthorised use of electric surfboards in the waters of Hong Kong in each of the past 3 years;
2. the number of complaints received by the Marine Department (MD) about the unauthorised use of electric surfboards in the waters of Hong Kong in the past 3 years;
3. the current number of electric surfboards in Hong Kong that have obtained a licence under the law; and whether surfboard players are required to obtain any vessel operating licence;
4. whether MD has imposed any additional requirements on instructors who intend to offer fee-charging training courses on electric surfboards.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 36)Reply:

1. The number of successful prosecutions instituted by the Marine Department (MD) against the unauthorised use of electric surfboards in the waters of Hong Kong in the past 3 years (2022 to 2024) is tabulated as follows:

2022	2023	2024
1	0	0*

* There is 1 case in 2024 that has been set down for trial.

2. The number of complaints received by MD about the use of electric surfboards in the waters of Hong Kong in the past 3 years (2022 to 2024) is tabulated as follows:

2022	2023	2024
8	1	0

3. According to the Merchant Shipping (Local Vessels) Ordinance (Cap. 548), all vessels used exclusively for pleasure purposes and installed with an engine are required to obtain a local licence. As the manoeuvring or operation mode of electric surfboards poses a danger to their operators and other port users, MD will not issue licences for electric surfboards due to marine personnel and port safety considerations. The use of electric surfboards is therefore prohibited in the waters of Hong Kong.
4. MD reiterates that the use of electric surfboards is prohibited in the waters of Hong Kong. If any person is found using an electric surfboard during MD's patrols, MD will take enforcement action and institute prosecution in accordance with the established procedures as no licence for local vessel has been issued.

- End -

CONTROLLING OFFICER'S REPLY

TLB231

(Question Serial No. 3359)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the shortage of manpower in the aviation industry, please advise on the following:

1. What are the collaborative training programmes jointly implemented by the Airport Authority Hong Kong and the Civil Aviation Department? What are the number of students and the percentage of graduates working in the local aviation industry? Are there any relevant measures to attract more students and what are the details?
2. What are the number of applications, approval status and job types under the Labour Importation Scheme for the Transport Sector – Aviation Industry since its launch?
3. What are the number of applicants, the number of eligible applicants, the types of applications and the amount involved under the Maritime and Aviation Training Fund? and
4. What publicity work has been carried out to attract more talents to join the aviation industry? What are the effectiveness and the expenditure involved?

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

Reply:

1. The Hong Kong International Aviation Academy (HKIAA) was established by the Airport Authority Hong Kong (AA) 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 currently provides about 110 foundation and professional courses covering a wide range of subjects 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 safety and security, 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 2024-25, the HKIAA provided aviation training for about 64 600 (figures as at February 2025) trainees from Hong Kong, the Mainland and overseas (including Belt and Road countries), including 127 staff members of the Civil Aviation Department.

2. 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 AA 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.

According to the information provided by the Immigration Department, after the first 2 rounds of applications, 4 109 imported workers have been approved and arrived to work in Hong Kong, covering all 10 job types under the Scheme. We just launched a new round of applications for labour importation quotas in March this year.

3. & 4. The Government established the Maritime and Aviation Training Fund (MATF) in 2014 to promote the professional development of the aviation industry and to attract more young people to join the industry. The Government from time to time examines the training and incentive schemes under the MATF for enhancement to attract and nurture more aviation talents. In particular, the Aviation Promotion Project Funding Scheme (the Promotion Scheme) is set up under the MATF to encourage aviation-related organisations or academic institutions in Hong Kong to organise various activities to promote different aspects of the aviation industry and to raise awareness of and interest in the aviation industry by the public and/or the relevant sectors, with a view to attracting more talents to join the industry.

Details of the number of beneficiaries and total expenditures of the aviation-related schemes (including the Promotion Scheme) under the MATF in the past 3 years are at [Annex](#).

Annex

Name of Programme	2022-23		2023-24		2024-25 (as at end-January 2025)	
	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)	No. of Beneficiaries	Amount of Subsidy (\$'000)
1. Professional Training and Examination Refund Scheme – Aviation	730	2,801	506	2,578	411	2,254
2. Maritime and Aviation Internship Scheme – Aviation	276	3,547	264	3,176	351	4,820
3. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	13	819	10	581	/ ^	/ ^
4. Hong Kong Aviation Scholarship Scheme	28	2,420	22	1,471	/ ^	/ ^
5. Aviation Operations Training Incentive	36	504	53	1,092	/ ^	/ ^
6. Aviation Promotion Project Funding Scheme	/	/	173 *	56.5	1 600 *	390

^ The subsidy is granted in February and March each year, and therefore information on the number of beneficiaries and the amount of subsidy is not available.

* The figures refer to the number of participants in the promotional activities.

- End -

CONTROLLING OFFICER'S REPLY

TLB232

(Question Serial No. 3373)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration passed the Inland Revenue (Amendment) (Aircraft Leasing Tax Concessions) Ordinance 2023 through 3 readings last year and made enhancements to the aircraft leasing regime. Please advise on the following:

1. What are the details of the above enhancement measures? Please list them out.
2. After the implementation of the above measures, how will the number of aircrafts leased via the Hong Kong platform be increased? Please provide the relevant quantities, and how will this bring about economic benefits and job opportunities? and
3. What specific promotional activities will be carried out by the Administration in future? Please set them out.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 50)

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. About 40 major industry players from the Mainland and overseas have been recorded to set up their subsidiaries/operating arms in Hong Kong, including 4 of the top 5 global aircraft lessors ranked by number of aircraft.

The Chief Executive announced in the 2022 Policy Address that the Government would 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 relevant amendments cover the following aspects:

- to provide qualifying aircraft lessors with tax deduction of the acquisition cost of aircraft;
- to expand the scope of the Regime to include wet lease and funding lease and remove the one-year term of lease restriction;
- to provide for a more general meaning of “aircraft leasing activity” so that the Regime will cover leasing activities other than leasing aircraft to aircraft operators;
- to allow deduction of interest payable for acquisition of aircraft to a financier outside Hong Kong who is not a financial institution and may be an associate of the borrower; and
- to prescribe threshold requirements for aircraft lessors and aircraft leasing managers qualifying for the Regime to comply with the requirements of the Organisation for Economic Co-operation and Development.

We signed a Memorandum of Understanding with the Administrative Commission of Tianjin Dongjiang Free Trade Port Zone to deepen co-operation in the development of the aircraft leasing and financing industries in April 2024, and introduced Hong Kong’s strengths to the industry at the 11th China Air Finance Development (DFTP) Summit in Tianjin at end-September 2024. The industry is supportive of the enhancement measures. A number of companies are actively considering setting up businesses in Hong Kong, including leading Mainland and multinational enterprises. In future, we will continue to publicise the latest development of Hong Kong’s aircraft leasing policy and the preferential tax regime so as to encourage global aircraft lessors to conduct business in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB233

(Question Serial No. 3374)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has indicated that it will explore the introduction of tax concessions to attract commodity trading enterprises in the Mainland and overseas to set up businesses in Hong Kong, building a commodity trading ecosystem in our city, so as to drive the maritime services industry. What are the details of the relevant tax concessions? Has a timetable been drawn up for their implementation?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 51)

Reply:

Commodities including metals and minerals account for more than half of the global shipping trade volume. Commodity traders are the key users in procuring maritime services. Their presence and operation in Hong Kong can drive the development of maritime services industry, which is conducive to consolidating and enhancing Hong Kong's status as an international maritime centre. To encourage existing enterprises to expand their businesses and attract more commodity traders in the Mainland and overseas to set up businesses in Hong Kong (thereby motivating more maritime service enterprises to establish presence in Hong Kong and expanding Hong Kong's maritime ecosystem), the 2025-26 Budget proposes to provide half-rate tax concession for eligible commodity traders, i.e. profits tax to be assessed at a rate that is reduced by half to 8.25%.

The Government is formulating the details of the above proposed measures and targets to introduce the bill into the Legislative Council in the first half of 2026.

- End -

CONTROLLING OFFICER'S REPLY

TLB234

(Question Serial No. 3375)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration has implemented a CII-based green incentive for Hong Kong-registered ships attaining CII rating A or B from 2024 for 3 years, and a block registration incentive targeting shipowners who register multiple ships with the Hong Kong Shipping Registry within a specified period. Please advise on the following:

What is the application and approval status of the above measures so far? What is the amount of money involved? Please set out the details. In addition, will the Administration further enhance the relevant incentives?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 52)

Reply:

To mitigate climate change, the International Maritime Organization (IMO) has put forward a vision to reduce greenhouse gas emissions, with the target of enabling the shipping industry to progressively advance to net-zero carbon emissions. The Government also promulgated the Action Plan on Maritime and Port Development Strategy in December 2023 to support the sustainable development needs of the maritime and port industry in Hong Kong, and to promote the development of green shipping in a bid to enhance the long-term competitiveness of the industry.

The Marine Department (MD) launched the Green Incentive Scheme on 28 June 2024, the first of its kind in the world that is Carbon Intensity Indicator (CII) related, to encourage green transformation of the shipping industry. The Scheme provides green incentive to Hong Kong-registered ships that have attained high ratings under the international standards on decarbonisation formulated by the IMO. Under the above Scheme, all Hong Kong-registered ships of 5 000 gross tonnage or above in possession of a valid "Statement of Compliance – Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating" showing that the ship has attained rating A or B in the CII are eligible to receive \$20,000 for each corresponding year from 2024 to 2026. The Scheme has been open for application

from eligible Hong Kong-registered ships since 28 June 2024. As at 28 February 2025, the MD has received applications for the Scheme from a total of 697 Hong Kong-registered ships, 685 of which have been approved and the amount of incentive is HK\$13.7 million. The MD will continue to enhance the promotion for the Scheme and encourage Hong Kong-registered ships to become a green fleet.

The Block Registration Incentive Scheme is another action measure recommended under the Action Plan on Maritime and Port Development Strategy promulgated by the Government in December 2023 to strengthen the competitiveness of ship registration in Hong Kong. Under the Scheme, shipowners with more than 1 ship registered with the Hong Kong Shipping Registry within 24 months will be provided with a refund of the ship registration fee and the first-year annual tonnage charge. Applications may be submitted by a shipowner, ship manager or ship agent and may cover ships of different owners. As at 5 March 2025, the MD has received 4 applications involving a total of 19 vessels. As the tonnage of the vessels concerned has not yet been confirmed and they have not been formally registered, the amount involved cannot be calculated. The MD will actively reach out to shipowners and shipping-related companies to promote the Scheme through its network on the Mainland and overseas. Moreover, the MD has produced a leaflet to promote the work of the Hong Kong Shipping Registry and introduce details of the Scheme.

The Bureau will assess and review the effectiveness of these 2 measures in due course and has no plan to further enhance the relevant incentives at the present stage.

- End -

CONTROLLING OFFICER'S REPLY**TLB235****(Question Serial No. 3376)**

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Administration is actively improving the intermodal operations to meet the needs of cargo transport and different kinds of travellers. Please provide details of the various types of intermodal operations in Hong Kong in the past 3 years and in the current year. Please also set out the economic benefits brought about by each type of intermodal operations, including the number of passengers using sea-air intermodal transshipment, the traffic volume of land-air intermodal transshipment and the approximate time reduced.

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

Reply:

The Airport Authority Hong Kong (AA) is committed to developing the intermodal transport networks so as to enhance the convenience for the transport of passengers and goods in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) to and from all parts of the world via Hong Kong. Regarding passenger services, the AA operates ferry services between 9 ports in the GBA and the SkyPier Terminal of the Hong Kong International Airport (HKIA). According to the information provided by the AA, the numbers of passengers who have used the ferry services in the past 3 years are tabulated below:

Year	Number of passengers ('000)
2024	680
2023	470
2022	130

Note 1: The number of passengers in 2024 is provisional and the actual figure is yet to be verified by the airlines.

In addition, the AA started to provide transfer coach services between the SkyPier Terminal and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Macao Port and Zhuhai Port in August and December 2023 respectively, and in parallel launched the "Fly-Via-Zhuhai-HK" direct passenger service in December 2023 to facilitate transit passengers from Macao and the

Mainland to go to the HKIA via the HZMB for onward flights to overseas destinations, and vice versa. According to the information provided by the AA, the numbers of passengers who have used the transfer coach services in the past 2 years are tabulated below:

Year	Number of passengers ('000)
2024	240
2023	30

Note 1: The number of passengers in 2024 is provisional and the actual figure is yet to be verified by the airlines.

Note 2: The number of passengers in 2023 refers to the figure after the commencement of the relevant services, i.e. from August to December.

Furthermore, the AA also arranges coach or limousine services connecting the HKIA and the GBA cities (including city terminals). According to the information provided by the AA, the numbers of passengers travelling between the HKIA and the Mainland or Macao using the coach or limousine services by the AA's land-based cross-boundary operators in the past 2 years are tabulated below:

Year	Number of passengers ('000)
2024	790
2023	510

Note 1: The number of passengers in 2024 is provisional and the actual figure is yet to be verified by the airlines.

Note 2: The relevant services were suspended in 2022 due to the pandemic.

In addition to the above direct transport services to and from the HKIA arranged by the AA, passengers travelling to and from the Mainland can also take other means of transport to enter and leave Hong Kong (such as the Express Rail Link (XRL), cross-boundary coaches, etc.) and travel to other parts of the world via the HKIA. The AA is committed to providing facilitation to the relevant cross-boundary travellers through various measures, such as setting up city terminals in the GBA cities for travellers to check in in advance, providing luggage check-in service at the West Kowloon Station of the XRL, etc.

Meanwhile, the AA is completing by phases the automated car parks on the Hong Kong Port Island of the HZMB for use by transit passengers or inbound visitors from Guangdong and Macao.

As for air cargo, the AA is working with Dongguan to press ahead with the innovative development of the sea-air intermodal cargo transshipment mode, so that Mainland export cargo can arrive at the HKIA seamlessly for direct transshipment to overseas destinations through Hong Kong's international aviation network, and the reverse process can also be applied to import cargo. The AA launched a pilot scheme of the sea-air intermodal cargo transshipment mode by utilising the temporary facilities in Dongguan and the HKIA at end-2021 and established the full set of export and import operation procedures in April and December 2023 respectively. As at January 2025, a total of 21 airlines and 125 freight forwarders participated in the pilot scheme. Since April 2023, over 20 000 tonnes of cargo, with a value of more than HK\$20 billion, have been handled.

To further develop sea-air intermodal cargo transshipment, the AA is taking forward the construction of the permanent facility for the HKIA Dongguan Logistics Park. It is expected that, upon the full commissioning of the Logistics Park, the operating costs of cargo transport can be reduced by about half and cargo handling time can be saved by about one-third. The AA expects that the first-phase construction for the Phase 1 development of the Logistics Park will be completed within this year and the preliminary study of the Phase 2 development will commence shortly.

- End -

CONTROLLING OFFICER'S REPLY

TLB236

(Question Serial No. 3949)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2025-26 that the authorities will continue to support the implementation of the “Northbound Travel for Hong Kong Vehicles” and preparation for the “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

1. When will the automated car parks on the Hong Kong Port Island be commissioned?
and
2. What is the overall progress of the “Southbound Travel for Guangdong Vehicles” and when are the implementation details expected to be announced?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 2)

Reply:

The Hong Kong Special Administrative Region (HKSAR) Government welcomes Mainland visitors to Hong Kong, and is committed to promoting the convenient and smooth people flow under the concept of joint development of the Guangdong-Hong Kong-Macao Greater Bay Area, and at the same time promoting the economic development of Hong Kong. To this end, the HKSAR Government is actively working with the relevant Mainland authorities to explore the detailed plans and implementation arrangements of the “Southbound Travel for Guangdong Vehicles” (the Scheme), details of which are expected to be announced within this year. As part of the Scheme, the Airport Authority Hong Kong (AA) is completing in phases the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), namely “Park & Fly” and “Park & Visit”, for non-commercial private cars from Guangdong and Macao to come to Hong Kong via the HZMB. Visitors may fly out from the Hong Kong International Airport or go through Hong Kong immigration clearance at the Passenger Clearance Building, HZMB Hong Kong Port to visit Hong Kong.

AA will commission the automated car parks in alignment with the overall timetable for the Scheme, with details to be announced in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB237

(Question Serial No. 4025)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the face of the rise of neighbouring airports, how will the authorities maintain and enhance the competitiveness of the Hong Kong International Airport?

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

Reply:

Hong Kong is an international aviation hub. This positioning is recognised in the National 14th Five-Year Plan and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area. To implement this national strategy, the Hong Kong Special Administrative Region Government and the Airport Authority Hong Kong (AA) have launched a series of measures, which include expanding the aviation network, enhancing the connection between the airport and cities in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), developing the Airport City, etc., so as to enhance the long-term competitiveness of the Hong Kong International Airport (HKIA) and the aviation industry.

As regards the aviation network, to fully seize the opportunities brought by the Three-Runway System, we will adopt a more forward-looking perspective in developing and expanding the aviation network, which includes supporting the HKIA to strengthen its services on major routes; and planning in advance for civil aviation co-operation with the current major routes and countries along the Belt and Road with potential, including destinations in North America, Europe, Africa, South America and Southeast Asia, so as to negotiate and enhance air services agreements and strengthen aviation services with these regions. Our target is to explore with 10 or more aviation partners within 2025 the enhancement of air connectivity.

Moreover, the AA is committed to developing the intermodal transport networks so as to enhance the convenience for the transport of passengers and goods in the GBA to and from all parts of the world via Hong Kong. Measures include the setting up of city terminals at more strategic locations in the GBA, with the target of increasing the number from 27 at the beginning of 2025 to over 30 within the year. In addition, the AA and the Zhuhai

Transportation Holdings Group signed the Agreement of Shares Acquisition concerning the equity acquisition of Zhuhai Airport in November 2024, which provides a reinforced foundation for deepening the co-operation between the 2 airports. In this regard, we will work with the Zhuhai Airport to enhance the “Fly-Via-Zhuhai-HK” direct passenger service by promoting the service to more cities in the Mainland. The AA is also completing in phases the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge for use by transit passengers or inbound visitors from Guangdong and Macao. As for air cargo, the AA is actively developing the sea-air intermodal cargo transshipment mode between the HKIA and Dongguan. It is expected that the first-phase construction of permanent facilities for the Phase 1 development of the HKIA Dongguan Logistics Park will be completed within 2025 and the preliminary study of the Phase 2 development will commence shortly.

On the development of the Airport City, the AA promulgated a development plan in January 2025 for expanding the Airport City. With the aviation industry as its focal point, the Airport Island as well as the land and waters in its vicinity will be utilised for the development of a new highlight project encompassing high-end commercial, art, tourism and leisure activities. The project will attract business and leisure travellers from our Country and all over the world to stay, transfer or transit in Hong Kong, thereby enhancing Hong Kong’s role as a link between our Country and the rest of the world in the areas of commerce and trade, culture, tourism, etc.

