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Replies to supplementary questions raised by Legislative Council Members in examining the Estimates of Expenditure 2026-27

Director of Bureau : Secretary for Transport and Logistics

Session No. : 13

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CONTROLLING OFFICER'S REPLY

S-TLB001

(Question Serial No. S026)

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:

(1) As mentioned in part (e) of the reply, the Electrical and Mechanical Services Department (EMSD) made 86 improvement recommendations on 52 items that required follow-up actions to the MTR Corporation Limited (MTRCL) in 2025. What areas were the issues mainly related to (e.g., train compartments, permanent way, power supply, signalling system)? Which of these issues are still being rectified at present, or occurred repeatedly in the past?

(2) As mentioned in part (f) of the reply, the MTRCL's outsourced work primarily involves processes that are relatively repetitive and less technically demanding. What specific tasks are included? Is the EMSD aware of any posts that were previously taken up by MTRCL's directly employed staff but are now assigned to outsourced staff?

Asked by: Hon LAM Wai-kong

Reply:

Further to Reply Serial No. TLB012:

(1) The items that required follow-up actions with improvement recommendations made, as identified by the Electrical and Mechanical Services Department (EMSD) during the "comprehensive and direct assessment" exercises in 2025, covered passenger trains, engineering vehicles, permanent way, signalling system, electrical system, etc. The major areas include: implementation and record keeping of repair and maintenance work procedures; assessment of the impact of equipment breakdowns on services; asset life assessment for engineering vehicle sub-systems; and emergency and incident handling preparedness. The MTR Corporation Limited (MTRCL) has been implementing the improvement recommendations made by the EMSD, with some items already completed, for example, incorporating the impact of engineering vehicle sub-system failures into MTRCL's regular assessment plan, and strengthening the follow-up work after drills for emergencies and incidents, etc. The remaining items are expected to be completed progressively within the next 6 to 12 months. During the previous audits, the EMSD did make improvement recommendations on issues concerning repair and

maintenance records. In view of this, the MTRCL has drawn up clearer working instructions, strengthened the review of its repair and maintenance records, and supervised the proper completion of repair and maintenance records by its staff. Besides, the EMSD has requested the MTRCL to strengthen the application of technology to optimise the workflows of repair and maintenance works, including the adoption of a new enterprise asset management system and the digitalisation of repair and maintenance records. The EMSD will continue to monitor the progress and effectiveness of the MTRCL in implementing the improvement recommendations.

- (2) According to the information provided by the MTRCL, the outsourced maintenance works primarily involve tasks that are relatively repetitive and less technically demanding, including maintenance of air-conditioning, ventilation and lighting systems, platform screen doors, and other building services systems at certain stations and railway facilities. Besides, the MTRCL will also arrange its outsourced staff to carry out the professional work prescribed under statutory requirements, including maintenance of lifts and escalators and fire-fighting equipment at the stations. The EMSD does not maintain information regarding the MTRCL's posts that have been converted from direct employment to outsourcing. However, the EMSD is aware that the MTRCL has continuously adopted a stringent maintenance regime developed in line with international standards. Regarding the outsourced repair and maintenance work, while MTRCL's contractor staff must acquire the required qualifications and certifications, the MTRCL staff are also responsible for supervising the contractors to ensure that the maintenance work carried out by contractor staff and term workers comply with relevant safety and quality standards.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB002

(Question Serial No. S027)

Head: (60) Highways Department
Subhead (No. & title): (000) Operational expenses
Programme: (3) Railway Development
Controlling Officer: Director of Highways (YAU Kwok-ting)
Director of Bureau: Secretary for Transport and Logistics

Question:

The reply to Question (d) mentioned that the Government was preparing for the implementation works of the next stage of the proposed Central Rail Link. Are there any anticipated commencement and completion schedules at present? If the alignment has been finalised, will the Government consider commencing the statutory procedures, such as the Environmental Impact Assessment, land resumption, etc. in advance?

