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

Director of Bureau : Secretary for Transport and Logistics

Session No. : 13

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**CONTROLLING OFFICER'S REPLY**

**S-TLB001**

**(Question Serial No. S024)**

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:

Please inform this Committee whether the Government has assessed if it is necessary to increase the establishment of air traffic control (ATC) staff upon the commissioning of the Three-Runway System (3RS). Given that the training cycle of ATC staff is relatively long (for instance, it takes about 5 to 7 years for a Student Air Traffic Control Officer to be promoted to the rank of Air Traffic Control Officer II), what plans or timetables will be in place to ensure that there will be sufficient manpower reserve to meet the growing demand for ATC services upon the commissioning of the 3RS?

Asked by: Hon ZHANG Xinyu, Gary

Reply:

The Civil Aviation Department (CAD) has been working closely with the Airport Authority Hong Kong and keeping an eye on the traffic forecasts of the Hong Kong International Airport (HKIA) to periodically review the manpower requirements, with a view to providing quality ATC services for the HKIA. To support the operational needs of the 3RS, CAD will make flexible deployment of existing resources, step up its efforts and conduct recruitment exercises for ATC staff more frequently in response to demand, and further enhance the training plans for ATC staff, so as to ensure sufficient manpower to meet the anticipated growth in traffic.

- End -

**CONTROLLING OFFICER'S REPLY**

**S-TLB002**

**(Question Serial No. S021)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Given that the Government could only provide the hourly data of cross-harbour traffic at full hour for the period before the takeover of the Western Harbour Crossing (WHC), these data could not be directly compared with the hourly data based on the designated peak periods after the WHC takeover. As it is essential to examine the impacts of different toll policies on the commuting of people having to cross the harbour for work during peak hours, please advise this Committee in the table form below of the following details before the Government's takeover of WHC, during "633" fixed tolling and during time-varying tolling:

- the hourly traffic flows of the three road harbour crossings (RHCs) during the weekday peak hours;

Average cross-harbour traffic flow on weekdays (in vehicles)	Before the takeover of WHC				"633" fixed tolling				Time-varying tolling			
	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
South-bound	07:00 - 08:00											
	08:00 - 09:00											
	09:00 - 10:00											
North-bound	17:00 - 18:00											
	18:00 - 19:00											
	19:00 - 20:00											

2. for private cars (PCs) only, the hourly traffic flows of the three RHCs during the weekday peak hours; and

Average cross-harbour traffic flow of PCs on weekdays (in vehicles)	Before the takeover of WHC				“633” fixed tolling				Time-varying tolling			
	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
South-bound	07:00 - 08:00											
	08:00 - 09:00											
	09:00 - 10:00											
North-bound	17:00 - 18:00											
	18:00 - 19:00											
	19:00 - 20:00											

3. for taxis only, the hourly traffic flows of the three RHCs during the weekday peak hours.

Average cross-harbour traffic flow of taxis on weekdays (in vehicles)	Before the takeover of WHC				“633” fixed tolling				Time-varying tolling			
	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
South-bound	07:00 - 08:00											
	08:00 - 09:00											
	09:00 - 10:00											
North-bound	17:00 - 18:00											
	18:00 - 19:00											
	19:00 - 20:00											

Asked by: Hon ZHANG Xinyu, Gary

Reply:

1. The hourly traffic flows of all vehicles at the three RHCs from 07:00 to 10:00 and from 17:00 to 20:00 on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annex 1**.
2. The hourly traffic flows of PCs at the three RHCs from 07:00 to 10:00 and from 17:00 to 20:00 on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annex 2**.
3. The hourly traffic flows of taxis at the three RHCs from 07:00 to 10:00 and from 17:00 to 20:00 on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annex 3**.

**Average Cross-harbour Traffic Flows (Two-way) of All Vehicles from 07:00 to 10:00 and from 17:00 to 20:00 on Weekdays (in Vehicles) <sup>1,2</sup>**

Average cross-harbour traffic flow (two-way) on weekdays (in vehicles)		Before the takeover of WHC <sup>3</sup>				“633” fixed tolling <sup>4</sup>				Time-varying tolling <sup>5</sup>			
		WHC	CHT	EHC	Total	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
South-bound	07:00-08:00	1 500	2 900	2 100	6 400	2 800	2 900	3 000	8 700	3 400	2 700	2 800	8 900
	08:00-09:00	3 600	3 000	3 000	9 600	4 100	2 900	2 900	9 900	4 100	2 700	2 800	9 700
	09:00-10:00	3 900	3 000	3 000	9 900	4 100	2 900	2 900	10 000	4 100	2 800	2 800	9 700
North-bound	17:00-18:00	3 000	2 900	2 600	8 600	3 900	2 800	2 800	9 500	3 800	2 700	2 600	9 000
	18:00-19:00	3 500	3 000	2 800	9 300	4 100	2 700	2 800	9 600	4 000	2 700	2 600	9 300
	19:00-20:00	2 500	2 800	2 700	8 100	2 900	2 700	2 400	8 100	3 300	2 500	2 300	8 100