- End -

CONTROLLING OFFICER'S REPLY

TLB238

(Question Serial No. 3908)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the development of the Northern Metropolis, will the Government inform this Committee of the following:

- 1) It is mentioned in the Budget that the detailed planning and design of the Northern Link (NOL) Spur Line will commence. What is the estimated expenditure for the project? Whether the Government has formulated a blueprint for the development of the NOL Spur Line? What are the estimated staffing provision and expenditure for the work? and
- 2) Regarding the NOL Main Line, the Government has estimated that the construction works will commence this year. However, the relevant estimated expenditure is not mentioned in the current Budget. What are the reasons? Will the Government provide a precise construction timetable? In addition, will the Government provide relevant information on the progress of the project study and the construction cost regarding the Northern Link Main Line?

Asked by: Hon CHAN Yung (LegCo internal reference no.: 18)

Reply:

- 1) In accordance with the vision of jointly developing the “Greater Bay Area on the Rail”, the Hong Kong Special Administrative Region Government and the Shenzhen authorities are jointly taking forward cross-boundary projects, including the Northern Link (NOL) Spur Line, through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure (the Task Force).

Since the establishment of the Task Force, the 2 governments have been working closely to conduct in-depth studies on the cross-boundary railway infrastructure and proactively plan for the NOL Spur Line. The Task Force deliberated the implementation arrangements for the NOL Spur Line in November 2024. Both sides agreed to jointly set up the Office for Implementing Cross-boundary Railway Projects by the relevant departments of the 2

governments to take forward the planning and design of the next stage of the cross-boundary railway projects, including the NOL Spur Line.

The detailed planning and design of the NOL Spur Line is expected to commence this year. We will strive to take forward the NOL Main Line and the Spur Line projects simultaneously such that both projects could benefit from certain synergies. The target is to advance the commissioning of the NOL Spur Line to tie in with that of the NOL Main Line by 2034.

The implementation of the NOL Spur Line project is undertaken by the existing manpower and resources of the Transport and Logistics Bureau. No breakdown of the expenditures involved is available.

2) To expedite the implementation of the NOL Main Line, the Government has required the MTR Corporation Limited (MTRCL) to reserve budget for the detailed planning and design as well as part of the advance works for the NOL Main Line when signing the project agreement of Phase 1 of the NOL, i.e. Kwu Tung Station. No capital works funding from the Government will be involved for the relevant work.

The detailed planning and design of the NOL Main Line has been substantially completed and the advance works have also commenced. In addition, the gazettal procedures of the railway scheme is expected to be completed shortly. The Government is currently assessing and updating the project estimate of the NOL Main Line based on the MTRCL's detailed planning and design. Our target is to complete the NOL Main Line by 2034.

- End -

CONTROLLING OFFICER'S REPLY

TLB239

(Question Serial No. 3946)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the initiative to encourage various sectors of the community to enhance tourism-support facilities to attract Muslim tourists from the Middle East, ASEAN, etc., please inform this Committee of the following:

1. What is the progress of providing information in Arabic at the airport and encouraging taxi fleets to provide fleet service information in Arabic? and
2. What is the progress of enhancing the prayer rooms at the Hong Kong International Airport?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 64)

Reply:

1. To encourage taxi fleets to provide fleet service information in Arabic, the Transport Department has been maintaining communication with each fleet operator. The 5 taxi fleets have undertaken to provide information on their services (e.g. types of taxis, fare structures, etc.) in Arabic on their websites or mobile applications when they come into service. The taxi fleets will commence service progressively by end-July this year.

The Airport Authority Hong Kong (AA) has installed signage in Arabic at 49 key locations in the departure hall and the arrival area at the airport to provide clear guidance to Muslim tourists from the Middle East, ASEAN, etc. The AA has also added QR codes for information in Arabic at the 37 i-Customer Service Centres in the passenger terminal building to guide tourists to the customer service centres nearby which are equipped with instant translation devices, with a view to providing more tailor-made services.

2. To cater for the needs of tourists with different religious backgrounds, the Hong Kong International Airport is equipped with 4 prayer rooms in the restricted area and public spaces.

The AA has carried out enhancement works on the prayer rooms in recent years to provide foot cleaning basins and directional signs (QIBLA) indicating the direction of worship. The AA consulted the 6 religious leaders of Hong Kong in November 2024 on proposals to further enhance the prayer rooms. The preliminary plan is to set up partitions in some of the prayer rooms and provide an additional prayer room on the arrivals level to meet the different needs of tourists. The relevant facilities are expected to be implemented in phases in the 2025-26 financial year.

- End -

CONTROLLING OFFICER'S REPLY

TLB240

(Question Serial No. 3370)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is proposed in the Budget Speech that Hong Kong will help our country's home-developed C919 aircraft enter the global market. The Hong Kong International Aviation Academy (HKIAA) will expand its training programmes to cover C919 aircraft-related aspects. In this connection, will the Government inform this Committee of the following:

1. What are the work plan and details of the Administration's efforts to help C919 enter the global market? What are the expenditure and manpower involved? and
2. What are the programmes to be offered by the HKIAA and the target enrolment?

Asked by: Hon CHOW Man-kong (LegCo internal reference no.: 47)

Reply:

As a world-class city that converges China's and the world's strengths, Hong Kong can provide support in the areas of aircraft maintenance, training and leasing/trading, etc., to help home-developed C919 aircraft enter the international market.

The Hong Kong International Airport (HKIA) has rich experience in aircraft maintenance and excellent ancillary facilities, which fully support the maintenance of home-developed aircraft outside the Mainland. In addition, with the commissioning of the Three-Runway System, the capacity of the HKIA has significantly increased and it is able to support more aircraft maintenance work. Regarding aircraft leasing/trading, the Hong Kong Special Administrative Region Government has been actively developing aircraft leasing and enhanced the aircraft leasing preferential tax regime last year to provide competitive profit tax concession. Given Hong Kong's sound legal system, robust financial system and friendly relations with neighbouring regions, as well as the fact that Hong Kong is the world's largest and most important offshore Renminbi business centre, Hong Kong's advantages in aircraft leasing will be conducive to the entry of home-developed aircraft to the international market through finance leasing in Hong Kong, etc.

As regards the provision of training, the Hong Kong International Aviation Academy (HKIAA) plans to gradually expand its training programmes to cover C919 aircraft-related aspects. The HKIAA is working with the Commercial Aircraft Corporation of China, Ltd. and relevant aircraft maintenance organisations to examine and develop professional courses targeting C919, which will cover a number of key areas such as flying training, aircraft engineering and maintenance as well as aviation management, with a view to nurturing more quality professionals for the relevant industries. The HKIAA is actively making preparations and deliberating the content and details of the courses, and will announce the relevant information in due course.

The above work does not involve additional government expenditure.

- End -

CONTROLLING OFFICER'S REPLY

TLB241

(Question Serial No. 3851)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in paragraph 56 of the Budget Speech that the Working Group on Developing Low-altitude Economy (the Working Group) is examining the applications for the first batch of Regulatory Sandbox (Sandbox) pilot projects and will announce the results soon. It is also stated in paragraph 57 that the Government is reviewing civil aviation legislation to enhance the regulatory regime in support of long-term development of the low-altitude economy (LAE) and will also consider enacting dedicated legislation for various types of Advanced Air Mobility (AAM), and proactively strengthen our interface with Mainland authorities on issues relating to the LAE. In this connection, please inform this Committee of the following:

1. What are the criteria adopted by the authorities for examining the applications for the Sandbox pilot projects and whether there is a limit on the number of the first batch of pilot projects? If yes, what is the upper limit?
2. What is the division of major responsibilities among the relevant authorities under the Working Group led by the Deputy Financial Secretary, and what are the estimated expenditure and staff establishment for the LAE-related work in 2025-26?
3. What areas will be covered by the dedicated legislation for various types of AAM, and whether they include legislation for passenger-carrying AAM and cross-boundary passenger-carrying and cargo-carrying AAM? If yes, what is the timetable for the relevant studies? If not, what are the reasons? and
4. What plans do the authorities have to strengthen the interface of regulatory frameworks and mechanisms with the Mainland authorities on issues relating to the LAE?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 70)

Reply:

1. The Chief Executive announced in the 2024 Policy Address to establish the Working Group on Developing Low-altitude Economy (the Working Group) in order to formulate development strategies and inter-departmental action plans for the development of low-altitude economy (LAE) in Hong Kong. The Working Group has implemented the Regulatory Sandbox (Sandbox) pilot projects progressively starting from early this year to foster innovation and facilitate the testing of potential application scenarios of low-altitude flying activities. The first batch of Sandbox pilot projects was open for application in November last year, with the application period closed at the end of last year. The Working Group has received applications submitted by a total of 72 applicants. When evaluating each eligible application, the Working Group has taken into account a basket of factors including, but not limited to, the scope of application, whether it is innovative and makes use of local research and development technologies, whether it can help enhance local experience in different areas for the development of LAE (e.g. air route network design, infrastructure requirements, emergency response, regulatory regime, etc.). The application results of the first batch of pilot projects have been announced on 20 March this year. Subject to the implementation of the first batch of pilot projects, we will announce the application details of the second batch of Sandbox pilot projects in due course.

2. The development of LAE is a huge systematic project, which involves the collaboration of a number of policy bureaux and departments in areas such as regulations, formulation of aviation safety policies, technological research and development, infrastructural support, land planning, commercial applications, etc. Regarding the Transport and Logistics Bureau (TLB), we commence the relevant work with the existing resources.

On the other hand, in 2025-26, the Civil Aviation Department (CAD) intends to create the following permanent posts to take forward the initiatives in relation to the development of LAE, including the work related to the implementation of Sandbox projects:

Permanent post to be created		
Rank	No. of posts	Notional annual mid-point salary (\$ million)
Senior Operations Officer (Aviation Administration)	1	7.74
Operations Officer (Aviation Administration)	1	
Operations Officer (Airworthiness)	1	
Assistant Operations Officer (Aviation Administration)	1	
Senior Electronics Engineer	1	
Electronics Engineer/ Assistant Electronics Engineer	2	
Total:	7	

In addition, the CAD will retain a time-limited supernumerary post^{Note} of 1 Administrative Officer Staff Grade B (D3), as well as time-limited posts of 1 Chief Executive Officer and 1 Senior Executive Officer from 2025-26 to 2026-27 to undertake various work related to enhancing Hong Kong's status as an international aviation hub following the commissioning of the Three-Runway System, supporting the development of LAE in Hong Kong and enhancing the overall administrative governance of the CAD. The salary provision (in terms of notional annual mid-point salary) for the 3 posts above in 2025-26 is \$5.8 million. The TLB, on the other hand, intends to create 3 time-limited posts (1 Senior Engineer, 1 Engineer/Assistant Engineer and 1 Senior Executive Officer) from 2025-26 to 2029-30 to support the enhancement of Hong Kong's status as an international aviation hub and to take forward the development of LAE. The salary provision (in terms of notional annual mid-point salary) for the 3 posts above in 2025-26 is \$3.76 million.

3. The Government is reviewing the existing civil aviation legislation and regulatory regimes, with the target to submit the first phase of legislative amendment proposals to the Legislative Council within the second quarter of this year. The proposal is to expand the regulatory scope of the existing Small Unmanned Aircraft Order (Cap. 448G) to cover unmanned aircraft weighing between 25 kg and 150 kg. We also plan to take this opportunity to simultaneously introduce provisions in the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) to empower the Director-General of Civil Aviation to permit trial flights of Advanced Air Mobility (AAM) under specified conditions, provided that aviation safety requirements are met. Such legislative amendments will be able to expedite the implementation of the Sandbox pilot projects in future and permit trials of projects involving heavy loading and carriage of passengers, provided that aviation safety conditions are met.

In the long term, we are studying the introduction of a new, dedicated legislation for various types of AAM weighing over 150 kg. Such legislative amendment work will not only align with future technological and application developments, but will also lay a foundation for low-altitude passenger-carrying flying activities in future. Considering the complexity of the relevant legislative work of enacting a new legislation, it is expected that the legislative review and formulation process will take longer time.

4. The Working Group is actively promoting interface with the relevant Mainland authorities to discuss the joint development of low-altitude cross-boundary air routes, immigration and customs arrangements, supporting infrastructure, etc. In November last year, led by the Deputy Financial Secretary, representatives of the TLB, the Security Bureau, the CAD, the Immigration Department and the Customs and Excise Department visited Shenzhen to exchange views with the relevant Mainland authorities on cross-boundary flying activities by unmanned aircrafts and helicopters. The Working Group will maintain contact with the relevant authorities, with the aim to create favourable conditions for establishing the Greater Bay Area low-altitude cross-boundary corridor.

- End -

^{Note} The civil service establishment includes posts on the permanent establishment and those on the non-permanent establishment (i.e. time-limited posts). Time-limited directorate posts are referred to as "supernumerary directorate posts", which are time-limited posts on the non-permanent establishment. It does not mean they are not counted towards the establishment.

CONTROLLING OFFICER'S REPLY

TLB242

(Question Serial No. 3944)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in paragraph 142 of the Budget Speech that the Central Government resumed at the end of last year the multiple-entry Individual Visit Endorsements for Shenzhen permanent residents and expanded the arrangement to Shenzhen residence permit holders. In this connection, will the Government inform this Committee of the following:

Will the Administration request the MTR Corporation Limited to examine the adjustment of fares from Sheung Shui to Lo Wu/Lok Ma Chau and the ticketing arrangements for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), as well as to reduce the administrative costs to attract more people to use the XRL service? If yes, what are the details? If not, what are the reasons?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 7)

Reply:

Generally speaking, fares of the local heavy rail system of the MTR Corporation Limited (MTRCL) are determined based on journey distance, while taking into account other factors such as market competitiveness, trip nature (e.g. whether cross-harbour or cross-boundary journeys are involved), the existing overall fare structure, etc. Unlike other railway lines, the East Rail Line (EAL) is a railway line combining domestic and cross-boundary services. Its fares have been determined before the rail merger in 2007 according to its own fare structure, which has its historical factors and special circumstances. Specifically, target passengers of cross-boundary journeys via Lo Wu Station and Lok Ma Chau Station are different from those of domestic journeys. Therefore, they should not be compared directly with other railway lines under the heavy rail system. Since the rail merger, the MTRCL, in accordance with the Operating Agreement entered into with the Government, has put in place a fare adjustment mechanism which adopts an objective, transparent and direct-drive formulaic approach in determining the rate of annual fare adjustment. The mechanism is applicable to the fares of the journey from Sheung Shui to Lo Wu/Lok Ma Chau on the EAL.

On the other hand, 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. Passengers who purchase mainland section tickets at the ticketing counters operated by the China Railway (Hong Kong) Holdings Ltd. at the West Kowloon Station are required to pay handling fees to the company. Since the resumption of operation of the Hong Kong Section of the XRL in 2023, passengers may choose to purchase tickets with no handling fees through the 12306 online ticketing platform of the China Railway. The MTRCL will consider introducing different promotions and concessionary fares with the relevant Mainland authorities in the light of market needs and operational conditions, so that a wider range of passenger groups can experience the XRL services.

- End -

CONTROLLING OFFICER'S REPLY

TLB243

(Question Serial No. 3911)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

“Northbound Travel for Hong Kong Vehicles” was launched in July 2023. Please inform this Committee of:

the timetable for launching “Southbound Travel for Guangdong Vehicles”?

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

Reply:

The Hong Kong Special Administrative Region (HKSAR) Government welcomes Mainland visitors to Hong Kong, and is committed to promoting the convenient and smooth people flow under the concept of joint development of the Guangdong-Hong Kong-Macao Greater Bay Area, and at the same time promoting the economic development of Hong Kong. To this end, the HKSAR Government is actively working with the relevant Mainland authorities to explore the detailed plans and implementation arrangements of the “Southbound Travel for Guangdong Vehicles”, details of which are expected to be announced within this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB244

(Question Serial No. 3984)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 120 of the Budget Speech that the Government endeavours to identify and release suitable logistics sites. In this connection, will the Government inform this Committee of the following:

The logistics clusters in the Northern Metropolis is mentioned for the first time in the Action Plan on Modern Logistics Development and the findings of the study are expected to be announced this year. Will the Government release additional sites to meet the needs of the logistics and industrial sectors? Whether the Government will complement this with the existing measures, such as the large-scale land disposal approach? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 27)

Reply:

To further promote the development of modern logistics, the Government promulgated the Action Plan on Modern Logistics Development (Action Plan) in October 2023, which proposes to develop modern logistics clusters with different functions at the logistics sites earmarked in the New Development Areas (NDAs), starting with the 36 hectares of land in the Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA earmarked for modern logistics development as a pilot scheme. The relevant planning study already commenced in March 2024.

Logistics clusters refer to the clustering of modern logistics facilities as well as interconnected logistics enterprises and related organisations, thereby fostering organic development. As such, in developing logistics clusters, we will make reference to the successful precedents of building logistics clusters in the Mainland and overseas through an “enterprise-oriented” approach, create a favourable environment for logistics development, introduce anchor enterprises to drive the organic development of the entire logistics clusters and attract other ancillary supply chain services to converge in the area to form an organic logistics ecosystem.

The site formation and infrastructure works under the Second Phase development of the HSK/HT project, covering 7 of the 9 sites for the logistics clusters, have commenced progressively after funding approval was obtained from the Legislative Council in May 2024. We will continue to take forward the relevant works in an orderly manner. According to the current programme, site formation and infrastructure works for sites for the logistics clusters will be progressively completed 2 years after the completion of land resumption in 2026. In the light of the ever-changing economic environment, we will invite the industry to submit expressions of interest before land disposal to ensure that the planning of the logistics clusters closely aligns with the needs of the industry.

In addition to the logistics clusters in the Northern Metropolis, we also propose in the Action Plan to release 4 logistics sites near the Kwai Tsing Container Terminals on a regular basis between 2024 and 2027. The first site located in Tsing Yi was sold in February 2025. We will release the remaining 3 sites in the light of the Action Plan and market situation in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB245

(Question Serial No. 3943)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

With the commissioning of the Kai Tak Sports Park, the public anticipates whether the Kai Tak Development Area can be established as a diverse hub which integrates sports, culture, tourism and youth development, through the synergistic development of the Sports Park, the Cruise Terminal and the “Youth Post” hostel under planning.

Are there plans to improve the transport infrastructure in the area to ensure the seamless connection to various major facilities by the tourists and public?

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 14)

Reply:

The Government has been closely monitoring the development of the various projects in the Kai Tak area, including the Kai Tak Sports Park (KTSP), the Kai Tak Cruise Terminal (KTCT) as well as the “Youth Post” hostel and spaces for youth cultural, arts and sports exchanges under planning. Having regard to the overall planning of the Kai Tak Development Area (KTDA) and the progress of project completion, the Government will continue to co-ordinate the provision of services by various public transport operators, so as to cater for the transport demand of the public and tourists to travel to and from the facilities in the area.