Asked by: Hon LAM Wai-kong

Reply:

The proposed Central Rail Link is approximately 17 km long, connecting Kam Tin to Kowloon Tong. It will link the "Northern Metropolis" with the urban areas to support the long-term and sustainable development of the "Northern Metropolis". As stated in the Hong Kong Major Transport Infrastructure Development Blueprint, the preliminary commissioning target of the Central Rail Link is in 2039 and beyond. We will continue to review the project's actual alignment and implementation timetable based on land use planning and development schedule of the "Northern Metropolis", and prepare for the next stage of implementation, including finalising its implementation mode, financial arrangement, etc. Currently, the details of the project are yet to be confirmed.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB003

(Question Serial No. S028)

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:

The reply to Question (iii) mentioned that the Highways Department (HyD) did not define a proportion for the use of different new materials for 2026-27. In this connection, does the HyD have any statistics on the respective lengths and proportions of the roads paved with HMSMA6, HMSMA10, traditional bitumen and concrete since the adoption of “Highly Modified Stone Mastic Asphalt” (HMSMA) in April last year? What are the unit costs of HMSMA6, HMSMA10, traditional bitumen and concrete respectively?

Asked by: Hon LAM Wai-kong

Reply:

When planning the road maintenance works, the Highways Department (HyD) would determine the most appropriate road paving materials based on the characteristics of the road sections, taking into account various factors such as traffic flow, extent of wear and tear, speed limit, nearby environment, etc. From April 2025 to March 2026, the areas of road paved with HMSMA6, HMSMA10, traditional bitumen and concrete in road maintenance works by the HyD are approximately 31 000, 653 000, 683 000 and 16 000 square metres respectively. The corresponding proportions are approximately 2.2%, 47.2%, 49.4% and 1.2%.

The prices associated with road paving works in road maintenance contracts includes expenditures on materials, plant, wages, etc. As such, the HyD does not maintain relevant information on the cost breakdown of various road paving materials.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB004

(Question Serial No. S024)

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 Vic YAU)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding my question with Reply Serial No. TLB058, will the Government advise on the following:

1. For the 3 Smart and Green Mass Transit System (SGMTS) projects in Hung Shui Kiu/Ha Tsuen and Yuen Long South, Kai Tak and East Kowloon, what are their respective design maximum numbers of passengers per hour per direction (pphpd), target service frequencies/fleet sizes, as well as requirements related to allowing flexibility for the expansion of station platforms and depots? and
2. For the sea-crossing bridge over the Kwun Tong Typhoon Shelter under study, will the bridge be integrated seamlessly with the SGMTS project in Kai Tak in terms of alignment, station connection, construction sequence and operational management? When does the Administration expect the study will be completed and will specific proposals for the bridge be finalised at the same time when the SGMTS is under construction so as to avoid incompatibility between the interfaces of the 2 projects or delays?

Asked by: Hon BOK Kwok-ming, Aaron

Reply:

1. According to the system passenger demand forecasts, for the 3 Smart and Green Mass Transit System (SGMTS) projects in Hung Shui Kiu/Ha Tsuen and Yuen Long South, Kai Tak and East Kowloon, the maximum passenger carrying capacity during peak hours will be around 6 000 to 7 300 passengers per hour per direction, with the maximum headway during peak hours being around 2.5 to 6 minutes. The detailed requirements will be specified in the relevant tender documents. The franchisees will need to put forward proposals regarding the carrying capacity of vehicles, fleet size, layout of stations and depots, etc. for the SGMTSs, so as to demonstrate that the relevant design is capable of meeting the anticipated passenger demand and has allowed for sufficient flexibility to accommodate potential extensions in future.

2. To ensure the early completion of the SGMTS project in Kai Tak (Kai Tak Project), the Government will take it forward based on the current alignment that runs along the former Kai Tak runway area with the termini connected to the Kai Tak Cruise Terminal and the existing MTR Kai Tak Station respectively, with a view to commencing the construction works as soon as possible for target completion in 2031. After establishing the system to be adopted and the basic alignment design of the Kai Tak Project, the Government will study the technical and financial feasibility of the extension proposal. If the relevant extension proposal requires co-ordination with the sea-crossing bridge over the Kwun Tong Typhoon Shelter under study, the Government will ensure that the 2 studies will co-ordinate with one another.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB005

(Question Serial No. S029)

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

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

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

Controlling Officer: Permanent Secretary for Transport and Logistics (Mr Vic YAU)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in item (b) of the reply that the Bureau will “provide dedicated training subsidies, subsidise the industry to conduct research and development work on logistics data sharing, as well as increase the training subsidies related to green fuel bunkering technologies”. What initiatives will be included specifically? What are the respective eligibility criteria and amounts of subsidies? Among these initiatives, which ones are existing and which ones are new?