Notes:

1. Weekday peak hours generally refer to the periods from 07:30 to 10:30 and from 16:30 to 19:30 (6 hours in total), which have taken into account the actual durations of peak time slots of the three RHCs and the transitional charging arrangement between different time slots. The traffic flow data of the three RHCs in the above table are all counted by full hour from 07:00 to 10:00 and from 17:00 to 20:00 on the request of the Member and hence may not accurately reflect or provide accurate comparisons of traffic flows at peak hours before and after the implementation of the new toll plans.
2. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows in the above table; and breakdowns may not add up to total due to rounding.
3. The cross-harbour traffic flow on weekdays in July 2023
4. The period from 4 to 8 December 2023
5. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)

**Average Cross-harbour Traffic Flows (Two-way) of PCs from 07:00 to 10:00 and from 17:00 to 20:00 on Weekdays (in Vehicles) <sup>1,2</sup>**

Average cross-harbour traffic flow (two-way) of PCs on weekdays (in vehicles)		Before the takeover of WHC <sup>3</sup>				“633” fixed tolling <sup>4</sup>				Time-varying tolling <sup>5</sup>			
		WHC	CHT	EHC	Total	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
South-bound	07:00-08:00	600	1 400	1 100	3 000	1 500	1 600	2 000	5 000	1 900	1 600	1 800	5 300
	08:00-09:00	1 400	1 400	1 600	4 400	2 100	1 500	1 800	5 400	1 900	1 600	1 600	5 100
	09:00-10:00	1 600	1 300	1 400	4 300	1 800	1 300	1 500	4 700	1 600	1 500	1 400	4 500
North-bound	17:00-18:00	1 400	1 500	1 400	4 300	2 200	1 400	1 800	5 300	1 900	1 700	1 600	5 200
	18:00-19:00	1 800	1 600	1 600	5 000	2 500	1 600	1 900	6 000	2 300	1 900	1 800	5 900
	19:00-20:00	1 300	1 700	1 500	4 500	1 700	1 700	1 700	5 000	1 900	1 700	1 500	5 200

Notes:

1. Weekday peak hours generally refer to the periods from 07:30 to 10:30 and from 16:30 to 19:30 (6 hours in total), which have taken into account the actual durations of peak time slots of the three RHCs and the transitional charging arrangement between different time slots. The traffic flow data of the three RHCs in the above table are all counted by full hour from 07:00 to 10:00 and from 17:00 to 20:00 on the request of the Member and hence may not accurately reflect or provide accurate comparisons of traffic flows at peak hours before and after the implementation of the new toll plans.
2. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows in the above table; and breakdowns may not add up to total due to rounding.
3. The cross-harbour traffic flow on weekdays in July 2023
4. The period from 4 to 8 December 2023
5. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)

**Average Cross-harbour Traffic Flows (Two-way) of Taxis from 07:00 to 10:00 and from 17:00 to 20:00 on Weekdays (in Vehicles) <sup>1, 2</sup>**

Average cross-harbour traffic flow (two-way) of taxis on weekdays (in vehicles)		Before the takeover of WHC <sup>3</sup>				“633” fixed tolling <sup>4</sup>				Time-varying tolling <sup>5</sup>			
		WHC	CHT	EHC	Total	WHC	CHT	EHC	Total	WHC	CHT	EHC	Total
South-bound	07:00-08:00	300	300	300	800	700	200	400	1 200	600	300	300	1 200
	08:00-09:00	600	200	400	1 200	900	100	300	1 300	800	200	400	1 500
	09:00-10:00	700	200	400	1 200	1 000	100	400	1 400	900	300	500	1 600
North-bound	17:00-18:00	400	200	300	800	700	100	200	1 100	600	200	300	1 100
	18:00-19:00	500	200	300	900	700	100	200	1 100	700	200	300	1 200
	19:00-20:00	500	300	400	1 200	800	200	400	1 300	700	300	300	1 300

Notes:

1. Weekday peak hours generally refer to the periods from 07:30 to 10:30 and from 16:30 to 19:30 (6 hours in total), which have taken into account the actual durations of peak time slots of the three RHCs and the transitional charging arrangement between different time slots. The traffic flow data of the three RHCs in the above table are all counted by full hour from 07:00 to 10:00 and from 17:00 to 20:00 on the request of the Member and hence may not accurately reflect or provide accurate comparisons of traffic flows at peak hours before and after the implementation of the new toll plans.
2. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows in the above table; and breakdowns may not add up to total due to rounding.
3. The cross-harbour traffic flow on weekdays in July 2023
4. The period from 4 to 8 December 2023
5. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)

- End -

**CONTROLLING OFFICER'S REPLY**

**S-TLB003**

**(Question Serial No. S025)**

Head: (186) Transport Department  
Subhead (No. & title): (603) Plant, vehicles and equipment  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Angela LEE)  
Director of Bureau: Secretary for Transport and Logistics

Question:

Please advise this Committee of the following:

- (1) For projects under Capital Account 603 of Head 186, such as Item 89A “Replacement of tunnel ventilation system at the Aberdeen Tunnel” and Item 89G “Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel”, their applications for creating commitments and increasing expenditure ceilings are directly submitted to the Legislative Council (LegCo) for approval in the context of an Appropriation Bill. However, for similar replacement projects in the past, such as “Replacement of fire alarm system in the Aberdeen Tunnel”, “Replacement of manual toll collection system in the Aberdeen Tunnel” and “Replacement of tunnel lighting system in the Kai Tak Tunnel” in 2016, their applications for funding were separately submitted to the Public Works Subcommittee (PWSC) and the Finance Committee (FC) for approval. It is noted that the total commitment for the projects under Capital Account 603 has amounted to \$19.3 billion. Regarding the projects that involve higher funding requirements, what are the reasons for not seeking separate approval from PWSC and FC?
- (2) What are the standards or criteria for determining the type of project funding proposal to be included under the Capital Works Reserve Fund (CWRF) for approval by PWSC and FC, or to be included under the General Revenue Account for LegCo’s approval in the context of an Appropriation Bill?

Asked by: Hon ZHANG Xinyu, Gary

Reply:

- (1) In considering whether a funding proposal should be included in the Estimates for consideration by LegCo in the context of the Appropriation Bill or be submitted to FC for approval, the Government will have due regard to a host of factors, including the account involved; the nature of the project (such as regular acquisition and upgrading of equipment), etc.

- (2) There are 11 heads of expenditure under CWRP, covering Land Acquisition (Head 701), Public Works Programme (Heads 702 to 707, 709 and 711), Capital Subventions and Major Systems and Equipment (Head 708), and Computerisation (Head 710), details of which are available on the following website (<https://www.budget.gov.hk/2024/eng/pdf/cwrp-mem.pdf>).

On the other hand, the provisions for Plant, Equipment and Works under the Capital Account of the General Revenue Account are for the capital expenditure on assets acquired or constructed with government funding. The ambit of its Subhead 603 Plant, vehicles and equipment covers expenditure on plant, specialised vehicles, dinghies and launches, and equipment each costing more than \$10 million. The funding proposals for the replacement of tunnel ventilation systems at the Aberdeen Tunnel and the Tseung Kwan O Tunnel involve the expenditure on equipment acquired by the Transport Department exceeding \$10 million, which is under Subhead 603 of the Capital Account.

- End -

**CONTROLLING OFFICER'S REPLY**

**SV-TLB001**

**(Question Serial No. SV024)**

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:

- (a) The Highways Department engages four road maintenance contractors to carry out cleansing tasks regularly for all expressways in Hong Kong. How can the Government ensure that the contractors carry out the relevant tasks properly?
- (b) Will the Government consider applying new technologies to enhance its capability to monitor the expressway cleanliness and the working performance of road maintenance contractors? Besides, will the Government release information about the cleansing tasks of expressways on the Internet for public monitoring?

Asked by: Hon LEUNG Tsz-wing, Dennis

Reply:

- (a) The Highways Department (HyD) engages four road maintenance contractors to carry out cleansing tasks regularly for all expressways in Hong Kong currently. To ensure that the contractors carry out the cleansing tasks properly, the HyD has stipulated a strict mechanism in the works contract to monitor the working performance of contractors. The contractors are requested to submit works records in compliance with the contractual requirements after completing the relevant tasks, including information such as site photos before and after the removal of litter etc. The HyD would review the relevant works records or reports to ensure that the cleansing tasks comply with the contractual requirements and are completed within the required time. The HyD would also carry out inspections for the contractors' works. In case their works do not meet the stipulated standard, the HyD will take appropriate follow-up actions according to the contractual requirements and the prevailing mechanism. The HyD would continue to strictly monitor the performance of contractors to maintain the overall tidiness of the expressway network within its ambit.
- (b) Regarding the application of new technologies, the HyD has been striving to make use of innovative technologies and digitalise the work flow on the maintenance of public roads with a view to enhancing efficiency and improving the services provided to the public. The HyD is responsible for the cleansing tasks (including street sweeping and pick up