Regarding the KTSP and the KTCT, the KTSP is about 10 to 15 minutes’ walk from the Kai Tak MTR Station and Sung Wong Toi MTR Station respectively, and there are more than 40 franchised bus routes at the bus stops in the vicinity connecting the KTSP with various districts in Hong Kong, Kowloon and the New Territories. As for the KTCT, there are 4 franchised bus routes and 1 green minibus route connecting the KTCT with the Kai Tak MTR Station, and a number of MTR stations in the vicinity, the West Kowloon High Speed Rail Station, as well as the Yau Tsim Mong area. The franchised bus services concerned also connect the KTCT with the KTSP, facilitating intra-district travel by tourists and the public.

The “Youth Post” hostel and spaces for youth cultural, arts and sports exchanges under planning are adjacent to the KTCT. The Government plans to build a pedestrian crossing between the facilities and the KTCT to facilitate residents and tourists to walk to the KTCT and use the public transport services at the KTCT to travel to and from the Kai Tak MTR Station, the KTSP and other locations.

The Transport Department has also planned to introduce 2 new franchised bus routes servicing the KTCT, i.e. Citybus Routes No. 20X and No. 22S, providing express services to Hung Hom and Tsim Sha Tsui direct and connecting services to and from the Kai Tak MTR Station respectively. They will come into service at an appropriate juncture subject to the progress of development and population intake of the Kai Tak Runway Area. The Government will continue to closely monitor the development progress of the various projects in the KTDA and plan appropriate public transport services to meet the travelling needs of the public and tourists.

Moreover, we are implementing the Smart and Green Mass Transit System in Kai Tak (the Project) in full swing for connecting the Kai Tak former runway area to the Kai Tak MTR Station, thereby strengthening connectivity of the residential and commercial developments, tourism, culture and recreation, and sports and community facilities within the area, as well as the connection with the railway network. We commenced investigation and study for the Project last year and also invited expressions of interest (EOI) for the Project from suppliers and operators of the relevant system in August last year to collect market views. A total of 30 EOIs have been received from local, Mainland and overseas companies. Taking into account the views collected from the EOIs, we are finalising the technical details, delivery approach and financial arrangements of the Project in preparation for inviting tender for the Project in the second half of this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB246

(Question Serial No. 3476)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department states in the Programme of “Planning and Development” that it will continue to take forward the projects promulgated under the “Hong Kong Major Transport Infrastructure Development Blueprint” including the smart and green mass transit systems (SGMTS) in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen (HSK/HT) and Yuen Long South New Development Areas. In this connection, will the Government inform this Committee of the following:

- 1) How many submissions of expressions of interest have been received from the suppliers and operators for the East Kowloon, Kai Tak and HSK/HT projects? What are the major views of the industry on the technical feasibility (e.g. autonomous driving and energy efficiency), mode of operation and financial apportionment of the systems?
- 2) What are the latest specific planning scope (e.g. length of route(s) and number of stations), works schedule and estimated expenditure of each project?
- 3) Is the current estimate sufficient to cope with the complexity of the above works (e.g. relocation of underground utilities and environmental requirements)? Has there been any cost overrun in the past year due to increase in material costs or change in design? If yes, what is the amount of cost overrun and the remedial plan?
- 4) Given limited resources, how will the above 3 SGMTS be prioritised? Has the Administration considered deferring the projects or reducing the scales of some of the projects based on cost considerations, such as reducing the number of stations, switching to lower-cost technologies, etc.? If yes, what is the estimated amount of cost to be saved? If not, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 70)

Reply:

1) The Government invited expressions of interest (EOI) for the 3 smart and green mass transit systems (SGMTS) from relevant suppliers and operators in 2024. A total of 30, 35 and 27 submissions were received for the Kai Tak, East Kowloon and Hung Shui Kiu/Ha Tsuen (HSK/HT) projects respectively. The EOI proposals cover a wide range of systems and their individual technical performances vary. As the technical requirements for the SGMTS in each project (such as climbing ability, carrying capacity and flexibility) vary according to the project's characteristics, it is difficult to draw a simple conclusion. The majority of respondents adopt an open mindset on the various delivery and financing options preliminarily explored by the Government. The Government will continue to communicate with the industry to finalise the specific requirements and designs of the projects and the associated infrastructure, the delivery modes and financial arrangements.

2) & 3) The latest specific planning scope of the respective SGMTS projects is as follows:

SGMTS in East Kowloon

With a length of about 7 kilometres, 9 stations are proposed for the SGMTS to provide convenient transport feeder service in the uphill areas of Kwun Tong, facilitating the public to gain access to MTR Choi Hung Station and Yau Tong Station. The preliminary alignment passes through Choi Wan, Shun Lee, Shun On, Sau Mau Ping, Po Tat, Ma Yau Tong and Lam Tin North. The system will mainly operate on a dedicated and elevated corridor, while the section from Lam Tin North to Yau Tong is proposed to operate in a tunnel. Our target is to invite tenders in 2026. Subject to the system eventually adopted, we will specify in the tender documents the requirement for the tenderer to complete the construction works as early as possible.

SGMTS in Kai Tak

The SGMTS in Kai Tak is about 3.5 kilometres long with 6 proposed stations. Adopting a dedicated and elevated corridor (in the form of viaducts/track systems) design, it will connect the former runway area of Kai Tak to the MTR Kai Tak Station, strengthening the connectivity among the residential and commercial developments, facilities for tourism, culture and recreation, sports and community within the area, as well as the connection with the existing railway network. Our target is to invite tenders in the second half of this year.

SGMTS in HSK/HT and Yuen Long South (YLS) New Development Areas (NDAs)

The preliminary alignment is about 16 kilometres in length, running through the HSK/HT and YLS NDAs, connecting to Hung Shui Kiu and Tin Shui Wai Stations of the Tuen Ma Line, Chung Fu and Nai Wai Stops of the Light Rail, as well as the existing and to-be-built public transport interchanges. The system will provide convenient feeder services to facilitate commuting to various districts of Hong Kong. Phase 1 of the system is about 4.5 kilometres long with 7 proposed stations, connecting Nai Wai to the vicinity of the Logistics, Enterprise and Technology Quarter in the HSK/HT NDA, with a view to tying in with the Second Phase Development of HSK/HT NDA. The system will adopt a green road-based mode without the need for physical rail tracks, allowing a higher degree of flexibility to cater for the phased development of the NDAs and the actual transport demand at different junctures. Our target is to invite tenders for the project within 2026. We will take forward the projects in phases to meet the traffic and transport needs of the NDAs at different stages of development. The

implementation timetable will depend on the programmes for major population intake of the NDAs.

The estimated costs of the construction works for the above projects can only be ascertained when the actual alignment and design are finalised.

4) The Government is taking forward the 3 SGMTS projects in full swing and is reviewing the design schemes of the projects in the light of the findings of the investigation studies and the feedback received from the EOI, with a view to further enhancing the cost-effectiveness of the projects.

- End -

CONTROLLING OFFICER'S REPLY

TLB247

(Question Serial No. 4022)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

Given that the global aviation industry actively seeks solutions to reduce carbon emissions, Sustainable Aviation Fuel (SAF) has become an important development trend. The Government has indicated that it is promoting the application of SAF at the Hong Kong International Airport (HKIA). However, the development and application of SAF in Hong Kong is still in the initial stage. In this connection, will the Government inform this Committee of the following:

1. Whether consideration will be given to the establishment of a Government-led multi-lateral working group to co-ordinate the co-operation of the Government, the industry and the stakeholders? If yes, what are the composition and specific functions of the working group? If not, what are the reasons?
2. There are suggestions that an SAF subsidy can be provided and levy imposed gradually to boost market demand. Whether the Government will adopt the suggestion? How will the relevant levy mechanism be designed to balance the burden on the industry and the target for reducing carbon emissions? and
3. The Government has indicated that it will set targets for SAF usage for flights departing from the HKIA. How will the authorities set specific targets and the timetable? Whether the Government will make reference to international standards (such as recommendations of the International Civil Aviation Organization) and discuss with the industry to ensure that the targets are practicable?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 12)

Reply:

1. & 3. The Government has been in contact with the stakeholders in the industry (including the Airport Authority Hong Kong (AA), local airlines, aircraft manufacturers, etc.) since end-2023, and has been using the consultancy study commissioned by the AA to understand the

development of Sustainable Aviation Fuel (SAF) at the international, national and regional levels, as well as the demand and supply of SAF in Hong Kong.

The Government is making reference to the consultancy report of the AA in formulating an appropriate target for SAF consumption. International and local circumstances, passenger affordability, views of the stakeholders, etc. are all important considerations. Before finalising the final proposal, the Government will further consult the industry to ensure that the proposal is in line with the actual situation in Hong Kong. The Government's initial plan is to consult the industry in the second to third quarter of 2025, with a view to announcing an SAF consumption target within 2025.

2. The Government will, on the premise of not compromising Hong Kong's status as an international aviation hub, formulate a suitable way forward for Hong Kong based on the findings of the consultancy study commissioned by the AA.

- End -

CONTROLLING OFFICER'S REPLY

TLB248

(Question Serial No. 3973)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department mentions in the Matters Requiring Special Attention in 2025-26 under Programme (2) 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 Boundary Crossing Facilities Island, and continue to support the implementation of the “Northbound Travel for Hong Kong Vehicles” and preparation for the “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

- (a) When will the automated car parks on the Hong Kong Boundary Crossing Facilities Island be commissioned? Whether the Hong Kong Special Administrative Region (HKSAR) 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? and
- (b) Whether the HKSAR Government has discussed with the Guangdong Provincial Government the introduction of the “Northbound Travel for Hong Kong Vehicles” to a Hong Kong-Shenzhen land boundary crossing? If yes, what are the plan and the implementation timetable? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 31)

Reply:

Regarding the “Southbound Travel for Guangdong Vehicles” (the Scheme), the Hong Kong Special Administrative Region (HKSAR) Government welcomes Mainland visitors to Hong Kong, and is committed to promoting the convenient and smooth people flow under the concept of joint development of the Guangdong-Hong Kong-Macao Greater Bay Area, and at the same time promoting the economic development of Hong Kong. To this end, the

HKSAR Government is actively working with the relevant Mainland authorities to explore the detailed plans and implementation arrangements of the Scheme, details of which are expected to be announced within this year. As part of the Scheme, the Airport Authority Hong Kong (AA) is completing in phases the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), namely “Park & Fly” and “Park & Visit”, for non-commercial private cars from Guangdong and Macao to come to Hong Kong via the HZMB. Visitors may fly out from the Hong Kong International Airport or go through Hong Kong immigration clearance at the Passenger Clearance Building, HZMB Hong Kong Port to visit Hong Kong. AA will commission the automated car parks in alignment with the overall timetable for the Scheme, with details to be announced in due course.

As regards the “Northbound Travel for Hong Kong Vehicles”, the governments of Guangdong and Hong Kong will review its implementation at the HZMB and study its extension to a land boundary control point between Hong Kong and Shenzhen in due course, so that Hong Kong private cars can travel to both the eastern and western parts of Guangdong without a quota.

- End -

CONTROLLING OFFICER'S REPLY

TLB249

(Question Serial No. 3325)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Programme 2, the Transport and Logistics Bureau (TLB) is responsible for formulating policies on the management of traffic. The Bureau will continue to oversee the improvement works to existing cycle tracks and cycle parking facilities in new towns in the coming year. Regarding the establishment of a regulatory framework for electric mobility devices (EMDs), the TLB has commenced the drafting of the legislative amendments in the second half of 2023. What are the details of the latest progress? When are the amendments expected to be submitted to the Legislative Council for consideration? The Bureau proposes in the Traffic and Transport Strategy Study promulgated in 2023 to promote cycling and support the use of EMDs in the New Development Areas (NDAs) and new towns, and suggests the implementation of a comprehensive cycle track network in the NDAs. What is the latest progress of the relevant work? What are the manpower and expenditures involved in implementing the relevant work in the coming year?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 244)

Reply:

The regulatory framework for electric mobility devices (EMDs) involves law drafting work of different levels and complexities, including amendment to the Road Traffic Ordinance (RTO) (Cap. 374), introduction of new subsidiary legislation under the RTO, amendment to the relevant subsidiary legislation, making reference to the relevant legislation in determining the arrangements for fixed penalties, etc. At the same time, the Government needs to study in detail the legal and technical issues relating to the code of practice for EMD users, product certification, etc. It therefore takes time to fully consult the relevant departments and various stakeholders to ensure that the regulatory proposals are effective and practicable and can cater for the travelling needs of the public to use the EMDs. The Government is now actively working with the relevant departments on drafting the law and formulating specific regulatory proposals, and strive to complete the drafting of the amendment bill as early as possible for submission to the Legislative Council for consideration in due course.

Regarding the implementation of a comprehensive cycle track network in the new development areas (NDAs) as preliminarily recommended in the Traffic and Transport Strategy Study, the Transport Department (TD) is actively discussing the details with the relevant departments, with a view to connecting different land parcels in the NDAs with the cycle tracks and linking up with the transport interchange hubs. The cycle track networks in different NDAs will be taken forward to tie in with the progress of infrastructure development. The relevant work above is undertaken by the existing manpower of the TD and therefore no detailed breakdown of the manpower and expenditure involved is available. The Government will continue to create a “bicycle-friendly environment” in new towns and NDAs, which includes improving existing cycle tracks and cycle parking facilities, as well as enhancing cycling safety to facilitate the public to cycle for leisure or short-distance commuting purposes and reduce the use of mechanised transport.

- End -

CONTROLLING OFFICER'S REPLY

TLB250

(Question Serial No. 3330)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Programme 3, the Bureau will continue to work with local and non-local educational institutions to support the new initiatives on training and manpower development for the maritime industry. In this connection, will the Administration advise on the current data on the manpower requirement in the local maritime industry at present? What is the estimated expenditure on training for the maritime industry in the coming year? What professional training schemes are expected to be offered?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 9)

Reply:

Regarding the manpower requirement in the local maritime industry, we will make reference to the Manpower Survey Report of the Maritime Services Industry conducted by the Maritime Services Training Board under the Vocational Training Council every 4 years and the interim Manpower Update Report, or the periodic manpower projections conducted by the Government at a macro level. According to the latest report on the 2023 Manpower Projection published by the Labour and Welfare Bureau on 14 November 2024, Hong Kong, as an international transportation centre, the projected manpower requirement for the industry (which covers land and water passenger and freight services, as well as warehousing and storage, and postal and courier services. Air freight and related services are not included.) will increase from 250 100 people in 2023 to 253 000 people in 2028, representing an increase of about 2 900 people.

The estimated cash flow requirement for the Maritime and Aviation Training Fund (MATF) for 2025-26 is about \$52 million, of which about \$29 million will be allocated to maritime-related training schemes. The relevant schemes are set out at the **Annex**. We will continue to make good use of the MATF to provide training, incentives and promotional programmes in the maritime industry and introduce enhancement measures for the schemes in a timely manner, so that the training measures are more comprehensive and diversified in nurturing more talents for the local maritime industry.

Name of Programme	
1.	Professional Training and Examination Refund Scheme – Maritime
2.	Maritime and Aviation Internship Scheme – Maritime
3.	Sea-going Training Incentive Scheme
4.	Ship Repair Training Incentive Scheme
5.	Local Vessel Trade Training Incentive Scheme
6.	Local Vessel Competency Enhancement Scheme
7.	Hong Kong Nautical and Maritime Scholarship Scheme
8.	Hong Kong Maritime and Logistics Scholarship Scheme
9.	The University of Hong Kong – Dalian Maritime University Academic Collaboration Scheme
10.	The University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme
11.	Overseas Exchange Scholarship Scheme
12.	Maritime Training Support Scheme
13.	Maritime Services Traineeship Scheme – Legal
14.	Maritime Promotion Project Funding

- End -

CONTROLLING OFFICER'S REPLY

TLB251

(Question Serial No. 3964)

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
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in the 2024 Policy Address that the Government will explore the introduction of tax concessions and support measures to attract relevant enterprises in the Mainland and overseas to set up businesses in Hong Kong, building a commodity trading ecosystem in our city. What is the relevant progress?

Asked by: Hon WONG Chun-sek, Edmund (LegCo internal reference no.: 23)

Reply:

Commodities including metals and minerals account for more than half of the global shipping trade volume. Commodity traders are the key users in procuring maritime services. Their presence and operation in Hong Kong can drive the development of maritime services industry, which is conducive to consolidating and enhancing Hong Kong's status as an international maritime centre. To encourage existing enterprises to expand their businesses and attract more commodity traders in the Mainland and overseas to set up businesses in Hong Kong (thereby motivating more maritime service enterprises to establish presence in Hong Kong and expanding Hong Kong's maritime ecosystem), the 2025-26 Budget proposes to provide half-rate tax concession for eligible commodity traders, i.e. profits tax to be assessed at a rate that is reduced by half to 8.25%.

The Government is formulating the details of the above proposed measures and targets to introduce the bill into the Legislative Council in the first half of 2026.

- End -

CONTROLLING OFFICER'S REPLY

TLB252

(Question Serial No. 3383)

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 operating conditions 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. list of the 10 train departures with the highest numbers of passengers, along with the passenger figures;
2. the current daily number of train departures; the ratio of such number to that when the XRL station in Hong Kong operates at its maximum capacity; and
3. the Government's targets in further increasing the train frequency and passenger flow in future; the Government's plan to extend the train service to cover new destinations.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 47)

Reply:

1-3.

Commissioned on 23 September 2018, the XRL Hong Kong Section connects to the country's high-speed railway network, which currently boasts a total length of 46 000 km. At service commencement, the Hong Kong West Kowloon Station directly connected to 44 Mainland destination stations. Now, the number has increased to 93, including 11 short-haul destinations (Futian, Shenzhenbei, Guangmingcheng, Dongguannan, Changping, Dongguan, Humen, Qingsheng, Xintang, Guangzhounan and Guangzhoudong) and 82 long-haul ones, providing at least 104 pairs of long and short-haul train trips (i.e. 208 departures) per day. Total patronage of the XRL Hong Kong Section exceeded 26 million in 2024, with an average daily figure around 73 000.

According to the latest operational data provided by the MTR Corporation Limited (MTRCL), the origin/destination stations of the 10 XRL train trips connecting to the Hong Kong West Kowloon Station with the highest passenger flow in February 2025

were Guangzhounan, Fuzhou, Xiamen, Shenzhenbei and Beijingxi, with the total patronage of these trips ranging between 20 500 and 29 000 in that month.

