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CONTROLLING OFFICER'S REPLY

THB(T)132

(Question Serial No. 1591)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with this Programme, will the Government inform this Committee of the following:

- (1) What are the estimated annual operating expenses in 2018-19?
- (2) What are the titles, duties and estimated annual salary expenses of the 15 posts to be created?
- (3) The indicator under this Programme only sets out the average number of beneficiaries per month. Will the Government inform this Committee whether it will set indicators concerning the time limit for replying to complaints and enquiries received during the implementation of the Fare Subsidy Scheme to ensure that the responsible officers will promptly reply to complaints and requests for assistance upon its implementation?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 15)

Reply:

- (1) The estimated expenditure for the Public Transport Fare Subsidy Scheme (the Scheme) in 2018-19 is \$825 million, of which \$775 million is for the subsidy amount while \$50 million is for the recurrent expenditure (including staff cost, expenditure required for conducting transport surveys, auditing fee of systems of internal control, service fee for subsidy calculation and collection, relevant system operating and maintenance fee, etc.).
- (2) The grades, ranks and their annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Grade	Rank	Number of Post	Annual Staff Cost (\$)
Transport Officer	Chief Transport Officer	1	1,389,540
	Senior Transport Officer	5	4,945,500
	Transport Officer I	2	1,468,080
	Transport Officer II	3	1,392,300
Treasury Accountant	Senior Treasury Accountant	1	1,389,540
	Treasury Accountant	2	1,890,600
Accounting Officer	Accounting Officer II	1	464,100
Total :		15	12,939,660

The main duties of the new posts are set out below:

- (a) handling preparatory work to facilitate early implementation of the Scheme, including the monitoring of the progress of system development and installation, the conduct of pre-implementation transport surveys and assurance exercise, as well as putting in place arrangements for participating public transport service providers, such as examination of applications submitted by operators of residents' services, employee's services, red minibuses and kaitos for joining the Scheme, and ensuring the relevant systems and facilities of the operators could meet the Government's requirements;
 - (b) administering the Scheme following its implementation, including the provision of accurate amount of subsidy to individual commuters through their Octopus cards; and
 - (c) implementing monitoring measures, including the conduct of regular assurance exercise and field inspection on operators' system of internal controls, transport surveys and analytical review of operating information provided by operators, to minimise risks of abuse under the Scheme.
- (3) Since the objective of the Scheme is to relieve the public transport fare burden of the commuters, the average number of beneficiaries per month will be an appropriate indicator to assess the effectiveness of the Scheme. Meanwhile, the Transport Department will follow the existing established performance pledge in handling public complaints or enquiries about the Scheme.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)133****(Question Serial No. 0594)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

For Programme (4), the estimated operating expenditure for 2018-19 is \$279.0 million (69.9%) higher than the revised estimate for 2017-18. According to the analysis on Page 891, the provision is mainly due to a net increase of 12 posts, increased requirement in operating expenses and increase in capital expenditure. Please provide details.

Asked by: Hon CHAN Chun-ying (Member Question No. (LegCo use): 9)Reply:

The increase in provision of the estimated operating expenditure for 2018-19 over the revised estimate for 2017-18 under Programme (4) is mainly due to the additional provisions for the following items:

Items	(\$ million)
Additional provision for the maintenance, operation and management of new infrastructures including Liantang/Heung Yuen Wai Boundary Control Point project, Central-Wan Chai Bypass and Island Eastern Corridor Link, the Scenic Hill Tunnel and the Airport Tunnel under the Hong Kong-Zhuhai-Macao Bridge project	200.1
Additional provision for replacement or procurement of equipment and vehicles for government tunnels and bridges, procurement of new generation of parking meter system and refurbishment of Central to Mid-levels Escalator and Walkway System	71.6
Additional provision for the net creation of 12 posts in 2018-19	7.3
Total	279.0

CONTROLLING OFFICER'S REPLY

THB(T)134

(Question Serial No. 1954)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local traffic conditions, will the Government advise this Committee, in the past five years:

- (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; and
- (3) the toll levels and operational expenditures of various tunnels.

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 44)

Reply:

- (1) The design capacities and peak-hour utilisation rates of the strategic routes in Hong Kong between 2012 and 2016 are at Annex 1.
- (2) The design capacities and peak-hour utilisation rates of various tunnels between 2012 and 2016 are at Annex 2.
- (3) The toll levels and operating costs of various tunnels are at Annex 3.