Asked by: Hon LAM Wai-kong

Reply:

Regarding the promotion of digitalisation in the industry, the Government is committed to supporting the industry in their upgrade and transformation towards smart logistics. Following the launch of the Pilot Subsidy Scheme for Third-party Logistics Service Providers (the Pilot Scheme) in 2020 and the 2 enhancements of the Pilot Scheme in 2023 and 2024, the Financial Secretary announces in the 2026-27 Budget that the Government will launch the Future Innovative Logistics Acceleration Scheme (FILAS) this year to promote the transformation of the industry and enhance the interconnectivity of logistics data, with a view to increasing the competitiveness of the logistics industry. FILAS will be established under the Pilot Scheme to provide dedicated funding support for data platform onboarding solutions, thereby facilitating their connection with the logistics data platforms operated by the Government or public organisations. Through subsidising solutions adopting technologies such as artificial intelligence (AI), blockchain and/or big data models, FILAS aims to help the trade connect to the relevant logistics data platforms by supporting them in enhancing business operations. The target number of logistics enterprise beneficiaries under FILAS is 100. The eligibility criteria for the Pilot Scheme are that applicant enterprises must be third-party logistics service providers with substantive business operations related to either inbound or outbound logistics services in Hong Kong. As a sub-scheme under the Pilot Scheme, the eligibility criteria and subsidy matching ratio for FILAS will align with those of the Pilot Scheme and funding support will also be provided based on the same subsidy ratio, i.e.

2 (Government) to 1 (enterprise) under the Pilot Scheme. Each eligible enterprise under the Pilot Scheme (including FILAS) may receive funding support of up to \$2 million.

Regarding the training related to green fuel bunkering technologies, a sub-scheme entitled Train-the-Trainers Support Scheme under the Professional Training and Examination Refund Scheme (ProTERS) – Maritime was launched on 2 April 2026, with Green Fuel as the first subsidy theme. The scheme aims to incentivise the identified maritime practitioners who possess the required knowledge and qualifications and are arranged to take up a training role in their maritime-related companies to pass on the knowledge and expertise related to green fuels. An applicant must be a permanent resident of the Hong Kong Special Administrative Region, nominated by his/her maritime-related company and possess at least 5 years of full-time working experience in the maritime industry. The applicant will be refunded 80% of the fees upon satisfactory completion of a course(s) on the pre-approved list under ProTERS (Maritime) that align(s) with the theme of Green Fuel, subject to a maximum amount of HK\$30,000, so as to support the maritime industry in operating green vessels in a safe and efficient manner and to address the manpower needs for the development of the maritime industry in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB006

(Question Serial No. S030)

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

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

Programme: (2) Land and Waterborne Transport
(3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Logistics (Mr Vic YAU)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is simply mentioned in item (d) of the reply that “as regards the issue of mutual recognition of commercial vehicle driving licences among Guangdong, Hong Kong and Macao, the Transport Department (TD) is currently studying its feasibility and will consult the stakeholders in due course”. Does the TD currently have any preliminary plans regarding the implementation timetable, mutual recognition quotas, applicable vehicle types, etc.? Since the promulgation of the Transport Strategy Blueprint by the Transport and Logistics Bureau (TLB) in February this year, have any members of the industry expressed their views to the TLB on the issue of mutual recognition?

Asked by: Hon LAM Wai-kong

Reply:

As mentioned in the Transport Strategy Blueprint promulgated earlier, the Transport Department (TD) is actively studying the feasibility of mutual recognition of commercial vehicle driving licences among Guangdong, Hong Kong and Macao, and will further discuss the details with the governments of the 2 places, striving to implement the relevant arrangements in 2027. In the past few months, the TD has also received views from the industry on the issue of mutual recognition of commercial vehicle driving licences. The TD will take into account a basket of factors, including the classification of commercial vehicle driving licences, examination standards, scope and level of examinations, etc. in the 3 places, as well as the views of the industry. The TD will also further discuss the details with the governments of the 2 places before consulting the industry and the relevant stakeholders in due course on the proposed mutual recognition arrangements, including applicable vehicle types, eligibility criteria, etc.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB007

(Question Serial No. S031)

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

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

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

Controlling Officer: Permanent Secretary for Transport and Logistics (Mr Vic YAU)

Director of Bureau: Secretary for Transport and Logistics

Question:

Item (f) of the reply does not provide information on the expenditure by the Airport Authority Hong Kong (AAHK) on the transport subsidy scheme for local frontline airport staff. We understand that this does not involve government expenditure and what we want to ask is whether the Bureau has obtained the expenditure figures from the AAHK. Are revenues from the levy for imported workers sufficient to cover the expenditure by the AAHK on the transport subsidy? If not, does it mean that the AAHK has to cover the shortfall “out of its own wallet”?