The layout of the Hong Kong West Kowloon Station was designed on the basis of the blueprint and patronage forecast of the railway development between the Mainland and Hong Kong at the time of project planning. Since the commissioning of the XRL Hong Kong Section and the Hong Kong West Kowloon Station, MTRCL as the Hong Kong operator of the XRL Hong Kong Section has been closely monitoring the operation of the station and XRL services, as well as travellers' travelling pattern and demand, and has continuously enhanced station facilities and XRL services as necessary. The average daily patronage of XRL Hong Kong Section was about 73 000 in 2024 whereas its highest daily patronage since commissioning stands near 136 000. The HKSAR Government and MTRCL will keep working with the relevant Mainland authorities and railway departments to continue to enhance XRL services and, having regard to the country's high-speed railway network development, timely increase the number of direct Mainland destination stations connecting with the Hong Kong West Kowloon Station, so as to meet the travelling needs of passengers.

- End -

CONTROLLING OFFICER'S REPLY

TLB253

(Question Serial No. 3392)

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 HKeToll, will the Government inform this Committee of the following information in the past year:

1. the data of vehicles not installed with vehicle tags;
2. the number of detection problems in the HKeToll system;
3. the expenditures of HKeToll for various tunnels;
4. the number of complaints received;
5. the numbers of cases of late payments and surcharges imposed and the amounts involved; and
6. the use of the freed-up spaces from the original traffic lanes following the implementation of HKeToll and the progress of the relevant works with a breakdown by tunnel?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 56)

Reply:

1. The Transport Department (TD) only keeps records of the vehicle tags issued to registered vehicle owners, and does not have the data of vehicles not installed with vehicle tags.

Since the implementation of HKeToll, the free-flow tolling service, up to February 2025, TD has issued about 822 000 toll tags to registered vehicle owners (including about 815 000 vehicle tags and 7 000 class tags). Near 95% of the vehicles (or about 774 000 in number) issued with vehicle tags have opened HKeToll accounts.

2. No detection problem occurred in the HKeToll system in 2024.
3. The Government has respectively engaged, through open tender, a toll service provider (TSP) and contractors to provide services for the collection of tolls, operation and maintenance of the HKeToll backend system and on-site equipment at all government tolled tunnels, etc. As at 28 February 2025, the Government's recurrent expenditure on payment to the TSP and contractors under the contracts was \$178 million in 2024-25.
4. Since the implementation of HKeToll up to February 2025, there were about 54 toll-related enquiries/complaints on average per day, accounting for about 0.01% of the overall average daily traffic flow (about 505 000 vehicles) using HKeToll. The numbers of complaints received by TD and TSP in 2024 are set out below:

	Number of complaint cases	
	Related to toll and surcharge payment	Unrelated to toll and surcharge payment
2024	18 751	5 710

5. Under the Road Tunnels (Government) Regulations (Cap. 368A) and Tsing Sha Control Area (Tolls, Fees and Charges) Regulation (Cap. 594B), the registered vehicle owner as the responsible person of the vehicle is liable for a toll payable for the use of a tunnel. Registered vehicle owners have to pay the tolls within 14 working days after passing through the toll areas. Otherwise, a surcharge will be imposed. Depending on the circumstances, TD may, pursuant to the legal provisions, apply to the court for recovering the unpaid sums, penalties and costs. The court may also issue directions to order TD to refuse the processing of the debtor's applications for transfer of ownership and vehicle licence. 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) sign up a HKeToll account and (3) set up an automatic payment means, so as to fully enjoy the convenience of the HKeToll. TD has been carrying out publicity through websites, social media, posters, leaflets, etc., to remind vehicle owners to check and pay outstanding tolls in a timely manner. In addition, TD has issued letters to individual vehicle owners with outstanding tolls and surcharges, demanding early settlement of the relevant amounts.

In 2024, the number of cases imposed with initial surcharges and/or further surcharges due to failure to pay the tolls in time by registered vehicle owners is 750 000 (accounting for about 0.35% of traffic flow). The total amount of initial surcharges and further surcharges collected by the Government is about \$64 million for 2024-25 (up to December 2024).

6. The use of the freed-up areas and the latest progress of the relevant road works following the implementation of HKeToll in various government tunnels/control areas are as follows:

Government tunnel/control area	Use of freed-up areas and progress of relevant works
Tsing Sha Control Area	The freed-up areas are used for rationalising traffic lane arrangements, managing the tunnel and constructing a bus stop for one-tube-two-way traffic. The works have been completed.
Lion Rock Tunnel	The freed-up areas are used for rationalising traffic lane arrangements and managing the tunnel, and reserved for tunnel improvement works. The works have been completed.
Shing Mun Tunnel	The freed-up areas are used for rationalising traffic lane arrangements and extending the existing bus stop. The works at the bus stop have commenced and are expected to be completed in the third quarter of 2025.
Tate's Cairn Tunnel	The freed-up areas are used for rationalising traffic lane arrangements and extending the existing bus-bus interchange. The works at the bus stop are expected to commence in the first quarter of 2026 for completion in 2028.
Aberdeen Tunnel	The freed-up areas are used for rationalising traffic lane arrangements and constructing a bus-bus interchange. The works at the bus stop have commenced and are expected to be completed in 2026.
Western Harbour Crossing	The freed-up areas are used for rationalising traffic lane arrangements and increasing the number of lane-side buffer zones to ensure the safe operation of the tunnel. The works have commenced and are expected to be completed in the second quarter of 2025.
Cross-Harbour Tunnel	The freed-up areas are used for rationalising traffic lane arrangements and managing the tunnel. The works have been completed.
Eastern Harbour Crossing	The freed-up areas are used for rationalising traffic lane arrangements, managing the tunnel and increasing the number of lane-side buffer zones to ensure the safe operation of the tunnel. The works have been completed.

- End -

CONTROLLING OFFICER'S REPLY**TLB254****(Question Serial No. 3354)**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 figures (at four persons standing per square metre (ppsm)) of the critical links of the following railway lines during the morning peak hours.

		2023	2024	2025 (up to the present)
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.: 42)Reply:

Passenger loading figures of the critical links of the relevant railway lines during the busiest one hour in the morning per direction are as follows ^{Note 1:}

	2023 and 2024 Critical link	Passenger loading ^{Note 2} (4 ppsm)	
		2023	2024
East Rail Line	Tai Wai to Kowloon Tong	94%	94%
Tuen Ma Line	Tsuen Wan West to Mei Foo	85%	86%
Island Line	Tin Hau to Causeway Bay	81%	77%
Kwun Tong Line	Choi Hung to Kowloon Bay	68%	67%
Tsuen Wan Line	Sham Shui Po to Prince Edward	73%	72%

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. As the patronage figures of the first quarter of 2025 are not yet available, MTRCL is unable to provide the corresponding figures of passenger loading.

Note 2: Passenger loading of the critical link per direction of the relevant railway lines during the tabulated years.

- End -

CONTROLLING OFFICER'S REPLY

TLB255

(Question Serial No. 3355)

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 travelling through the three road harbour crossings and the three tunnels between Kowloon and Sha Tin; and
2. the corresponding toll revenues from franchised buses, public light buses and non-franchised buses each year (in table form).

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

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 Note (4)		Residents' service vehicles	
		Number of routes plying (Note (2))	Number of daily departures (Note (3))	Number of routes plying	Number of daily departures (Note (3))	Number of routes plying	Number of daily departures (Note (3))
Cross-Harbour Tunnel	2022	31	3 228	1	26	6	89
	2023	31	3 129	1	26	6	85
	2024	31	3 077	1	26	5	81
Eastern Harbour Crossing	2022	24	1 746	2	35	4	90
	2023	26	1 687	1	12	4	83
	2024	26	1 680	1	12	3	80
Western Harbour Crossing	2022	45	2 862	0	0	30	283
	2023	46	2 901	0	0	27	236
	2024	47	2 994	0	0	24	204
Lion Rock Tunnel	2022	30	2 840	7	279	8	122
	2023	30	2 700	7	251	7	116
	2024	29	2 456	7	315	5	115
Tate's Cairn Tunnel	2022	40	3 150	0	0	12	218
	2023	40	3 060	0	0	12	203
	2024	41	2 972	0	0	9	187
Eagle's Nest Tunnel	2022	22	682	0	0	4	25
	2023	24	833	0	0	3	20
	2024	26	972	0	0	3	20

Notes:

- (1) The figures provided are based on year end situation of the respective year.
- (2) Main and supplementary services of a bus route under the same Schedule of Service are counted as one route only.
- (3) For franchised buses, actual numbers of daily departures are provided. For green minibuses and residents' services, scheduled daily departures are provided.

- (4) Red minibus services are not included in the figures because their routings and frequencies are not fixed.
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 (5))			Toll revenue collected from “light bus” (\$ million)		
	2022	2023	2024	2022	2023	2024
Cross-Harbour Tunnel	6.2	8.6	26.2	2.6	2.9	8.2
Eastern Harbour Crossing	11.3	12.9	14.6	6.1	6.5	8.1
Western Harbour Crossing (Note (6))	228.7	168.7	28.7	11.4	9.0	6.1
Lion Rock Tunnel	Not applicable (Note (7))	2.8 (Note (8))	5.1	Not applicable (Note (7))	1.2 (Note (8))	2.0
Tate’s Cairn Tunnel	6.5	8.9	10.6	1.1	1.3	0.8
Eagle’s Nest Tunnel	2.1	2.6	3.3	0.5	0.4	0.3

Notes:

- (5) Excluding the tolls of franchised buses using government tunnels. The Government exempted franchised buses from paying tolls when using government tunnels and control areas starting from February 2019, with the tolls saved for setting up the Franchised Bus Toll Exemption Fund. The government tolled tunnels include 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.
- (6) Western Harbour Crossing was operated by Western Harbour Tunnel Company Limited before expiry of its BOT franchise on 2 August 2023. Its toll revenue was not government revenue.

- (7) 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 at 5 a.m. on 28 May 2023, the Transport Department does not have records of the toll revenue collected from buses and light buses using Lion Rock Tunnel.
- (8) 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.

- End -

CONTROLLING OFFICER'S REPLY

TLB256

(Question Serial No. 3356)

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 introduced the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme) in June 2023 to alleviate manpower shortage of the transport sector. In this regard, will the Government inform this Committee of the following:

1. the number and types of applications received and the vetting and approval situation since the launch of the Scheme;
2. the numbers and percentages of imported drivers who have completed driving training and obtained driving licences since the launch of the Scheme, with a breakdown by the time spent: within one month; one to two months; over two months;
3. the age distribution of PLB, franchised bus (FB) and non-franchised bus (NFB) drivers in the past three years, with a breakdown by the following categories: aged below 20, aged 20 to 40, aged 40 to 60, aged 60 to 70 and aged above 70.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 44)

Reply:

1. The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To further alleviate the problem of labour shortage in the trade, the Government announced the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau (TLB), the Labour Department and the Transport Department (TD)).

In the first round of application, a total of 118 applications were received, of which 98 were approved, involving 969 imported driver quotas. In the second round of

application, a total of 129 applications were received, of which 125 were approved, involving 849 imported driver quotas (including 118 quotas left unused by applicants in the first round and carried forward to the second round). Details of the two rounds of application are at Annex 1.

2. 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. As at the end of February 2025, a total of 1 278 imported drivers have passed the local driving test, of whom more than 1 200 imported drivers have served on relevant routes. Other imported drivers who have passed the local driving test will gradually commence work after completing route training. TD does not maintain the statistics on the time spent by imported drivers for completing driving training and obtaining driving licences.
3. According to the information provided by FB operators, the age distribution of full-time FB drivers from 2022 to 2024 is at Annex 2. FB operators only maintain the figures by the following age groups: aged 20 to 39, 40 to 59 and 60 or above. TD does not maintain the statistics on the ages of PLB and NFB drivers.

Annex 1

Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68	547	59	461
Local Coach Driver	32	689	23	262
Cross-boundary Coach Driver	18	365	16	246
Total	118	1 601	98	969

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82	842	82	467
Local Coach Driver	31	394	27	228
Cross-boundary Coach Driver	16	237	16	154
Total	129	1 473	125	849 ^{Note}

Note: Including 118 approved quotas left unused in the first round and carried forward to the second round.

Annex 2

Ages of full-time franchised bus drivers ^{Note 1}

by age group

Year	No. of drivers (as at the end of the year) ^{Note 2}			
	Aged 20 to 39	Aged 40 to 59	Aged 60 or above	Total
2022	1 780	8 040	2 890	12 710
2023	1 690	7 720	3 070	12 480
2024	1 680	7 640	3 120	12 440

Note 1: Information provided by franchised bus operators.

Note 2: Rounded to the nearest ten.

- End -

CONTROLLING OFFICER'S REPLY

TLB257

(Question Serial No. 3357)

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 (LMC), Man Kam To (MKT), Sha Tau Kok (STK), Shenzhen Bay, Hong Kong-Zhuhai-Macao Bridge (HZMB) and Heung Yuen Wai (HYW), 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;
3. the numbers of cross-boundary vehicle drivers in the past three years and this year up to the present;
4. for the BCPs at which parking spaces can be reserved, their numbers of parking spaces and average utilisation rates.

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

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 Mainland Approval Notice issued by the Guangdong Provincial Public Security Department and the closed road permit (CRP) 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 LMC 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 CRPs (including newly issued and renewed CRPs) 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) CRP for use at multiple BCPs ^(Note 1)

Vehicle Type	2022	2023	2024
Goods vehicle	21 625	10 151	9 865
Bus	877	2 703	1 325

(b) CRP for use at specified BCP

BCP	Vehicle type	2022	2023	2024
LMC	Goods vehicle	675	115	81
	Private car	18 370	14 826	13 482
MKT	Goods vehicle	36	6	6
	Private car	1 880	1 888	1 922
STK	Goods vehicle	107	14	9
	Private car	4 729	4 424	3 875
Shenzhen Bay	Goods vehicle	18	1	1
	Private car (Note 2)	32 320	33 971	32 539
HZMB Hong Kong Port	Goods vehicle	12	85	106
	Private car (Note 3)	19 109	26 890	30 733
HYW	Goods vehicle	0	0	0
	Private car	273	2 493	3 245

Note 1: Currently, CRPs for use at multiple BCPs are issued to cross-boundary goods vehicles and cross-boundary buses. Cross-boundary goods vehicles may choose BCPs that suit their operational needs for travelling between the Mainland and Hong Kong. Cross-boundary buses are subject to the quotas jointly allotted by the governments of the Hong Kong Special Administrative Region and Guangdong Province and their specified BCPs for travelling between the Mainland and Hong Kong. An operator is allowed to arrange one northbound and one southbound cross-boundary bus trip via the specified BCP per day for every quota issued.

Note 2: Including Hong Kong and Macao cross-boundary private cars travelling to the Mainland via Shenzhen Bay Port.

Note 3: Including Hong Kong and Macao cross-boundary private cars travelling to Zhuhai Port and Macao Port via HZMB.

2. After consultation with 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 set out as follows:

BCP	Designed capacity (vehicle trips/day) (two-way) (Note 4)	Vehicle type	Average daily vehicular flow (Note 5) (two-way)		
			2022	2023	2024
LMC (Note 6)	about 33 000	Bus	0	886	1 111
		Goods vehicle	1 458	3 078	3 547
		Private car	0	4 983	6 870
		Total	1 458	8 947	11 528
MKT (Note 7)	about 14 000	Bus	0	228	193
		Goods vehicle	1 578	1 681	1 904
		Private car	0	188	276
		Total	1 578	2 097	2 373
STK (Note 8)	about 5 000	Bus	0	0	0
		Goods vehicle	428	0	0
		Private car	0	0	0
		Total	428	0	0
Shenzhen Bay	about 78 000	Bus	3	235	593
		Goods vehicle	3 160	3 979	4 489
		Private car	8	5 412	8 408
		Total	3 171	9 626	13 490
HZMB Hong Kong Port	about 60 000	Bus	27	1 255	1 735
		Goods vehicle	577	798	946
		Private car	6	3 912	9 223
		Total	610	5 965	11 904
HYW (Note 9)	about 17 850	Bus	0	157	190
		Goods vehicle	855	1 579	1 567
		Private car	0	500	1 339
		Total	855	2 236	3 096

Sources: Immigration Department, Customs and Excise Department and HZMB Authority

- Note 4: The highest daily vehicular flow that can be handled, assuming that all vehicular kiosks at the BCPs operate at the same time.
- Note 5: Figures calculated on the basis of the number of operating days of the BCPs.
- Note 6: Passenger clearance service at LMC BCP was suspended between 4 February 2020 and 5 February 2023.
- Note 7: At MKT BCP, passenger clearance service was suspended between 30 January 2020 and 7 January 2023, while passenger and cargo clearance services were suspended during various periods between July and November 2023.
- Note 8: Passenger and cargo clearance services at STK BCP have been suspended since 30 January 2020 and 14 March 2022 respectively.
- Note 9: HYW BCP was officially commissioned on 26 August 2020, with its cargo clearance service commencing on the same day. Its passenger clearance service commenced on 6 February 2023.

3. When submitting applications for CRPs for cross-boundary buses and goods vehicles, the applicants are required to provide the Mainland Approval Notice issued by the Guangdong Provincial Public Security Department, which sets out the associated drivers' information. With reference to the above information, statistics maintained by TD on the numbers of Hong Kong cross-boundary bus and goods vehicle drivers in the past three years are set out below:

Year	Number of Hong Kong cross-boundary bus and goods vehicle drivers
2022	13 927
2023	13 918
2024	12 999

Regarding cross-boundary hire cars, as at February 2025, there were totally 604 private cars issued with hire car permits. TD does not have statistics on the number of Hong Kong drivers involved.

4. The Government Property Agency is responsible for managing two fee-charging public car parks outside the closed area of HZMB Hong Kong Port and HYW BCP, which have been leased out to car park contractors for operation. With regard to the above-mentioned car parks, the numbers of public parking spaces available for booking and their utilisation rates are as follows:

Location of car park	Type of parking spaces	No. of parking spaces	Average utilisation rate of parking spaces ^(Note 1)
Fee-charging public car park at HZMB Hong Kong Port (Total: 733 parking spaces)	Private car	673	17.9%
	Motorcycle	25	33.6%
	Light goods vehicle	14	49.7%
	Taxis	21	37.3%

Location of car park	Type of parking spaces	No. of parking spaces	Average utilisation rate of parking spaces ^(Note 1)
Fee-charging public car park at HYW BCP (Total: 466 parking spaces)	Private car	415	48.9%
	Motorcycle	36	41.6%
	Van-type light goods vehicle	15	24.6%

Note 1: Average utilisation rates of various types of parking spaces relating to the operation period from January to December 2024 as provided by the car park operators.