litter) for all expressways once daily. The tasks include using mechanical suction sweepers to cleanse both sides of the roads and picking up rubbish on the roads within its ambit. Also, the HyD will launch a vehicle-mounted road laser scanning and imaging system from the end of this year to early next year. The system can accurately record the undulations of the road surface, identify potholes and rubbish left on the road surface etc., thereby assisting in enhancing the effectiveness of road inspection, cleansing, maintenance tasks etc. Furthermore, the HyD has implemented a digitalised Road Maintenance Monitoring System since the end of 2022 to digitalise the aforesaid inspection and supervision procedures. The HyD staff can therefore manage road inspection, cleansing, maintenance tasks etc. carried out by its road maintenance contractors more efficiently.

Regarding the release of information related to cleansing tasks of expressways, the HyD currently releases the implementation performance of the targets under the Performance Pledge (including the time for clearing obstructions on expressways) on the departmental website every year. To enable the public to have a better understanding of the details and effectiveness of relevant works, the HyD plans to release photos of cleansing tasks of expressways through the departmental website every quarter starting in the second half of 2024.

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**CONTROLLING OFFICER'S REPLY**

**SV-TLB002**

**(Question Serial No. SV025)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

What is the Administration's estimation of the number of passengers boarding in the North West New Territories who will alight/interchange at the Tsuen King Circuit Station and the Kowloon Tong Station respectively based on the current alignment proposal of the proposed Central Rail Link?

Asked by: Hon TIEN Puk-sun, Michael

Reply:

The Government promulgated the Hong Kong Major Transport Infrastructure Development Blueprint in December 2023, under which the proposed Central Rail Link (CRL) will connect Kam Tin of Yuen Long with Kowloon Tong via Kwai Chung. A station will be provided in the vicinity of Tsuen King Circuit to serve as an interchange station between the CRL and the Tsuen Wan Line, thereby providing the public with a more direct and faster route for travelling between the Northern Metropolis and the Harbour Metropolis as well as the various districts of Hong Kong Island and Kowloon. The CRL project is currently in the initial planning stage. Its alignment and the location of its stations will be ascertained in the subsequent detailed study and design stage. Meanwhile, as land use planning for the Northern Metropolis, including major new development areas such as San Tin Technopole, Ngau Tam Mei and the New Territories North New Town, is still underway, development parameters such as land use, population and employment distribution will be further ascertained.

Taking into account the available planning data on land development and the preliminary alignment of the CRL, we estimate that the ratio of CRL patronage interchanging to the Tsuen Wan Line at the Tsuen King Circuit Station to that interchanging to the East Rail Line and the Kwun Tong Line at the Kowloon Tong Station is about 1:2. We will review the patronage of the CRL at the detailed study and design stage in the light of the latest development parameters, and also take into account the outcome of detailed engineering, environmental, economic benefit and financial studies, as well as the latest demand

assessment, technical and technological application level at the time, so as to take forward the most transport efficient and cost effective scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**SV-TLB003**

**(Question Serial No. SV026)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Logistics

Question:

What are the number of new posts and the associated estimated expenditure required for the establishment of the Railways Department if the posts to be deployed from the existing government departments and the new posts arising from new railway projects are not counted?

Asked by: Hon TIEN Puk-sun, Michael

Reply:

As the Government mentions in Reply Serial No. TLB 114, the proposed Railways Department will comprise 321 posts, including 52 new posts. The associated annual salary provision of these new posts (in terms of notional annual mid-point salary) is \$47.61 million upon establishment.

- End -

**CONTROLLING OFFICER'S REPLY**

**SV-TLB004**

**(Question Serial No. SV027)**

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

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

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

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Will the Administration set out in tabular form the findings of the review conducted by the independent international consultancy on the charges of some 50 major international airports worldwide, including the ranking of the Hong Kong International Airport, and a breakdown of the various types of charges?

Asked by: Hon YIU Pak-leung

Reply:

The review on the charges of major international airports worldwide is conducted by an independent international consultancy firm Jacobs. According to the findings released by the consultancy firm, among the 50 major international airports worldwide covered in the 2023 review, the Hong Kong International Airport (HKIA)'s overall airport charges ranked in the mid-tier. The majority of airports with overall airport charges higher than those of HKIA are located in Europe and North America, while the rest are in Asia and Oceania. As the relevant findings are contained in a paid report and the information therein is not owned by the Government, we are not in a position to provide more detailed information. Details can be found in the relevant report published by the above consultancy firm.

- End -