Asked by: Hon LAM Wai-kong

Reply:

According to the requirements of the transport subsidy scheme for local frontline airport staff implemented by the Airport Authority Hong Kong (AAHK), employers under the Labour Importation Scheme for the Transport Sector – Aviation Industry (the Scheme) will pay \$400 per month to the AAHK for each imported worker. At the same time, the AAHK also contributes an amount of the same magnitude as the total amount paid by the relevant companies and co-ordinates the funds contributed for each imported worker by both sides to provide transport subsidy for eligible local frontline airport staff, subject to a ceiling of \$400 per month, with a minimum of \$100 per month. As at January 2026, a total of 5 373 imported workers have arrived to work in Hong Kong through the Scheme. The AAHK has indicated that around 8 300 eligible staff members are benefitted each month at present.

End -

CONTROLLING OFFICER'S REPLY

S-TLB008

(Question Serial No. S032)

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 Vic YAU)

Director of Bureau: Secretary for Transport and Logistics

Question:

Has the Hong Kong Special Administrative Region Government at the present stage made an estimation of the construction cost for the Hong Kong section of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and its proportion out of the total cost? Does the Government incline to have it operated by the MTR Corporation Limited or other organisations? Are there any preliminary proposals regarding the technical details such as train models, maximum speeds, etc.?

Asked by: Hon LAM Wai-kong

Reply:

As mentioned in the reply under Serial No. TLB137, the Highways Department commenced the investigation and design for the Hong Kong section of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (HSWRL) in mid-2025 and is now carrying out the design and associated site investigation works, as well as the statutory procedures, and financial assessments, etc., during which an estimation of the construction cost for the Hong Kong section of the project will be made. As regards the apportionment of the construction cost of the HSWRL, the preliminary consensus of the 2 governments is that the costs of works that clearly fall within the boundary of one side, such as railway stations and tunnels, will be borne by the relevant side, while the costs of shared facilities for the entire railway line, such as train fleets and signalling systems, will be shared equally between the 2 sides.

The Government plans to implement the Hong Kong section of the project through open tender. The target is to be technically ready to invite tenders in 2027, so as to commence the detailed design and construction works promptly.

Furthermore, after holistic consideration of relevant factors of the project such as passenger demand, the distribution of and distance between railway stations as well as cost-effectiveness, currently the design of the HSWRL is preliminarily based on an operating speed of 140 kilometres per hour. The 2 governments will continue to discuss the detailed arrangements through the Task Force for Hong Kong-Shenzhen Co-operation on Cross-

Boundary Railway Infrastructure and the Office for Implementing Cross-Boundary Railway Projects.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB009

(Question Serial No. S041)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (3) District Traffic and Transport Services
Controlling Officer: Commissioner for Transport (Miss Winnie TSE)
Director of Bureau: Secretary for Transport and Logistics

Question:

In the Bureau's reply to TLB213, following the installation of auxiliary devices which project red light (auxiliary devices), the number of jaywalking was reduced by about 24%, while traffic accidents involving vehicle-to-pedestrian collisions was decreased from 66 cases in 2020 to 14 cases in 2025. The Bureau states that it will consider installing such auxiliary devices at individual suitable locations. In my opinion, it is an overly conservative approach. In this connection, will the Government advise this Committee of the following:

Given the effectiveness of the auxiliary devices in reducing accidents and traffic offences, will the Government proactively expand the installation of such devices in 2026-27, particularly in old districts with a large ageing population and heavy pedestrian traffic, such as Tsuen Wan and Kwai Tsing?

Asked by: Hon KWOK Fu-yung

Reply:

The auxiliary devices concerned are used to draw pedestrians' attention to traffic signals by projecting red light, particularly when their heads are nodding down looking at the mobile devices, so as to enhance pedestrian safety at the crossings.