- End -

CONTROLLING OFFICER'S REPLY**TLB258****(Question Serial No. 3358)**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. the numbers of taxi driving licence holders with a breakdown by age (59 or below/ 60 to 69/ 70 or above);
2. the numbers of traffic accidents in the following table:

	2022	2023	2024	2025 up to present
Involving drivers aged 59 or below				
Involving drivers aged 60 to 69				
Involving drivers aged 70 or above				

3. the numbers of complaints received by the Government involving taxi drivers' malpractices in the past three years with a breakdown by the top 10 categories with the most prosecutions; and
4. the numbers of prosecutions against illegal carriage of passengers by private cars and goods vehicles for hire or reward in the past three years.

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

1. The number of holders of a valid full driving licence for taxi as at 28 February 2025, broken down by age groups, are tabulated below:

Age groups	No. of holders
59 or below	79 445
60 to 69	93 753
70 or above	37 230
Total	210 428

2. The numbers of taxi drivers involving in traffic accidents from 2022 up to February 2025, broken down by age group, are tabulated below:

Age groups	2022	2023	2024*	2025 (January to February)*
59 or below	2 075	2 677	2 944	329
60-69	1 446	1 879	2 021	244
70 or above	454	626	651	95

* Provisional figures

3. The prosecution relating to taxi services is undertaken by the Hong Kong Police Force (HKPF). The Transport Department (TD) does not have the relevant figures. The numbers of complaints against taxi drivers received by TD in each of the past three years, broken down by 10 categories with the most complaints, are tabulated below. The numbers cover the complaints referred by the 1823 Call Centre, the Transport Complaints Unit under the Transport Advisory Committee and other government departments or organisations.

Types	No. of complaints received by TD		
	2022	2023	2024
Overcharging	152	340	460
Refusing or neglecting to accept a hire	207	361	306
Refusing or neglecting to drive a taxi to the place indicated by the hirer	24	28	52
Failure to drive to a destination by the most direct practicable route	191	277	453
Improper driving behaviours	254	374	366
Behaving not in a civil and orderly manner	402	712	710
Failure to display driver identity plate	19	17	34
Smoking	20	26	36
Obstructing traffic	44	36	63
Poor vehicle conditions	26	22	29

4. The numbers of enforcement actions taken by HKPF against illegal carriage of passengers by private cars and light goods vehicles for hire or reward in the past three years are tabulated below:

Years	Private car	Light goods vehicle	Total
2022	16	10	26
2023	20	13	33
2024	46	1	47

The numbers of convictions for illegal carriage of passengers by private cars and light goods vehicles for hire or reward during the same period are tabulated below:

Years	Private car	Light goods vehicle	Total
2022	8	3	11
2023	19	15	34
2024	53	6	59

- End -

CONTROLLING OFFICER'S REPLY

TLB259

(Question Serial No. 3371)

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 number of applications received under “Northbound Travel for Hong Kong Vehicles” (the Scheme) since implementation in July 2023 and among which, the number of applications approved? What is the average processing time for the successful applications?
2. In relation to the approved private cars under the Scheme, what is the average monthly number of trips to and from the Mainland?
3. Please set out the traffic throughput of private cars at the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the past three years, with a breakdown by status types, such as those approved under the Scheme, those granted with “dual plates” in Guangdong and Hong Kong and those issued with permit for use at specified boundary control point.
4. Please set out in tabular form the annual maintenance cost borne by the HKSAR Government for the Hong Kong section of HZMB since its commissioning.

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

Reply:

1. Since the launch of the Scheme in July 2023, the governments of Guangdong and Hong Kong have been closely monitoring the implementation situation to take timely enhancement measures to provide greater convenience and improve travel experience for the applicants. In particular, the number of applications to be accepted has been gradually increasing from 200 per working day at the beginning to 500 at present. There is also a replacement mechanism in place to include the allotted quota, the applicants of which did not submit applications within the assigned period, into the application quota of the subsequent round after next, with a view to fully utilising every application quota. At present, when the Transport Department (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 and

assessment. TD will follow up on individual cases with the Mainland authorities and/or the applicant as necessary. Upon receiving the assessment results from the Mainland authorities, TD will issue a Closed Road Permit (CRP) to the applicant on the next working day. The overall processing time for an application varies, subject to the progress of the application going through the Mainland vetting procedures (including vehicle inspection and submission of proof of Mainland vehicle insurance). As at 28 February 2025, TD has conducted a total of 47 rounds of balloting for the Scheme, providing about 160 000 ballot quotas for participation by interested applicants. A total of about 138 000 new applications and renewal applications have had all the procedures completed and relevant licenses and permits obtained from the two governments.

2. According to information provided by the Hong Kong Customs and Excise Department, the total number of vehicle trips to Guangdong Province under the Scheme was about 690 000 in 2024. TD does not maintain statistics on the average monthly number of vehicle trips to and from Guangdong Province made by CRP holders.
3. According to information provided by the HZMB Authority, the figures of total traffic flow (two-way) of private cars on HZMB in 2022, 2023 and 2024 were about 2 300 (Note 1), 1.53 million and 3.38 million respectively. At present, cross-boundary private cars using HZMB include vehicles allocated with regular quotas, vehicles under the Scheme and vehicles under the “HZMB Macao Port Park-and-Ride Scheme”. The HZMB Authority collects figures of vehicular flow on HZMB via the toll collection system at toll booths. It does not have information on the destinations of the vehicles and the number of trips made by individual types of private cars.

Note 1: Volume of vehicular flow in 2022 was impacted by the anti-epidemic measures implemented in the Mainland, Hong Kong and Macao amidst the prevailing COVID-19 pandemic.

4. The HZMB Authority was established pursuant to the laws of the Mainland as a non-profit-making public-institution legal entity responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB, and collection of tolls from vehicles using the HZMB. The HZMB Authority operates on a self-financing basis. The income of the Main Bridge (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of HZMB. The toll income is not received by the HKSAR Government. Also, it is not appropriate for the Government to disclose the information relating to the income and expenditure of HZMB unilaterally.

The HKSAR Government is responsible for the repair and maintenance of Hong Kong Link Road of HZMB. The annual expenditures in the past five years ranged approximately from \$5.70 million to \$36.10 million, depending on the wear and tear situation and the need for inspection work during the years. The details are set out as follows:

Financial year	Expenditure (HK\$ million)
2020-21 (actual expenditure)	9.2
2021-22 (actual expenditure)	8.6
2022-23 (actual expenditure)	5.7
2023-24 (actual expenditure)	21.7 (Note 2)
2024-25 (revised estimate)	36.1 (Note 2)

Note 2: The increase in the expenditure for the 2023-24 and 2024-25 financial years was mainly due to the installation of permanent working platforms to facilitate inspection of the tendons so as to enhance efficiency and safety, and the road resurfacing works for Hong Kong Link Road due to wear and tear arising from daily use.

- End -

CONTROLLING OFFICER'S REPLY**TLB260****(Question Serial No. 3372)**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:

1. The Transport Department (TD) awards contracts to different operators for the day-to-day management, operation and maintenance of tunnels. Please provide the revenues and expenditures on day-to-day management, operation and maintenance services of each tolled tunnel in the past three years.

Year

Name of tunnel	Toll Revenue	Expenditure on day-to-day management, operation and maintenance services

2. Please provide the expenditures on day-to-day management, operation and maintenance services of each of the 11 existing government toll-free tunnels in each of the past three years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 49)Reply:

1. The revenues and operating expenditures of government tolled tunnels in the past three financial years are set out as follows:

Tolled tunnel/Control area ¹	Revenue (\$ million)			Operating expenditure ³ (\$ million)		
	2021-22	2022-23	2023-24	2021-22	2022-23	2023-24
Cross-Harbour Tunnel	639	653	867	154	158	199
Eastern Harbour Crossing	737	728	762	177	179	228
Western Harbour Crossing ²	N/A	N/A	879	N/A	N/A	241

Tolled tunnel/Control area¹	Revenue (\$ million)			Operating expenditure³ (\$ million)		
	2021-22	2022-23	2023-24	2021-22	2022-23	2023-24
Tate's Cairn Tunnel	441	438	431	144	143	167
Aberdeen Tunnel	102	106	109	97	97	125
Lion Rock Tunnel	246	247	269	76	91	136
Shing Mun Tunnels	88	88	100	114	125	152
Route 8K	169	167	191	320	342	391

Note 1 : The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee.

Note 2 : The Western Harbour Crossing was returned to government management on 2 August 2023. The figures for 2023-24 are for the period from 2 August 2023 to 31 March 2024.

Note 3 : The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

- The operating expenditures of government toll-free tunnels in the past three financial years are set out as follows:

Toll-free tunnel	Operating expenditure² (\$ million)		
	2021-22	2022-23	2023-24
Tuen Mun - Chek Lap Kok Tunnel	71	73	79
Tseung Kwan O Tunnel ¹	37	35	31
Tseung Kwan O - Lam Tin Tunnel ¹	N/A	19	62
Central-Wan Chai Bypass Tunnel	148	148	148
Lung Shan Tunnel	61	61	57
Cheung Shan Tunnel	19	19	25
Airport Tunnel	25	26	26
Scenic Hill Tunnel	54	55	55
Kai Tak Tunnel	54	54	54

Note 1 : Tseung Kwan O – Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O – Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Note 2 : Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

- End -

CONTROLLING OFFICER'S REPLY

TLB261

(Question Serial No. 3426)

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 2025-26;
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 not, the reasons; and
4. whether performance indicators have been set for implementing smart mobility in Hong Kong; if yes, the details; if not, the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 42)

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 2025-26 are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2025-26	Expected Timing of Implementation
Smart Transport Infrastructure		
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$471 million	Implemented in 2023 and still ongoing
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	\$20.1 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	\$2.47 million	Launched in mid-2024; expected to commence operation progressively from 2026
4. Study the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries so as to make timely updates of the technical details of the Code of Practice	\$75,000	2025-26
5. Continue to implement and improve the smart motorway pilot scheme at Ting Kau Bridge, monitor the operation of the Automatic Incident Detection System and associated equipment, and collect relevant data to understand the driving behaviour of motorists when using the smart motorway for formulating the future implementation strategy on smart motorway	\$24.62 million	Launched in December 2024
Data Sharing and Analytics		
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	\$4.60 million	Ongoing

Smart Mobility Initiatives	Estimated Expenditures in 2025-26	Expected Timing of Implementation
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	\$5.70 million	Ongoing
8. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency	\$5 million	Ongoing
9. Continue to encourage more 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	There is no separate breakdown of the expenditure involved.	Ongoing
Applications and Services		
10. Encourage PT operators to introduce new electronic payment systems, having regard to the systems' reliability, user friendliness and efficiency	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	\$269.4 million (including estimated approved funding and administrative costs of the Fund)	Ongoing
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	\$60.74 million	Ongoing

Smart Mobility Initiatives	Estimated Expenditures in 2025-26	Expected Timing of Implementation
suitable locations and enhance the parking meter system		
13. Commission APS projects by batches starting from 2021, to pave the way for wider application of APS in suitable public car parks in STT sites and government premises in the territory, as well as to encourage adoption of APS in public car parks in private developments	There is no separate breakdown of the expenditure involved.	Ongoing
14. Continue to operate sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.4 million	Ongoing
15. Launch electronic driving licence to enable licence holders to choose either to carry a physical driving licence or to display the electronic driving licence on their smartphones	\$4.25 million	September 2025

Except for item 11 above about the Fund, the work of TD as tabulated above is undertaken by its existing staff. 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.

- 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:

Financial Year	Cumulative Number of Downloads	Average Daily Hit Rate
2022-23	About 2.6 million	About 70 000
2023-24	About 2.7 million	About 160 000
2024-25 (as at the end of February 2025)	About 2.8 million	About 190 000

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:

Financial Year	Operating Expenditure (\$)
2022-23	4,130,000
2023-24	3,420,000
2024-25	4,360,000

Remark: Expenditure rounded to nearest \$10,000

3. The Government is undertaking the Traffic and Transport Strategy Study. The initial recommendations include introducing the application of smart motorway management into major roads at the preliminary stage of planning and those proposed under the Hong Kong Major Transport Infrastructure Development Blueprint, so as to enhance efficiency in responding to emergencies on roads. TD is collecting relevant data through the smart motorway pilot scheme at Ting Kau Bridge and will evaluate its effectiveness, which will be conducive to formulating the implementation strategy of smart motorways in future. The design and construction costs for implementing smart motorways will depend on the circumstances 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 (the portal) for geo-referencing addresses, aiming to facilitate interoperability of address data from different sources and formats, and will continue to improve the portal service.

Based on the GeoAddress and 2D geographical coordinate system, the Government will explore to develop a numeric geocoding system. 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 to facilitate the development of smart location-based services applications by public and private organisation, thereby supporting the development of smart city in Hong Kong. The Government will also 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 relevant projects according to the Roadmap, including installing real-time adaptive traffic signal system at suitable independent signalised junctions, commissioning APS pilot projects, implementing HKeToll at government tolled tunnels and the Tsing Sha Control Area, and promoting trials of autonomous vehicles and digitalisation of licences. Upon completion of the projects, TD will continue to assess and monitor their implementation on an ongoing basis to ensure that all projects meet the targets.

Apart from improving the existing initiatives, TD will continue to take forward other smart mobility projects and deploy technology and associated complementary measures as appropriate to make Hong Kong a more liveable and sustainable smart city.

- End -

CONTROLLING OFFICER'S REPLY

TLB262

(Question Serial No. 3427)

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 staffing provision and expenditure involved; and
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.: 43)

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 undertaken by existing staff of TD and there is no separate breakdown of expenditure and manpower.

2. As at 28 February 2025, there were 189 licensed e-taxis, representing about 1% of the overall number of 18 163 taxis in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB263

(Question Serial No. 3431)

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 of the MTR Corporation Limited, will the Government inform 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.: 47)

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:

Rank	2022	2023	2024
Assistant Director	1	1	1
Chief Engineer	4*	4*	4*
Senior Engineer	15	15	15
Engineer	28	28	28
Inspector	4	4	4

* Two of the 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:

	2022-23	2023-24	2024-25 (as at February 2025)
Expenditure (\$ million)	81.1	87.1	82.1

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:

Rank	2022	2023	2024
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.

- According to the information provided by MTRCL, in general, the highest passenger loading of a railway line occurs during the morning peak hours as it is the passengers' pattern to travel in the same period of time. As for the evening peak hours, the travelling pattern of passengers 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. For 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 is expected to be commissioned first 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 the new signalling systems for the other railway lines will then be commissioned in phases. The overall project is expected to be completed in 2028-2029. The programme is tabulated below.

Railway line	Expected service commencement date of the new signalling system
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 (Note 1)	Airport Express (Notes 1 and 2)
2022 (Note 3)											
1.	Maximum carrying capacity when train frequency is maximised (6 persons per square metre (ppsm)) (a) (Note 4)	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) (Note 5)	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}

		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)
6.	Loading (4 ppsm) (Note 6)	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
2023											
1.	Maximum carrying capacity when train frequency is maximised (6 persons per square metre (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
3.	Difference between (a) and (b) (Note 5)	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

		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)
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 6)	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
2024											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (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	8 600	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 5)	20 000	11 200	0	0	10 200	0	0	1 000	2 500	600
4.	Patronage (c)	42 800	36 200	38 400	44 100	9 900	34 200	38 400	2 800	20 900	2 000
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	68% {Tai Wai to Kowloon Tong}	62% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	59% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	51% {Sham Shui Po to Prince Edward}	33% {Sunny Bay to Disneyland Resort}	49% {Olympic to Kowloon}	48% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 6)	94%	86%	80%	77%	83%	67%	72%	46%	69%	N/A
7.	Monthly average patronage (million)	25.9	24.7	9.8	25.9	2.4	18.2	27.7	0.5	6.5	1.1
8.	Total patronage (million)	310.3	296.9	118.0	311.4	29.0	218.1	332.1	6.4	77.8	13.1

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 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 are based on data obtained in those months when the pandemic has relatively eased.

- Note 4: 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 5: This is because the service frequency has not yet been increased to the maximum level the signalling system permits.
- Note 6: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 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.

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 ^{Note 1}		
	2022	2023	2024	2022	2023	2024
505	2 993	2 993	2 993	68%	66%	79%
506P ^{Note 2}	N/A	424	424	N/A	70%	45%
507	2 827	2 827	2 827	74%	83%	85%
507P ^{Note 2}	212	212	212	80%	90%	90%
610	2 056	2 056	2 056	80%	93%	93%
614	1 372	1 122	1 122	70% ^{Note 3}	77% ^{Note 3}	77% ^{Note 3}
614P	1 156	1 363	1 363			
615	748	960	960	85% ^{Note 3}	74% ^{Note 3}	87% ^{Note 3}
615P	1 388	1 600	1 600			
705	4 240	4 240	4 240	76%	63%	82%
706	5 088	5 088	5 088	85%	63%	80%
720 ^{Note 2}	N/A	N/A	212	N/A	N/A	20%
751	2 857	2 993	2 993	82%	64%	81%
751P	398	398	398	75%	60%	80%
761P	4 240	4 240	4 240	67%	64%	86%

Patronage (million)

	2022	2023	2024
Monthly average patronage	11.0	12.5	12.9
Total patronage	131.7	150.0	154.6

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by 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, 506P and 720 in September 2022, September 2023 and September 2024 respectively to run in the morning peak hours on weekdays.

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.

The Numbers of Trains and Cars for Heavy Rail and Light Rail

As at December of the year	2022		2023		2024	
	Trains	Cars per train	Trains	Cars per train	Trains	Cars per train
East Rail Line	36	9	37	9	37	9
Tuen Ma Line	59	8	65	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	41	8	39	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 Light Rail Vehicles, the latter of which is formed by two cars. The total number of light rail cars stood at 146 in 2022, and 149 in 2023 and 2024.

Train Frequencies of the Heavy Rail System ^{Note 1}

As at December of the year	2022		2023		2024	
	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 ^{Note 2}	2.7 - 5.2	5.5 - 8	2.7 - 3.8	4 - 8	2.7 - 5.5	4 - 8
Admiralty-Lo Wu ^{Note 3}	-	-	5.5	6 - 10	3 - 7	6 - 10
Admiralty-Lok Ma Chau ^{Note 3}	-	-	12	12 - 14.5	9 - 14	12 - 14
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
South Island Line	3.3	6 - 7.5	3.3	6 - 7.5	3.3	5 - 7.5

As at December of the year	2022		2023		2024	
	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)
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	5	10 - 20	5	10
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	15	10	10	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 ^{Note 1}

Light Rail Route ^{Note 2}	2022		2023		2024	
	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	10 - 18	6 - 11	10 - 18	6 - 10	10 - 18
507	5 - 9	7 - 16	6 - 9	7 - 16	6 - 9	9 - 21
610	8 - 10	9 - 17	8 - 10	9 - 17	8 - 11	9 - 17
614	12 - 18	12 - 23	12 - 18	12 - 23	15 - 18	15 - 23
614P	9 - 13	11 - 16	8 - 13	11 - 19	8 - 14	11 - 18
615	14 - 18	15 - 24	14 - 18	14 - 24	15 - 19	15 - 24
615P	9 - 12	10 - 19	9 - 13	10 - 19	8 - 14	11 - 18
705	5 - 7	7 - 12	5 - 7	7 - 12	5 - 7	6 - 12
706	5 - 7	7 - 12	5 - 7	7 - 12	5 - 7	6 - 12
751	5 - 11	8 - 17	7 - 12	8 - 17	7 - 11	8 - 15
761P	5 - 8	6 - 15	5 - 8	6 - 15	5 - 8	7 - 15

Note 1: The figures tabulated above are the train frequencies on weekdays.

Note 2: MTRCL introduced Routes 507P, 506P and 720 in September 2022, September 2023 and September 2024 respectively to run in the morning peak hours on weekdays.

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under MTRCL's Control

Kwun Tong Line

Year	Number of incidents	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	
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
2024	12	11	1	10	1	1	0	0	0	0	0	1

Tsuen Wan Line

Year	Number of incidents	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	
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
2024	10	10	0	9	0	1	0	0	0	0	0	1

Island Line

Year	Number of incidents	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	
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
2024	10	8	2	7	2	1	0	0	0	0	0	1

Tseung Kwan O Line

Year	Number of incidents	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	
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
2024	12	10	2	10	2	0	0	0	0	0	0	0

South Island Line

Year	Number of incidents	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	
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
2024	0	0	0	0	0	0	0	0	0	0	0	0

East Rail Line

Year	Number of incidents	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	
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
2024	11	11	0	11	0	0	0	0	0	0	0	0

Tuen Ma Line

Year	Number of incidents	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	
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
2024	6	6	0	5	0	1	0	0	0	0	0	1

Tung Chung Line

Year	Number of incidents	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	
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
2024	11	10	1	9	1	1	0	0	0	0	0	1.2

Disneyland Resort Line

Year	Number of incidents	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	
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
2024	0	0	0	0	0	0	0	0	0	0	0	0

Airport Express

Year	Number of incidents	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	
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
2024	7	7	0	7	0	0	0	0	0	0	0	0

Light Rail

Year	Number of incidents	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	
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
2024	10	9	1	9	1	0	0	0	0	0	0	0

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 (e.g. signalling system), 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

TLB264

(Question Serial No. 3914)

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:

As mentioned in paragraph 232 of the Budget Speech, the Government has proposed refined arrangements for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and the Public Transport Fare Subsidy Scheme (PTFSS); and it is mentioned in paragraph 233 that the Government is expected to save \$6.2 billion in the coming five years. In this connection, will the Government inform this Committee of the following:

- (a) the estimated amount of savings in the expenditure of PTFSS in the coming five years; and
- (b) whether the Government has engaged a consultancy firm to conduct the review of PTFSS; if yes, the consultancy fee; if not, (i) the Government's staff establishment and (ii) the related salaries and operation and equipment expenses involved.

Asked by: Hon CHAN Wing-yan, JoePHY (LegCo internal reference no.: 19)

Reply:

- (a) From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) will be raised from \$400 to \$500. Upon implementation of the refined arrangements, savings totalling about \$3.56 billion are expected to be achieved in the financial years from 2025-26 to 2029-30.
- (b) The Transport Department (TD) has not engaged any consultancy firm to assist in the review of the Scheme. The relevant tasks are undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**TLB265****(Question Serial No. 3850)**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:

It is mentioned in paragraph 232(b) of the Budget Speech that from June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) will be raised from \$400 to \$500. In this connection, will the Government inform this Committee of the following:

1. the average monthly number of beneficiaries and the total amount of subsidy in the past five years (2020-21 to 2024-25) in tabular form;
2. the number of beneficiaries in the past five years (2020-21 to 2024-25) in tabular form, with a breakdown by the monthly public transport expenses threshold of the Scheme (i.e. incurring monthly public transport expenses of \$400 or above and \$500 or above);
3. the time of announcement of the relevant implementation details of the refined arrangements and the estimated savings to be achieved; and
4. whether assessment has been made to see if the policy objectives have been achieved; and if yes, the relevant data; if no, whether assessment indicators will be set.

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 69)Reply:

1. The total subsidy amount, average monthly subsidy amount and average monthly number of beneficiaries under the Scheme in the past five years are set out below:

Year ^{Note}	Total subsidy amount (\$ million)	Average monthly subsidy amount (\$ million)	Average monthly number of beneficiaries (rounded off to the nearest thousand)
2020	2,147	178.9	1 982 000

Year ^{Note}	Total subsidy amount (\$ million)	Average monthly subsidy amount (\$ million)	Average monthly number of beneficiaries (rounded off to the nearest thousand)
2021	3,709	309.1	2 999 000
2022	2,837	236.4	2 274 000
2023	3,909	325.7	3 036 000
2024	2,528	210.7	1 988 000

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented rounds of 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.

2. The average monthly number of Octopus with monthly public transport expenses of \$400 or above and \$500 or above respectively under the Scheme in the past five years are set out below:

Amount of monthly public transport expenses under the Scheme	Monthly average number of Octopus (rounded off to the nearest thousand)				
	2020	2021	2022	2023	2024
\$400 or above	1 372 000	1 709 000	1 473 000	1 881 000	1 988 000
\$500 or above	961 000	1 240 000	1 082 000	1 419 000	1 528 000

3. & 4. The Government has announced in the 2025-26 Budget that from 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion). Savings totalling about \$3.56 billion are expected to be achieved in the financial years from 2025-26 to 2029-30.

The refined arrangements are in line with the Government's policy objective of ensuring the financial sustainability of the Scheme while preserving its policy intent, which is 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.

- End -

CONTROLLING OFFICER'S REPLY**TLB266****(Question Serial No. 3963)**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:

It is mentioned in paragraph 179 of the Budget Speech that the Government will launch a \$300 million subsidy scheme in the middle of the year to provide impetus for the industry to install fast chargers as an encouragement for a wider use of electric vehicles. In this connection, will the Government inform this Committee of the following:

1. the numbers of first registration of electric private cars (e-PCs), electric commercial vehicles (CVs), electric motorcycles and electric motor tricycles in the past year.

Asked by: Hon LAM Shun-chiu, Dennis (LegCo internal reference no.: 25)Reply:

1. The numbers of first registered e-PCs, electric CVs, electric motorcycles and electric motor tricycles in Hong Kong in 2024 are set out in the table below:

Vehicle class	No. of vehicles
e-PC	33 206
electric CV	409
electric motorcycle	304
electric motor tricycle	3

Note: Government vehicles are not included as they are not required for registration.

- End -

CONTROLLING OFFICER'S REPLY

TLB267

(Question Serial No. 3894)

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:

It is mentioned in paragraph 249 (c) of the Budget Speech that the Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads. In this connection, will the Government inform this Committee of the following:
the information of various strategic routes and road tunnels in Hong Kong in the past three financial years:

- i) total expenditures (including repair, maintenance, management, etc.);
- ii) design capacities;
- iii) average traffic flows; and
- iv) peak-hour utilisation rates.

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

Reply:

- i) The expenditures of various government road tunnels in the past three financial years are tabulated at **Annex 1**. The Highways Department does not maintain separate statistics on the maintenance cost of individual road (including strategic routes).

ii)-iv)

As there is no traffic data categorised by financial year and the Annual Traffic Census 2024 is still under compilation, the traffic volume statistics from 2021 to 2023 are provided hereby. The design capacities, average traffic flows and peak-hour utilisation rates (measured by ratios of traffic volume/design capacity) of various strategic routes are tabulated at **Annex 2**.

The design capacities, average traffic flows and peak-hour utilisation rates of various road tunnels from 2021 to 2024 are tabulated at **Annex 3**.

Operating Expenditures of Government Road Tunnels

Tolled tunnel/ Control area ^{1,2}	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Cross-Harbour Tunnel	154	158	199
Eastern Harbour Crossing	177	179	228
Western Harbour Crossing (WHC) ³	N/A	N/A	241
Tate's Cairn Tunnel	144	143	167
Aberdeen Tunnel	97	97	125
Lion Rock Tunnel	76	91	136
Shing Mun Tunnels	114	125	152
Route 8K	320	342	391

Note 1: The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee.

Note 2: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 3: The WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Toll-free tunnel ⁴	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Tuen Mun - Chek Lap Kok Tunnel	71	73	79
Tseung Kwan O Tunnel ⁵	37	35	31
Tseung Kwan O - Lam Tin Tunnel ⁵	N/A	19	62
Central-Wan Chai Bypass Tunnel	148	148	148
Lung Shan Tunnel	61	61	57
Cheung Shan Tunnel	19	19	25
Airport Tunnel	25	26	26
Scenic Hill Tunnel	54	55	55
Kai Tak Tunnel	54	54	54

Note 4: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charges of capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

Note 5: Tseung Kwan O – Lam Tin Tunnel commenced operation on 11 December 2022, and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O - Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Design Capacities, Average Weekday Traffic Flows and Peak-hour¹ Utilisation Rates of Strategic Routes

Road section	Strategic route ²	Design capacity (vehicle/hour)	2021		2022		2023	
			Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate
Hong Kong Island								
Harcourt Road (westbound between Tamar Street and Arsenal Street)	Route 4	9 450	116 700	0.6	112 000	0.6	121 800	0.6
Central-Wan Chai Bypass	Route 4	4 700	40 200	0.5	36 900	0.4	42 700	0.5
Kowloon								
Princess Margaret Road (between Wylie Road and Pui Ching Road)	Route 1	4 700	73 300	0.5	70 300	0.5	74 500	0.6
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	Route 2	4 700	66 600	0.6	63 200	0.6	63 400	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	Route 3	4 700	79 000	0.8	73 700	0.7	92 100	0.8
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	Route 5	3 000	74 100	1.0	68 400	1.0	68 500	1.0
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	Route 7	4 700	99 500	1.0	101 100	0.8	110 900	0.9

Road section	Strategic route ²	Design capacity (vehicle/hour)	2021		2022		2023	
			Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate
New Territories								
Ting Kau Bridge	Route 3	4 700	99 600	1.2	93 900	1.1	99 900	1.2
Nam Wan Tunnel	Route 8	4 700	43 700	0.5	43 400	0.4	59 300	0.5
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	Route 9	6 300	162 100	1.1	153 000	1.1	162 100	1.1
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	Route 9	4 700	65 900	0.6	63 300	0.6	78 400	0.6
Tuen Mun Road (eastbound between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	Route 9	6 300	133 300	0.9	126 900	0.9	130 100	0.9
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	Route 10	4 700	10 400	0.1	6 700	0.1	15 800	0.1

Note 1 : The figures listed in the table represent the traffic flow of various transport facilities from Mondays to Fridays (except public holidays) between 2021 and 2023. “Peak hour” refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while “non-peak hour” refers to the busiest one hour during the remaining hours in the busiest direction.

Note 2 : Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel project as well as Tseung Kwan O-Lam Tin Tunnel. Since the entire Route 6 is scheduled for commissioning in 2026, its utilisation rate is not available at present.

Design Capacities, Average Weekday Traffic Flows and Peak-hour² Utilisation Rates³ of Road Tunnels

Tunnel ¹	Design capacity (vehicle/hour)	2021		2022		2023		2024 ⁴	
		Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate
Aberdeen Tunnel	2 600	62 300	0.8	59 200	0.8	62 200	0.8	62 700	0.8
Cross-Harbour Tunnel	2 600	105 300	1.1	100 900	1.1	101 900	1.1	94 700	1.1
Eastern Harbour Crossing	2 600	81 300	1.1	72 300	1.1	73 400	1.0	72 100	1.1
Western Harbour Crossing	4 200	63 300	0.9	53 900	0.8	72 000	0.9	102 500	1.0
Lion Rock Tunnel	2 600	90 400	1.1	85 300	1.1	86 900	1.1	86 700	1.1
Tate's Cairn Tunnel	2 600	62 100	1.0	56 100	1.0	56 200	1.0	59 800	1.0
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	65 800	0.8	59 800	0.7	64 200	0.7	67 900	0.8
Shing Mun Tunnels	2 600	53 800	0.8	50 700	0.8	51 300	0.8	50 400	0.8

Tunnel ¹	Design capacity (vehicle/hour)	2021		2022		2023		2024 ⁴	
		Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate	Average weekday traffic flow (in two-way vehicle)	Peak-hour utilisation rate
Tai Lam Tunnel	4 700	47 200	0.7	41 400	0.6	42 200	0.6	38 700	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: The figures listed in the table represent the traffic flow of the above tunnels from Mondays to Fridays (except public holidays) between 2021 and 2024. Except for the three road harbour crossings (RHCs), “peak hour” refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while “non-peak hour” refers to the busiest one hour during the remaining hours in the busiest direction. To more accurately reflect the cross-harbour traffic flow, “peak-hour” of the three RHCs refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m.

Note 3: 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. The utilisation rates of tolled tunnels refer to the ratio of average hourly traffic volume to tunnel design capacity provided by toll collection systems.

Note 4: Provisional figures.

- End -

CONTROLLING OFFICER'S REPLY

TLB268

(Question Serial No. 3442)

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 has been carrying out improvement works to Ma On Shan Town Centre Public Transport Terminus (the Terminus) by enhancing its design and facilities for providing passengers with a more comfortable waiting environment. The first air-conditioned passenger waiting hall of the Terminus commenced operation in March 2024. In this connection, will the Government inform this Committee of the following:

1. the total construction cost of the improvement works and the annual operating cost of the Terminus;
2. the reasons for the air-conditioned passenger waiting hall in the Terminus had been open for less than two months in 2024 before it was closed for a long period of time due to facility damage; whether the cost of the improvement works have increased because of the repair;
3. the average monthly usage of the air-conditioned passenger waiting hall after its opening; and
4. as many bus stops within indoor public transport interchanges are poorly ventilated, whether the Government has reviewed the effectiveness of the improvement works at the Terminus, and considered providing air-conditioned passenger waiting hall in more indoor public transport interchanges?

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

Reply:

1. For the two-phase improvement works of the Terminus, the structural works are undertaken by the Architectural Services Department (ArchSD) and the provision of electrical and mechanical facilities by the Electrical and Mechanical Services Department. The works under Phase 1 include enhancement of lighting, conversion of the traditional parallel bus bays into saw-tooth bus bays to make better use of space, provision of an air-conditioned bus regulator's office with a restroom, and provision of

an air-conditioned passenger waiting hall equipped with seats, passenger information display panel and real-time bus arrival display panels. The above works have been completed, with the bus regulator's office and the passenger waiting hall commissioned in February and March 2024 respectively. The works under Phase 2, which include provision of air-conditioned passenger waiting halls with seats and renovation of taxi stands and the columns nearby, are expected to be completed in 2026.

The total expenditure of the two-phase works, as estimated by ArchSD, is about \$46 million (including \$29 million for Phase 1 and \$17 million for Phase 2). The annual operating cost of facilities, such as the passenger waiting hall and the bus regulator's office, etc. under Phase 1, is estimated to be about \$170,000.

2. On 8 May 2024, the failure of the automatic door at the passenger waiting hall led to its suspension for use out of safety concerns. On-site inspection by relevant works department found that the deviation of the automatic door from its normal position was probably due to improper use by passengers. After the repair, the waiting hall reopened on 25 June 2024. The repair, which is general in nature, has not resulted in an increase in the total expenditure of the improvement works.
3. There are currently two bus routes running outside the passenger waiting hall. Projected based on the number of boarding passengers at the Terminus, the average monthly usage of the Terminus is about 42 000.
4. The Government is committed to improving the waiting environment at public transport interchanges (PTIs). Due to variance in area coverage, design, type of public transport service and route, number of passengers, etc., not every PTI is suitable for provision of facilities such as air-conditioned passenger waiting halls. The Government will take into account such factors as the design, waiting environment and facilities conditions of individual PTIs in exploring appropriate improvement works, including upgrading of the ventilation system, in an effort to provide passengers with a more comfortable waiting environment.

- End -

CONTROLLING OFFICER'S REPLY

TLB269

(Question Serial No. 3443)

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 number of public light buses (PLBs) has been capped at 4 350 in Hong Kong. In this connection, will the Government inform this Committee of the following:

1. the respective numbers of registered green minibuses (GMBs) and red minibuses (RMBs) in Hong Kong;
2. among the above registered PLBs, the respective numbers of 19-seat PLBs and 16-seat PLBs;
3. among the above registered PLBs, the respective numbers of electric PLBs (e-PLBs), hybrid PLBs, liquefied petroleum gas (LPG) PLBs or diesel PLBs;
4. among the above registered PLBs, the number of low-floor wheelchair accessible PLBs (low-floor PLBs); and
5. given that low-floor PLBs have been introduced to run on individual routes from time to time but so far they have not been fully popularised in Hong Kong, and its service has been suspended from time to time due to maintenance needs, causing inconvenience to passengers, whether TD has any ways to expedite the promotion of low-floor PLBs in Hong Kong so as to encourage barrier-free access?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 4)

Reply:

There are two types of PLBs, namely GMB and RMB. Regarding the questions raised, we reply as follows:

1-3.

As at end February 2025, the numbers of registered GMBs and RMBs are 3 430 and 910 respectively. The numbers of vehicles with breakdown by vehicle class and fuel type are set out in the table below:

Vehicle class	16-seat PLB	19-seat PLB	Total
GMB	1 586 (Note)	1 844	3 430
RMB	714	196	910
Total	2 300	2 040	4 340

Note: These include two 17-seat GMBs with luggage racks for operating routes to and from the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port.

Fuel type	e-PLB	Hybrid PLB	LPG PLB	Diesel PLB	Total
GMB	5	28	2 643	754	3 430
RMB	0	0	828	82	910
Total	5	28	3 471	836	4 340

4-5.

The Government has been actively encouraging the PLB trade to introduce more wheelchair accessible low-floor PLBs to facilitate the travelling of wheelchair users, including:

- (1) TD encourages GMB operators to use PLBs with barrier-free facilities through the GMB Operators Selection Exercises. Starting from August 2018, TD has required all GMB operators running new hospital routes to deploy at least one low-floor wheelchair accessible PLB. In addition, starting from November 2020, applications of operators who undertake to use low-floor PLB will be given higher marks in GMB Operators Selection Exercises for new GMB route packages;
- (2) At present, GMB operators purchase low-floor wheelchair accessible PLBs at their own cost. If a GMB operator applies for fare adjustment due to increase in operating cost, TD will consider such application taking into account the operational and financial conditions of the specific route; and
- (3) The Environmental Protection Department has launched the Pilot Scheme for Electric Public Light Buses to subsidise operators to procure e-PLBs with choice of low-floor e-PLB models for trials on various PLB routes.