The Transport Department (TD) continues to keep under review the traffic conditions at various junctions and the availability of its resources, and will take into consideration comprehensively various factors (such as whether the location concerned is a pedestrian crossing black site, the geographical location and environmental constraints, etc.) in order to ascertain the need for and feasibility of installing auxiliary devices, thereby enhancing pedestrian safety in a targeted and effective manner. In fact, the TD installed auxiliary devices at 12 new pedestrian crossing black sites with a relatively high number of pedestrian accidents in 2025. The TD will continue to take into account the above factors and install auxiliary devices at suitable locations, including locations in Tsuen Wan and Kwai Tsing districts.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB010

(Question Serial No. S042)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (3) District Traffic and Transport Services
Controlling Officer: Commissioner for Transport (Miss Winnie TSE)
Director of Bureau: Secretary for Transport and Logistics

Question:

The Bureau has mentioned in TLB154 that the pilot project of the real-time adaptive traffic signal system (RTATSS) at Tung Chung was conducted in 2024 and operated smoothly. The TD is implementing the RTATSS at about 50 suitable independent signalised junctions across the territory. It is expected that the RTATSS will be installed and commissioned progressively starting from the second half of this year. The whole project is expected to be completed in 2027. In this connection, please advise this Committee of the following:

Given the satisfactory trial results, will the Government formulate a more forward-looking timetable for traffic-saturated areas such as the Kowloon West and the Southwest New Territories, rather than stopping at 50 junctions at this stage?

Asked by: Hon KWOK Fu-yung

Reply:

The Transport Department (TD) completed a pilot project of implementing RTATSS at five selected independent signalised junctions in 2021. The pilot project operated smoothly in general, enabling real-time adaptation of traffic signals according to vehicular and pedestrian flows at any particular moment by allocating green time flexibly to the direction with heavier vehicular flow or for pedestrians waiting to cross the road. Drawing on the experience gained from the pilot project, we consider that the RTATSS has more significant effects on independent signalised junctions with the following characteristics:

- (i) junctions with sufficient capacity on the whole to allow flexible allocation of green time to the direction with heavier vehicular flow;
- (ii) vehicular and pedestrian flows in different directions are prone to more dynamic and irregular variations within a short period of time;
- (iii) vehicular flow in a certain direction is prone to dynamic variations and thus causes heavy traffic; and

- (iv) pedestrians, upon pressing the pushbutton at the pedestrian crossing, often leave the crossing before the pedestrian signal is on.

Regarding signalised junctions with saturated traffic flow, it is difficult for the RTATSS to function effectively as there is no spare capacity for the allocation of green time. Therefore, based on the above criteria and the traffic characteristics of various junctions, we have selected 50 independent signalised junctions across the territory where the installation of the RTATSS is expected to bring about significant effects.

As for the more complicated linked signalised junctions, the trials have been conducted since mid-2022 at eight locations in Tung Chung town centre with a view to further testing the system's effectiveness at such junctions. The system was completed by mid-2024 and has since been operating smoothly.

The TD will continue to implement the RTATSS at suitable signalised junctions, having regard to the experience gained from the above projects.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB011

(Question Serial No. S043)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the data provided in the reply with serial no. TLB172, fare increase applications were received from 236 green minibus routes in 2025, with some increases as high as 30% to 33.3%, while the ferry fare increases ranged from 15% to 35%. In view of the volatile situation in the Middle East and oil price fluctuations, the operating environment of public transport has deteriorated. In this connection, please advise this Committee of the following:

While the Government has launched the \$1.8 billion fuel subsidy measures, does the Bureau have any specific plans to assist the light bus and ferry trades in carrying out structural transformation in addition to disbursing subsidy and approving fare increases, such as expediting the transition to new energy sources with a view to addressing the root causes of the risks faced by the public transport trade arising from the use of a single energy source?

Moreover, despite the Government's provision of subsidies to the trade, the public still faces pressure from public transport fare increases. What is the stance of the Bureau on regulating the extent of public transport fare increases, or what methods can be adopted to alleviate the pressure of transport expenses on the public?

Asked by: Hon KWOK Fu-yung

Reply:

In light of the impact of international oil prices on the community, the Government announced a series of measures on 9 April 2026, including subsidising diesel prices, reducing tunnel tolls by 50 % for all commercial vehicles (including franchised buses, public light buses and taxis) using government-operated toll tunnels (but excluding private cars and motorcycles), and establishing a Working Group on Public Transport Service Special Applications (the Working Group) to maintain communication with public transport operators, assist them in responding flexibly to the rising fuel costs, etc. The Working Group held its first meeting on 16 April, at which it listened to the three franchised bus operators about their current operating environment and situation, as well as the measures they had taken to address the rising fuel costs, and acknowledged the operators' continued dedication to providing stable public transport services despite the challenging operating environment. The Working Group will

consider targeted temporary measures to help operators save energy and enhance operational efficiency in response to oil price changes.

On the other hand, the Government is committed to promoting trials on various types of new energy public transport. The Environment and Ecology Bureau (EEB) and the Environmental Protection Department (EPD) launched the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) in 2022 and earmarked \$80 million to subsidise the trial of electric public light buses (e-PLBs) on different green minibus (GMB) routes to test the operational performance of the existing e-PLB models available in the market, so as to evaluate the feasibility of the application of e-PLBs and the associated charging arrangements in Hong Kong. During the trial, GMB operators will submit the daily operational data of e-PLBs and their relevant opinion to the EPD. Besides, subsidy has been approved under the New Energy Transport Fund for two e-PLBs to commence operational trial. The EEB has established a working group in collaboration with the trades to assist in introducing more competitively priced electric vehicle models. PLBs will be the initial trial target, with expansion to other vehicle types depending on the results, with a view to creating the condition for future large-scale application of electric commercial vehicles.

Also, the Government is implementing trials of new energy ferries and testing the viability of electric and hybrid ferries for operating inner harbour routes and outlying islands routes respectively. Trials of electric ferries and hybrid ferries have been progressively commenced by the relevant ferry operators since end-December 2024. The Government has established an inter-departmental working group to oversee the progress and assess the operational and environmental performance of the new energy ferries.

Regarding the fare increase applications from various public transport operators, the Government will, as in the past, handle each application prudently under the existing mechanism. The factors to be taken into account include the changes in costs, financial position and outlook, as well as the acceptability and affordability of the public. The TD will continue to perform the gatekeeping role properly.

Moreover, the Government has adopted targeted measures to subsidise passengers, including implementing the Public Transport Fare Subsidy Scheme to relieve the fare burden of passengers who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. Elderly and eligible persons with disabilities can also benefit from the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (i.e the \$2 Scheme).

- End -

CONTROLLING OFFICER'S REPLY

S-TLB012

(Question Serial No. S033)

Head: (186) Transport Department
Subhead (No. & title): (000) Operational expenses
Programme: (2) Licensing of Vehicles and Drivers
Controlling Officer: Commissioner for Transport (Miss Winnie TSE)
Director of Bureau: Secretary for Transport and Logistics

Question:

By dividing the number of candidates attending the driving tests by the number of candidates passing the driving tests in the reply to question (b), we can know that in average, imported drivers had to take the driving tests 2.3 times for the light bus licence and twice for the bus licence before they could pass the tests. What are the most common driving mistakes made by the imported drivers resulting in their failing the driving test as compared with local candidates?

Moreover, the Transport Department is studying the arrangement of mutual recognition of qualifications for commercial vehicle drivers among Guangdong, Hong Kong and Macao. How will the Department assess the impacts on the road environment and transport trades in Hong Kong in order to prevent the direct issue of full driving licence from becoming an open door for non-local professional drivers, thereby even increasing the risk of incidents due to a lack of training in the local driving tests?

Asked by: Hon LAM Wai-kong

Reply:

According to the observations of the Transport Department (TD), some common driving mistakes made by the imported drivers who failed their driving tests for public light buses and public buses include failing to check traffic conditions, driving too close to objects, etc.

As stated in the Transport Strategy Blueprint announced earlier, the TD is actively studying the feasibility of mutual recognition of commercial vehicle (CV) driving licences (DLs) among Guangdong, Hong Kong and Macao, and will further discuss the details with the governments of Guangdong and Macao, with a view to firming the details of the arrangement in 2027. In the past few months, the TD has also received the trade's views on the mutual recognition of CV DLs. The TD will consider a range of factors, including the classification of DLs, test standards, test scope and level of CVs of the three places, taking into account the views of the trade, and will further discuss the details with the governments of Guangdong and Macao. The TD will then consult the trade and relevant stakeholders on the proposed

arrangement for mutual recognition, including the applicable vehicle classes, eligibility criteria, etc., in due course.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB013

(Question Serial No. S034)

Head: (186) Transport Department
Subhead (No. & title): (000) Operational Expenses
Programme: (2) Licensing of Vehicles and Drivers
Controlling Officer: Commissioner for Transport (Miss Winnie TSE)
Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the reply to item (d), it is mentioned that the Transport Department (TD) does not maintain the statistics on the age of public light bus and coach drivers. What are the TD's considerations in this regard, and will it consider conducting a survey to obtain demographic data on the age distribution of drivers?