As at the end of February 2025, there are four low-floor wheelchair accessible PLBs serving four GMB routes respectively in the territory. They are shown in the table below:

Route number	Origin - Destination
New Territories Route No. 413	Tsing Yi Ferry Terminus – Princess Margaret Hospital
Kowloon Route No. CX1	Austin Station – Hong Kong Palace Museum (Circular route)

Route number	Origin - Destination
Kowloon Route No. 90A	Yau Tong (Yau Lai Estate) – Hong Kong Children’s Hospital
New Territories Route No. 503	Queen’s Hill Estate – North District Hospital

In addition to the above four routes deployed with low-floor wheelchair accessible PLBs, the following 11 GMB routes will introduce low-floor PLB service progressively within one to two years (Note 1).

Route number	Origin - Destination	Proposed deployment number of low-floor PLBs
Kowloon Route No. 2	Whampoa Garden – Festival Walk Public Transport Interchange	1
Kowloon Route No. 2A	Whampoa Garden – Festival Walk Public Transport Interchange (Supplementary route)	
New Territories Route No. 116	Pak Shing Kok – Tsueng Kwan O Station (Circular route)	2
New Territories Route No. 506	Chi Fuk Circuit – Luen Wo Hui (Circular route)	2
New Territories Route No. 507	Ma Sik Road – Fanling Station (Circular route)	
New Territories Route No. 117A (Note 2)	Anderson Road Quarry Development Area – Sheung Tak Public Transport Interchange	2
New Territories Route No. 117B (Note 2)	Anderson Road Quarry Road Development Area – Yau Tong (Circular route)	
New Territories Route No. 57K	Sheung Shui Station – Tong Kung Leng	2
New Territories Route No. 58K	Sheung Shui Station – Ping Kong	
New Territories Route No. 508 (Note 2)	Sheung Shui Station – Kwu Tung North Multi-welfare Services Complex	
New Territories Route No. 24	Tai Po (Fu Tip Estate) – Tai Po (Kwong Fuk Road) (Circular route)	1

Note:

- (1) In the GMB Operators Selection Exercises, operators generally undertook to provide low-floor PLB services (using either low-floor wheelchair accessible PLBs or low-floor PLBs) within one to three years of operating the new routes concerned.
- (2) The services are expected to commence in the second quarter of 2025.

- End -

CONTROLLING OFFICER'S REPLY

TLB270

(Question Serial No. 3444)

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 are a number of indoor bus termini and public transport interchanges (PTIs) across Hong Kong for people to wait for and interchange between road-based public transport modes. However, there are views that a number of PTIs are unhygienic, with ceilings, walls and ventilation ducts blackened by exhaust gas or covered with dust without regular cleansing. In this connection, will the Government inform this Committee of the following:

1. Currently, what are the numbers of indoor bus termini and PTIs in Hong Kong? How many of them are government-owned and managed by the Transport Department (TD)?
2. What are the numbers of complaints about the cleanliness or hygiene of indoor bus termini and PTIs received by TD in each of the past five years?
3. Do the indoor bus termini and PTIs managed by TD undergo regular cleansing? Are cleansing contractors required to carry out deep cleansing for the premises including ceilings, walls and ventilation ducts? If yes, what are the details? If no, what are the reasons?
4. For the indoor bus termini and PTIs that are not managed by TD, will relevant departments monitor their cleanliness and hygiene regularly and require relevant owners to entrust contractors with deep cleansing for the premises including ceilings, walls and ventilation ducts? If yes, what are the details? If no, what are the reasons?
5. Will the Government consider allocating additional resources for cleansing indoor bus termini and PTIs to enhance the hygiene conditions, alleviate the impact on users, increase the happiness of citizens and improve tourists' impression of these premises?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 6)

Reply:

1. As at the end of December 2024, there are a total of 129 covered public transport interchanges (PTIs) (including bus termini) across the territory which are owned by the

Government, the Hong Kong Housing Authority (HKHA) and private developers. Among them, 75 are under the management and maintenance of the Government (including 68 government-owned PTIs and seven HKHA-owned and managed by the Government under agreement).

2. The numbers of complaints about the cleanliness or hygiene of covered PTIs received by the Transport Department (TD) in each of the past five years are as follows:

Year	Number of complaints
2020	54
2021	51
2022	60
2023	80 ^{Note}
2024	181 ^{Note}

Note: The relatively high numbers of complaints in 2023 and 2024 were attributed to the 123 repeated complaints made by an organisation on the same issue in these two years. This organisation pointed out that street sleepers had obstructed the road and caused hygiene problems at the Tin Hau PTI. The case was jointly followed up by several government departments, where TD played a coordinating role. Between 2024 and February 2025, TD conducted joint cleansing operations with relevant departments once a month on average to tackle the environmental hygiene issues at relevant location. The Social Welfare Department also deployed staff to conduct outreach visits and counselling constantly to encourage street sleepers to live off the streets.

- 3.to5.The Government is committed to improving the waiting environment of existing PTIs. TD, Highways Department, Architectural Services Department, Electrical and Mechanical Services Department and Food and Environmental Hygiene Department (FEHD) are responsible for the management and maintenance of PTIs according to their areas of responsibility to ensure that the facilities can meet their daily operational needs and provide passengers with a convenient and comfortable waiting environment.

Regarding the 75 covered PTIs managed and maintained by the Government, FEHD is responsible for the general cleansing work, whereas TD arranges contractors to clean the ceilings, walls, ventilation ducts, wall-mounted fans, street facilities, etc. on a regular basis every year, and to carry out enhanced cleansing when necessary. As for covered PTIs not managed by the Government, the cleansing and sanitation work will be arranged by PTI owners.

To further enhance the comfort of passengers while waiting at PTIs, TD and relevant government departments have reviewed the waiting environment and conditions of facilities at covered PTIs in 18 districts across the territory, including the lighting system, ventilation and wall conditions. After taking into consideration such factors as the commissioning date, passenger utilisation rate, and existing condition of facilities of the PTIs, TD and relevant departments will select one covered PTI in each of the 18 districts for improvement works, including enhancing lighting installation, improving ventilation systems, and repairing and renovating walls and ceilings, with a view to providing passengers with a more comfortable waiting environment. The relevant

works have progressively commenced this year, of which 11 are expected to be completed by 2025, with the remaining due for completion in 2026. Upon completion of the works, TD will review the effectiveness with relevant departments and explore the implementation of the improvement works at other covered PTIs.

- End -

CONTROLLING OFFICER'S REPLY

TLB271

(Question Serial No. 3446)

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 when the Transport Department (TD) conducted operator selection exercises for franchised bus services in new development areas (NDA) such as Wong Chuk Yeung in Fo Tan, Queen's Hill and Area 54 in Tuen Mun, they ended up with competition introduced where more than one bus company operated local routes within the area. Residents of NDA often need to interchange with other routes for other districts due to the incomplete development of local transport. However, as there is currently no inter-company interchange concession scheme in place among bus companies, residents of NDA are unable to benefit from local interchange network. In this connection, will the Government inform this Committee of the following:

1. According to TD's information, are there any inter-company bus-bus interchange (BBI) concession schemes in Hong Kong at present? If yes, what are the details? If no, what are the reasons?
2. Apart from reducing residents' interchange time, the inter-company BBI concession scheme can serve as an opportunity for route rationalisation, lessening the number of route-overlapping buses running on the roads, hence shortening bus journeys and easing road congestion. Has the Government taken any specific action to promote the inter-company BBI concession scheme so as to improve the BBI network in Hong Kong? If yes, what are the details? If no, what are the reasons?
3. Over the years, many local groups and residents have been yearning for better bus-bus interchange concession. Nevertheless, since bus companies often compete against one another, they will not take the initiative to set up inter-company BBI concession scheme. Will the Government consider promoting the introduction of inter-company BBI concession scheme through franchise conditions or government subsidy, or other means, in Hong Kong in future?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 10)

Reply:

1 to 3.

The Government has been encouraging franchised bus operators (FBOs) to offer more interchange concessions including inter-company BBI concession schemes among FBOs with a view to enabling passengers to reach more destinations with fare concessions, reducing the need for introducing new long haul and direct point-to-point bus services, and enhancing the efficiency of the overall bus network.

As at the end of 2024, various FBOs offered 565 BBI concession schemes in total, among which 90 are inter-company BBI concession schemes among different FBOs, covering about 570 bus routes. The inter-company BBI concession schemes mainly involve interchange arrangements between the Airport and North Lantau routes and other urban, New Territories and cross-harbour routes, and interchange arrangements for cross-harbour routes at the tunnel BBIs. The adult fare concession for each interchange ranges from \$0.1 to \$32.4. In 2024, the number of average daily passenger trips taken under inter-company BBI concession schemes was about 27 000.

FBOs will consider offering more BBI concession schemes and enhancing such schemes subject to such factors as their operational and financial conditions, socio-economic environment and passenger demand, etc. In considering the matter of bus franchises, the Government will strive to encourage operators to adopt various measures for improving operational efficiency and maintaining a robust financial position, so as to further enhance the bus service quality and provide more fare concessions.

- End -

CONTROLLING OFFICER'S REPLY

TLB272

(Question Serial No. 3447)

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:

Holders of valid Mainland driving licences may apply to the Transport Department (TD) for direct issue of a Hong Kong driving licence without test. In this connection, will the Government inform this Committee of the following:

1. the numbers of such applications received, approved and rejected in each of the past three years;
2. the average total cost for processing each application;
3. the three main reasons for the rejected applications; and the factors considered by TD for determining whether to approve an application; and
4. for those apply for direct issue of Hong Kong driving licences, whether there are requirements for holding Mainland driving licences for at least five years before application; if not, the reasons.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 11)

Reply:

1-4.

Applicants for direct issue of a Hong Kong full driving licence (direct issue) to drive private cars, light goods vehicles, motor cycles and motor tricycles on the strength of their Mainland driving licence shall fulfil the relevant requirements stipulated in the Road Traffic (Driving Licences) Regulations (Cap. 374B), including:

- (a) some time within three years before the date of application, the applicant held a valid Mainland driving licence authorising the applicant to drive motor vehicles of the class concerned;
- (b) the driving licence was issued to the applicant after successful completion of a test on the competence to drive motor vehicles of the class or description concerned in the Mainland; and

- (c) the applicant shall meet at least one of the following three requirements:
- (i) the Mainland driving licence was issued to the applicant during a period of residence of not less than six months in the Mainland; or
 - (ii) the driving licence was issued to the applicant not less than five years immediately prior to the application; or
 - (iii) the applicant is the holder of a Mainland passport or other equivalent travel document issued by the Mainland authority.

In other words, regarding the application for direct issue on the strength of a Mainland driving licence, on the prerequisite of fulfilling the requirements set out in (a) and (b) above, an applicant holding a Mainland driving licence for less than five years may still apply for direct issue if his/her Mainland driving licence was issued during a period of residence of not less than six months in the Mainland, with relevant proof of residence provided (Note), or alternatively, if he/she holds a Mainland passport or other equivalent travel document (e.g. Exit-entry Permit for Travelling to and from Hong Kong and Macao).

Note: For application on the strength of a Mainland driving licence, documents generally accepted by TD as proof of residence in the Mainland include: records of entry and departure, and the applicant's school transcript or employer's testimonial with employment period specified, etc., which cover not less than the said six-month period with the licence's issue date included. Applicants cannot merely submit Residence Permit for Hong Kong and Macao Residents or Mainland property ownership certificates/documents as proof of residence.

The numbers of direct issue applications on the strength of a Mainland driving licence in the past three years are set out in the table below:

Year	Number of applications received	Number of approved applications	Number of rejected applications
2022	20 306	20 289	17
2023	57 914	57 894	20
2024	64 575	64 475	100

The unsuccessful direct issue applications were mainly rejected on the ground that the applicants failed to fully meet the above requirements. TD does not maintain breakdown statistics of the cases by reason for rejection.

The work of processing direct issue applications is undertaken by the existing licensing staff of TD. There is no separate breakdown of the manpower and expenditure involved in the vetting of such applications.

- End -

CONTROLLING OFFICER'S REPLY**TLB273****(Question Serial No. 3961)**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:

Following the progressive implementation of HKeToll, the free-flow tolling system, at various tunnels starting from May 2023, the former manual toll and autotoll booths were replaced, the toll plazas in the vicinity were subsequently removed and the traffic lanes were adjusted, thereby transforming the motorists' patterns of driving through tunnels. In this connection, will the Government inform this Committee of the following:

1. the respective numbers of traffic accidents occurred within the control area of each government tunnel in each of the past three years (set out by tunnel);
2. whether the overall number of traffic accidents occurred within the tunnel control areas in the territory has improved as a result of the implementation of HKeToll;
3. the annual maintenance expenses of each government tunnel in the past three years (set out by tunnel); and
4. the annual salary expenses of each government tunnel in the past three years (set out by tunnel)?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 1)Reply:

1. The numbers of traffic accidents within the tunnel area of each government tunnel between 2022 and 2024 are tabulated below:

Tunnel	Number of traffic accidents		
	2022	2023	2024 ¹
Cross-Harbour Tunnel (CHT) ²	66	67	45
Eastern Harbour Crossing (EHC) ²	40	32	25
Western Harbour Crossing (WHC) ²	29	47	87
Tseung Kwan O Tunnel	45	33	30

Tunnel	Number of traffic accidents		
	2022	2023	2024 ¹
Lion Rock Tunnel	32	33	25
Shing Mun Tunnels	30	27	40
Kai Tak Tunnel	28	24	23
Aberdeen Tunnel	22	24	19
Tate's Cairn Tunnel	22	36	21
Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel	15	16	15
Cheung Shan Tunnel	5	17	27
Tuen Mun-Chek Lap Kok Tunnel	5	14	16
Central-Wan Chai Bypass Tunnel	4	11	9
Lung Shan Tunnel and Cheung Shan Tunnel	3	4	6
Nam Wan Tunnel	1	3	10
Airport Tunnel	0	0	0
Scenic Hill Tunnel	0	0	1
Tseung Kwan O-Lam Tin Tunnel ³	0	8	5

Note 1: Provisional figures.

Note 2: The Government took over the WHC in August 2023 and implemented the “633” fixed toll scheme at the three road harbour crossings (RHCs). Subsequently, time-varying tolls were implemented in December 2023.

Note 3: Tseung Kwan O-Lam Tin Tunnel commenced operation on 11 December 2022.

2. The annual numbers of traffic accidents within the tunnel area before and after the implementation of HKEToll are tabulated below:

Tunnel (Implementation date of HKEToll)	Number of traffic accidents				
	before implementation ³			After implementation ³	
	3 rd Year	2 nd Year	1 st Year	1 st Year ⁴	2 nd Year (up to February 2025) ^{4,5}
Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel (7 May 2023)	12	10	18	17	14
Shing Mun Tunnels (21 May 2023)	27	43	34	30	26
Lion Rock Tunnel (28 May 2023)	35	47	31	31	20
CHT ⁶ (23 July 2023)	64	63	72	54	26

Tunnel (Implementation date of HKeToll)	Number of traffic accidents				
	before implementation ³			After implementation ³	
	3 rd Year	2 nd Year	1 st Year	1 st Year ⁴	2 nd Year (up to February 2025) ^{4,5}
WHC ⁶ (6 August 2023)	38	30	35	68	47
EHC ⁶ (27 August 2023)	39	44	36	25	18
Tate's Cairn Tunnel (26 November 2023)	27	26	34	22	7
Aberdeen Tunnel (24 December 2023)	27	21	25	19	6

Note 3: The periods before and after implementation are calculated on a 12-month basis. Taking Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel as examples, the first year before implementation refers to 7 May 2022 to 6 May 2023, the second year before implementation refers to 7 May 2021 to 6 May 2022; the first year after implementation refers to 7 May 2023 to 6 May 2024, and so on.

Note 4: Provisional figures.

Note 5: The above-mentioned tunnels have implemented HKeToll for less than two years. Therefore, the numbers of traffic accidents in the second year after the implementation are available up to February 2025.

Note 6: Upon the takeover of WHC in August 2023, the Government implemented the "633" fixed toll scheme at the three RHCs. Subsequently, time-varying tolls were implemented in December 2023.

Overall, with the exception of WHC, the numbers of traffic accidents occurred within the tunnel area of various tunnels after the implementation of HKeToll were similar to or less compared with before the implementation of HKeToll. The increase in traffic accidents at WHC was related to the increase in vehicle flow after the implementation of the new tolls since August 2023.

3.&4. The operating expenditures of government road tunnels in the past three financial years are as follows:

Tolled tunnel/ Control area ^{1,2}	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
CHT	154	158	199
EHC	177	179	228
WHC ³	N/A	N/A	241
Tate's Cairn Tunnel	144	143	167
Aberdeen Tunnel	97	97	125
Lion Rock Tunnel	76	91	136

Tolled tunnel/ Control area ^{1,2}	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Shing Mun Tunnels	114	125	152
Route 8K	320	342	391

Note 1: The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee.

Note 2: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and repair and maintenance expenditure for the implementation of HKeToll, depreciation charges of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 3: WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Toll-free tunnel ⁴	2021-22 (\$ million)	2022-23 (\$ million)	2023-24 (\$ million)
Tuen Mun-Chek Lap Kok Tunnel	71	73	79
Tseung Kwan O Tunnel ⁵	37	35	31
Tseung Kwan O-Lam Tin Tunnel ⁵	N/A	19	62
Central-Wan Chai Bypass Tunnel	148	148	148
Lung Shan Tunnel	61	61	57
Cheung Shan Tunnel	19	19	25
Airport Tunnel	25	26	26
Scenic Hill Tunnel	54	55	55
Kai Tak Tunnel	54	54	54

Note 4: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charges of capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

Note 5: Tseung Kwan O - Lam Tin Tunnel commenced operation on 11 December 2022, and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O - Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

The maintenance and salary expenses of the management, operation and maintenance contractors are included in the management fees paid to the contractors. There is no separate breakdown of the expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB274

(Question Serial No. 3907)

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:

The Financial Secretary, in paragraph 232 of the Budget Speech, proposes to adjust two transport subsidy schemes that incur relatively high expenditure with a rapid growth rate, namely the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and the Public Transport Fare Subsidy Scheme. From June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme will be raised from \$400 to \$500. Regarding the Public Transport Fare Subsidy Scheme, please advise this Committee of the expenditure of the scheme last year and the proportion of administrative cost, the administrative cost to be incurred for making the proposed adjustments and the manpower and expenditure involved.

Asked by: Hon NG Kit-chong, Johnny (LegCo internal reference no.: 14)

Reply:

In the 2023-24 financial year, actual total expenditure of the Public Transport Fare Subsidy Scheme (the Scheme) was \$3.535 billion. The Government has been striving to lower the administrative cost of the Scheme. The recurrent expenditure for the Scheme (excluding the subsidy amount) in the 2023-24 financial year was \$40.10 million, accounting for about 1% of the actual total expenditure in that year.

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. The Government is working with the participating electronic payment means operators on the implementation details of the refined arrangements (including system modification, trial runs, publicity, etc.) of the Scheme. The relevant estimated administrative cost is not yet available. As the work of the Transport Department on implementing the refined arrangements is conducted by the existing staff, there is no separate breakdown of the expenditure and manpower involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB275

(Question Serial No. 3338)

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 under Programme (6) that the Government will continue to oversee the Public Transport Fare Subsidy Scheme (the Scheme) and its review outcome in the coming year. From June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Is there any estimation of the number of commuters who will no longer benefit from the Scheme under the higher threshold? Is there any estimation of the amount of savings to be achieved by the Government in the coming year as a result? Will the Government undertake to lower the threshold for receiving the subsidy when its financial situation so permits? If yes, what are the details?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 249)

Reply:

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme will be raised from \$400 to \$500. Upon implementation of the refined arrangements, the estimated subsidy amount for the 2025-26 financial year will be about \$2.69 billion, representing a decrease of about \$540 million compared with that prior to the adjustment (i.e. \$3.23 billion), while the estimated average number of beneficiaries per month will be about 1.9 million.

To ensure the sustainability of the Scheme and proper use of public funds, the Government will, on the premise of prudent fiscal management, review the Scheme from time to time and consider whether adjustment is necessary having regard to prevailing circumstances (such as the financial situation of the Government and overall economic environment, etc.).

- End -

CONTROLLING OFFICER'S REPLY**TLB276****(Question Serial No. 3931)**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:

It is mentioned in paragraph 249(c) of the Budget Speech that the Government has cancelled the tolls of some major tunnels and strategic routes three years ago and the tolls of some government tunnels have not been adjusted for over 30 years. Considering the fact that the Government has invested heavily in building these infrastructure, the Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads to embody the “user pays” principle. In this connection, will the Government inform this Committee of the following:

- (a) the annual operating expenditure for each of the nine toll-free tunnels currently owned by the Government;

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 25)

Reply:

- (a) The operating expenditures for various government toll-free tunnels in 2023-24 are as follows:

Tunnel	Operating expenditure(Note) (\$ million)
Tuen Mun-Chek Lap Kok Tunnel	79
Tseung Kwan O Tunnel	31
Tseung Kwan O-Lam Tin Tunnel	62
Central-Wan Chai Bypass Tunnel	148
Lung Shan Tunnel	57
Cheung Shan Tunnel	25
Airport Tunnel	26
Scenic Hill Tunnel	55
Kai Tak Tunnel	54

Note: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors in 2023-24, excluding the depreciation charges of the capital costs and the expenditure on government maintenance works of the tunnels for the year.

- End -

CONTROLLING OFFICER'S REPLY

TLB277

(Question Serial No. 3661)

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:

Currently, the Transport Department issues Disabled Person's Parking Permit (commonly known as "DPPP") and Parking Certificate for Drivers Who Carry People with Mobility Disabilities (commonly known as "Parking Certificate") to facilitate the daily lives of persons with disabilities. Please provide information on the numbers of DPPPs and Parking Certificates issued, and applications by type of applicants (e.g. type of disability) in the past five years.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 189)

Reply:

To balance and cater for the travel needs of persons with different types of disabilities (including those who are capable of driving on their own and those who are not), the Government implemented a new measure at the end of January 2021 to extend the eligibility for using on-street parking spaces designated for persons with disabilities (hereinafter referred to as "designated on-street parking spaces"). In the past, only drivers with disabilities holding a Disabled Person's Parking Permit (hereinafter referred to as "DPPP") were eligible; after the extension, holders of a Parking Certificate for Drivers Who Carry People with Mobility Disabilities (hereinafter referred to as "Parking Certificate") are also eligible.

DPPP holders are holders of valid driving licences who are suffering from a permanent disease or physical disability that causes them considerable difficulty in walking. They are permitted to use designated on-street parking spaces when driving. Parking Certificate holders are drivers of the vehicles concerned who are permitted to use designated on-street parking spaces when carrying specified persons with lower limb mobility disabilities. The Transport Department (TD) does not maintain the information on applications by type of disability.

In the past five years, the numbers of DPPPs and Parking Certificates approved by TD are as follows:

As at the end of each year	2021	2022	2023	2024	2025 (as at the end of February)
Number of valid DPPP's	1 743	1 703	1 661	1 592	1 583
Number of valid Parking Certificates	2 395	2 771	2 986	3 254	3 290

- End -

CONTROLLING OFFICER'S REPLY

TLB278

(Question Serial No. 3662)

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:

Noting that there has been misuse of "Parking Certificate", I would like to know, in the past five years, the number of misuse cases and the reasons for misuse (please set out the reasons by category); as well as the number of cases with penalties imposed and the types of penalties.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 190)

Reply:

To balance and cater for the travel needs of persons with different types of disabilities (including those who are capable of driving on their own and those who are not), the Government implemented a new measure at the end of January 2021 to extend the eligibility for using on-street parking spaces designated for persons with disabilities (hereinafter referred to as "designated on-street parking spaces"). In the past, only drivers with disabilities holding a Disabled Person's Parking Permit (hereinafter referred to as "DPPP") were eligible; after the extension, holders of a Parking Certificate for Drivers Who Carry People with Mobility Disabilities (hereinafter referred to as "Parking Certificate") are also eligible.

To monitor whether designated on-street parking spaces have been misused, TD conducts regular inspections at parking locations with high utilisation rates (such as designated on-street parking spaces in busy urban areas and those frequently used by persons with disabilities) and at parking locations against which complaints or reports have been lodged by the public. If it is substantiated that the Parking Certificate holder has used the designated on-street parking space in breach of the approval conditions of the Parking Certificate, such as using the designated on-street parking space without carrying persons with lower limb mobility disabilities, the Parking Certificate being used by someone who is not the holder, or parking of a vehicle at a designated on-street parking space for a continuous period of more than 24 hours, etc., TD will issue a warning letter to the holder and remind them to strictly comply with the approval conditions of use. If the Parking Certificate is found to be misused again, TD will consider cancelling the Parking Certificate.

The numbers of cases of misuse of Parking Certificates substantiated by TD from 2021 to February 2025 are tabulated as follows:

As at the end of each year	2021	2022	2023	2024	2025 (as at February)
Number of cases of misuse of Parking Certificates (Note)	45	142	381	318	30

Note: From March 2022, TD has allocated additional resources to step up regular inspections at designated on-street parking spaces with high utilisation rates and follow up on suspected misuse cases.

TD does not have the statistics on the reasons for misuse of Parking Certificates. TD cancelled 168 Parking Certificates after following up on the cases from 2021 to February 2025.

- End -

CONTROLLING OFFICER'S REPLY

TLB279

(Question Serial No. 3663)

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:

Given that DPPPs are now regulated by law, is it necessary to introduce legislation to regulate Parking Certificates in the same way as DPPPs and at the same time impose heavier penalties to deter abusers should the misuse of Parking Certificates become increasingly serious in the next five years?

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 191)

Reply:

To balance and cater for the travel needs of persons with different types of disabilities (including those who are capable of driving on their own and those who are not), the Government implemented a new measure at the end of January 2021 to extend the eligibility for using on-street parking spaces designated for persons with disabilities (hereinafter referred to as “designated on-street parking spaces”). In the past, only drivers with disabilities holding a Disabled Person’s Parking Permit (hereinafter referred to as “DPPP”) were eligible; after the extension, holders of a Parking Certificate for Drivers Who Carry People with Mobility Disabilities (hereinafter referred to as “Parking Certificate”) are also eligible.

With the aim to further ensure proper usage of designated on-street parking spaces, the Transport Department (TD) previously conducted a comprehensive review of the application eligibility and approval criteria of Parking Certificates and strengthened the measures against various forms of misuse of Parking Certificates. In this connection, TD consulted the disabled groups at different meetings of the Working Group on Access to Public Transport by People with Disabilities in late December 2023, late July 2024 and late November 2024, and conducted a written consultation with about 5 000 Parking Certificate and DPPP holders from mid-January to mid-February 2024.

After considering the views of the stakeholders collected during the consultation period, TD has implemented a number of new measures starting from 1 April 2025, including:

- (1) In terms of application eligibility, the person with lower limb mobility disabilities to be carried must be a person certified by a doctor of the Department of Health or the Hospital Authority to be suffering from a disease or physical disability that causes him/her considerable difficulty in walking;
- (2) If the Parking Certificate is substantiated to have been misused twice within three years, TD will consider cancelling the Parking Certificate;
- (3) On the handling of misuse cases, applications submitted by Parking Certificate holders with misuse records will not be considered for a period ranging from 12 to 36 months, depending on their cancellation records; and
- (4) If the Parking Certificate holders are found using the designated on-street parking spaces for commercial purposes, including for the purpose of loading/unloading goods, TD will cancel the Parking Certificate directly without prior warning.

TD will review the effectiveness of the new measures upon implementation and consider further appropriate measures as necessary.

- End -

CONTROLLING OFFICER'S REPLY**TLB280****(Question Serial No. 3664)**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 also provide the number of disabled parking spaces over the past five years, with a breakdown of distribution by various categories, such as public versus private parking spaces, and by facility types such as hospital, school, shopping mall, on-street parking space and car park.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 192)Reply:

The numbers of on-street parking spaces designated for persons with disabilities in the past five years are set out in the table below:

As at end-December each year	No. of on-street parking spaces designated for persons with disabilities
2020	449
2021	466
2022	522
2023	546
2024	565

Regarding off-street car parking spaces for use by persons with disabilities, the Hong Kong Planning Standards and Guidelines (HKPSG) has prescribed the minimum number of parking spaces for persons with disabilities in residential developments, commercial facilities, industrial and business developments, community facilities and other developments with reference to Regulation 72 of the Building (Planning) Regulations (Cap. 123F). Furthermore, HKPSG has stipulated that, among the visitor parking spaces provided in residential developments, at least one visitor car parking space shall be provided in accordance with the requirements for accessible parking space; and for medical facilities, at least one of the visitor parking spaces for persons with disabilities shall be located in close proximity to Accident and Emergency (A & E) departments.

The Transport Department does not maintain the number of parking spaces designated for persons with disabilities other than on-street parking spaces designated for persons with disabilities.

- End -

CONTROLLING OFFICER'S REPLY

TLB281

(Question Serial No. 3665)

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 has been learned that the locations/sizes of parking spaces for persons with disabilities vary, and inadequate size of some spaces has caused great inconvenience to persons with disabilities. I would like to know whether there are any standards and regulation on the locations of these parking spaces, whether there are any plans to increase the number of parking spaces in the next five years, and the relevant figures, the different types of facilities involved (e.g. public and private premises, etc.).

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 193)

Reply:

Regulation 72 of the Building (Planning) Regulations (Cap. 123F) (the Regulations) provides that where a building is one to which persons with a disability have, or may reasonably be expected to have, access, that building shall be designed to the satisfaction of the Buildings Department (BD) in such a manner as will facilitate the access to, and use of, that building and its facilities by persons with a disability. Moreover, Design Manual: Barrier Free Access (Design Manual) issued by BD also provides guidelines on barrier-free access and facilities. All new buildings and alterations and additions to existing buildings are required to comply with the barrier-free design standards as set out in the Regulations and Design Manual. These barrier-free design standards also include the number and design requirements of accessible parking spaces in car parks.

BD commissioned a consultant in the first quarter of 2024 to review the Design Manual, which aimed at ensuring the accessibility standards in private buildings are kept abreast with the latest needs and international trends embracing the universal design concepts while being feasible and pragmatic for implementation in local context. The consultancy study also covers the design standards of accessible parking spaces. It is expected to be completed in the first quarter of 2026.

Parking spaces designated for persons with disabilities (on-street designated parking spaces) are provided to cater for disabled motorists' short-term parking needs. The Hong Kong Planning Standards and Guidelines (HKPSG) has stipulated that on-street designated parking

spaces should be provided by the Government near the facilities that persons with disabilities often visit and where the provision of other parking spaces is proven inadequate in the vicinity. These facilities may include clinics, hospitals, banks, retail markets, post offices, community halls, etc. The Transport Department (TD) reviews the demand and supply of such parking spaces from time to time and will, taking into account the proposals put forth by organisations representing persons with disabilities or individuals, provide on-street designated parking spaces at individual locations where practicable (i.e. where traffic flow, road safety and the loading/unloading activities of other road users are not affected). The design guidelines for on-street designated parking spaces are set out in the Transport Planning and Design Manual issued by TD.

As at December 2024, the number of on-street designated parking spaces in Hong Kong has increased to 565, representing an increase of more than 25% as compared with that in end-2020. On the supply of on-street designated parking spaces in the next five years, as the provision of additional parking spaces and the implementation progress are affected by various factors including the development pace of individual private projects as well as the views of stakeholders, it is technically difficult to give a projection of the specific number of parking spaces to be provided.

- End -

CONTROLLING OFFICER'S REPLY

TLB282

(Question Serial No. 3301)

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 (TD)'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. whether the SEC system currently in use in Hong Kong can determine if a vehicle is a heavy vehicle and indicate, by comparing the applicable speed limit for heavy vehicles at the road section concerned, speeding of vehicles to facilitate traffic enforcement by law enforcement officers of the Government; if yes, what identification technology is applied; if not, whether there is a plan to install the relevant system, and the details; and
2. the number of speeding cases referred to relevant Government departments for law enforcement actions which involve heavy vehicles travelling in excess of 70 kilometres an hour on roads with a speed limit of over 100 kilometres in each of the past seven years?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 81)

Reply:

1. The SEC system currently used in Hong Kong applies the radar or induction loop technology to determine whether a vehicle is a heavy vehicle, and by comparing the applicable speed limit for heavy vehicles at the road section concerned, it indicates speeding of vehicles and facilitates traffic enforcement by the Hong Kong Police Force (HKPF).
2. The current record does not provide a detailed breakdown of speeding cases involving heavy vehicles at road sections with different speed limits. According to record from the HKPF, the numbers of speeding cases involving heavy vehicles in the past seven years are as follows:

Year	Number of Heavy Vehicle Speeding Cases
2018	1 615
2019	1 590
2020	2 373
2021	2 212
2022	2 179
2023	2 154
2024	1 644

- End -

CONTROLLING OFFICER'S REPLY

TLB283

(Question Serial No. 3896)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has cancelled the tolls of some major tunnels and strategic routes three years ago and the tolls of some Government tunnels have not been adjusted for over 30 years. The Transport and Logistics Bureau will review the tolls of relevant government tunnels and trunk roads to embody the “user pays” principle. The Government will also review the annual licence fee for electric private cars, parking meter charges, as well as the fixed penalties for traffic offences. Based on preliminary estimation, the relevant adjustments could generate about \$2 billion additional revenue per annum. In this connection, will the Government inform this Committee of the following:

1. whether the Government has any plan to introduce different charges for different zones when increasing the charges for on-street metered parking spaces, applying innovation and technology and stepping up efforts in combating the problem of prolonged occupation of metered parking spaces and other government parking spaces; if yes, the details;
2. the numbers of electric private cars (e-PCs) that enjoyed basic first registration tax (FRT) concessions and e-PCs that were first registered under the “One-for-One” Replacement Scheme, as well as the numbers of other types of electric vehicles (including electric commercial vehicles, electric motorcycles and electric motor tricycles) that enjoyed full waiver of FRT in the past five years and the amounts involved.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 75)

Reply:

1. On-street parking spaces are provided to cater for short-term parking needs. These parking spaces are normally metered aiming at preventing long-term occupation and allowing more motorists to use these parking spaces. At present, the maximum fee for metered parking spaces is set at \$2 per 15 minutes, which has not been adjusted for

more than 30 years. In view of the high utilisation rates of metered parking spaces (nearly 90%), we are reviewing the parking meter fee in order to increase the turnover of metered parking spaces. Considerations include the demand for parking spaces, advice of the Transport Advisory Committee, past inflation rates and fees for other parking spaces. We are currently examining the proposals for adjusting the fees for metered parking spaces and will put forward a fee adjustment proposal to the Legislative Council as appropriate upon review.

When setting the metered parking fee, we will consider factors including the parking situations and utilisation rates on the roads in different areas, together with the longest parking periods and charging periods, etc. As for applying innovation and technology in combating prolonged occupation of metered parking spaces, parking meters are equipped with sensors to detect real-time occupation of on-street parking spaces, while 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. The Transport Department has already shared the real-time information with the Hong Kong Police Force to facilitate its enforcement.

2. The numbers of first registered e-PCs under the “One-for-One” Replacement Scheme or granted the basic FRT concession in the past five years in Hong Kong and the concession amounts involved are set out in the table below:

Year	“One-for-One” Replacement Scheme		Basic FRT concession	
	No. of vehicles	Total amount of FRT concessions granted (\$ million)	No. of vehicles	Total amount of FRT concessions granted (\$ million)
2020	4 264	955	331	32
2021	9 317	2,381	266	26
2022	19 365	5,295	427	42
2023	28 195	7,392	326	32
2024	32 460	6,938	636	52

The numbers of other types of first registered electric vehicles ^{Note} (including electric commercial vehicles, electric motorcycles and electric motor tricycles) that enjoyed full waiver of FRT in the past five years in Hong Kong and the amounts involved are set out in the table below:

Year	No. of vehicles	Total amount of FRT concessions granted (\$ million)
2020	69	3
2021	147	5

Year	No. of vehicles	Total amount of FRT concessions granted (\$ million)
2022	259	10
2023	560	27
2024	710	30

Note: Government vehicles, vehicles of Consulates-General and Officially Recognised Bodies, and franchised buses are not included as they are not required to pay FRT.

- End -

CONTROLLING OFFICER'S REPLY

TLB284

(Question Serial No. 3527)

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 not, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 16)

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 the reply as follows:

1. TD conducts utilisation surveys on the landing facilities under its management (including public piers and landing steps) about every two years. Survey findings on the utilisation of landing steps in the past three years and the numbers of coach parking spaces nearby are shown in the following table:

Landing facility	Daily utilisation of the facility ^(Note 1) (No. of vessels)				Current numbers of coach parking spaces nearby
	2021 to 2022 Survey		2023 to 2024 Survey		
	Weekdays or Saturdays	Sundays or public holidays	Weekdays or Saturdays	Sundays or public holidays	
Runway Park Pier Landing No. 1	0	0	21	16	10 in total
Runway Park Pier Landing No. 2	0	0	8	10	
King Wan Street Landing	5	3	15	5	28 in total
Kwei Chow Street Landing No. 1 ^(Note 2)	108	27	55	35	
Kwei Chow Street Landing No. 2 ^(Note 2)	36	18	13	4	
Tsim Sha Tsui Landing No. 1 ^(Note 3)	--	--	--	--	12 in total
Tsim Sha Tsui Landing No. 2	0	1	0	0	
Tsim Sha Tsui Landing No. 5	0	0	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 for the main 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; while structural repair and maintenance works 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, the utilisation of Tsim Sha Tsui Landings No. 2 and No. 5 is on the low side (see the table above). 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 -