As seen from the table on "Traffic Accident Rates of Drivers by Age Group and Commercial Vehicle (CV) Type" at Annex 3 of the reply, the trend in traffic accident rates for various types of CVs appears to be contrary to the common perception that the older the age, the lower the accident rate among them, except for public and private light buses which shows an upward trend. Has the TD analysed the reasons for this, and what measures will be it take to address this issue?

Asked by: Hon LAM Wai-kong

Reply:

All persons holding full driving licences for public light buses (PLBs) and public buses may work as drivers of PLBs and coaches respectively. The current numbers of these two types of full driving licence holders exceed 160 000 and 130 000 respectively. The TD has always maintained information on the numbers of the above types of licence holders and their age distribution for reference. As some drivers of PLBs and coaches are self-employed and driver employment mobility is high, the TD will continue to keep in view the employment situation of PLB and coach drivers through regular meetings with the trade and continuous monitoring of their daily service, as well as through the liaison with the transport sectors via the stakeholder consultative group (comprising representatives of employees and employers) under the Labour Importation Scheme for Transport Sector-PLB/Coach Trade.

Traffic accidents involve multiple factors, including drivers' physical conditions, driving attitude, road and vehicle conditions, etc. While age itself is not necessarily an accurate indicator of driving ability, studies show that there is a direct correlation between old age and deteriorating physical functions. In view of the ageing population and the year-on-year growth in the number of aged drivers, the proportion of aged drivers involved in traffic accidents has also been increasing steadily. In addition, driving CVs generally involves

longer hours and distances, which is more physically demanding for aged drivers when compared with driving private cars. When aged drivers are involved in traffic accidents, they face relatively higher risks, and such accidents may also result in more serious consequences and a higher number of casualties. According to government figures, the rate of fatal or serious traffic accidents involving aged CV drivers is higher than that of younger CV drivers. Therefore, there is a need to enhance the existing mechanism to ensure that aged CV drivers undergo physical assessments earlier and more frequently, so as to safeguard both the drivers and other road users. The TD invited members of the CV trade to participate in a trial health assessment in the fourth quarter of last year with a view to collecting views from the trade and doctors. Meanwhile, the TD has also drawn on the recommendations of the consultant team and expert panel in finalising legislative proposals and related medical guidelines to enhance the requirements for physical fitness certification for drivers.

Furthermore, the TD has been arranging on-going publicity and educational activities to promote road safety, including organising the Safe Driving and Health Campaign, and working with the Road Safety Council and the trades to appeal to CV drivers of various age groups to pay attention to safety and health. The TD also maintains communication with the trades through regular meetings, and collaborates with operators to enhance efforts to remind their drivers to drive safely.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB014

(Question Serial No. S035)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Apart from the short-term measures to increase commercial vehicle (CV) parking spaces mentioned in the reply, will the Transport Department (TD) consider, in consultation with the Police and other relevant departments and on the premise that traffic will not be obstructed, opening up more on-street locations for parking purposes? If yes, is there any preliminary plan? If not, what are the reasons?

Asked by: Hon LAM Wai-kong

Reply:

Provided that traffic is not be obstructed, the TD has been actively pursuing measures to provide on-street night-time CV parking spaces by designating suitable on-street locations as night-time parking spaces for goods vehicles and coaches. The relevant measures include the conversion of certain on-street private car parking spaces into shared-use parking spaces, allowing goods vehicles and coaches to park at night, while reverting to private car parking during the daytime. During the site selection process, the TD will consider and balance a host of factors, including road safety, road capacity, impact on road users, local demand for parking spaces, views of local residents, and views of the transport trade (including operating hours and locations, etc.).

As at December 2025, there were over 2 000 on-street night-time CV parking spaces across the territory, covering industrial areas with higher demand for night-time CV parking. The TD will continue to proactively identify suitable locations in various districts to increase on-street night-time CV parking spaces, and will consult the trade, the local residents and District Councillors with a view to securing their support for the provision of additional on-street night-time CV parking spaces.

- End -