Design capacity and peak-hour utilisation rate of strategic routes

Road Section	Strategic Route ¹	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate ²				
				2012	2013	2014	2015	2016
Hong Kong								
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	9 450	0.7	0.7	0.5	0.6	0.7
Kowloon								
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	4 700	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	4 700	0.6	0.6	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	4 700	0.8	0.7	0.8	0.8	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	3 000	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	4 700	0.9	0.9	0.9	0.9	0.8

Road Section	Strategic Route ¹	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate ²				
				2012	2013	2014	2015	2016
New Territories East								
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	6 300	0.9	0.9	0.9	0.9	0.9
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	4 700	0.5	0.5	0.4	0.4	0.5
New Territories West								
Ting Kau Bridge	3	Southbound	4 700	0.9	0.8	1.0	1.1	1.0
Nam Wan Tunnel	8	Eastbound	4 700	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including slip road from Sham Tseng)	9	Eastbound	6 300	1.0	0.9	0.9	1.0	0.9

Notes

¹ Utilisation rates for Route 6 and Route 10 are not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning. Route 10 refers to Kong Sham Western Highway. Since no peak hour traffic flow data is available in the Annual Traffic Census, the corresponding utilisation rate cannot be compiled.

² The utilisation rate refers to the ratio of traffic volume to design capacity at the morning peak hours (i.e. the busiest one hour from 7:00 am to 10:00 am on weekdays). The traffic volume statistics are currently available up to 2016.

Design capacity and peak-hour utilisation rate of various tunnels

Tunnel	Direction	Design Capacity (vehicles/hour)	Utilisation Rates ³				
			2012	2013	2014	2015	2016
Aberdeen Tunnel (AT)	Northbound	2 600	0.7	0.7	0.6	0.6	0.6
	Southbound	2 600	0.8	0.8	0.8	0.8	0.7
Cross Harbour Tunnel (CHT)	Northbound	2 600	1.1	1.1	1.1	1.0	1.0
	Southbound	2 600	1.1	1.1	1.1	1.1	1.1
Eastern Harbour Crossing (EHC)	Northbound	2 600	1.0	1.0	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0	1.1	1.0
Western Harbour Crossing (WHC)	Northbound	4 200	0.5	0.5	0.5	0.6	0.6
	Southbound	4 200	0.5	0.5	0.6	0.6	0.6
Lion Rock Tunnel (LRT)	Northbound	2 600	0.9	0.9	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0	1.0	1.0
Tate's Cairn Tunnel (TCT)	Northbound	2 600	0.8	0.7	0.8	0.8	0.8
	Southbound	2 600	0.8	0.8	0.8	0.9	0.8
Tseung Kwan O Tunnel (TKOT)	Westbound	2 600	1.0	1.0	1.0	1.0	1.0
	Eastbound	2 600	1.0	1.0	1.0	1.0	1.0
Eagle's Nest Tunnel & Shatin Heights Tunnel (ENT/SHT)	Westbound	4 700	0.3	0.3	0.4	0.4	0.4
	Eastbound	4 700	0.3	0.4	0.4	0.4	0.5
Shing Mun Tunnels (SMT)	Westbound	2 600	0.7	0.7	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.7	0.7	0.7
Tai Lam Tunnel (TLT)	Northbound	4 700	0.4	0.4	0.4	0.4	0.4
	Southbound	4 700	0.5	0.5	0.5	0.5	0.5

Note³

The utilisation rate refers to the ratio of traffic volume at peak hours (i.e. the average hourly traffic volume from 7:00 a.m. to 10:00 a.m. and from 5:00 p.m. to 8:00 p.m. on weekdays) to tunnel design capacity, based on data compiled by tunnel operators.

Toll level of various tunnels

Vehicle type	CHT	EHC	AT	LRT	SMT	TKO T	ENT/ SHT	TLT	WHC	TCT
Motor cycles, motor tricycles	\$8	\$13	\$5 (Flat toll)	\$8 (Flat toll)	\$5 (Flat toll)	\$3 (Flat toll)	\$8 (Flat toll)	\$20	\$25	\$15
Private cars	\$20	\$25						\$44	\$65	\$20
Taxis	\$10	\$25 / \$15 ⁴						\$44	\$60	\$20
Public light buses	\$10	\$38						\$100	\$75	\$23
Private light buses	\$10	\$38						\$100	\$75	\$24
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38						\$45	\$75	\$24
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$20	\$50						\$50	\$100	\$28
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75						\$55	\$130	\$28
Public and private single-decked buses	\$10	\$50						\$130	\$120	\$32
Public and private double-decked buses	\$15	\$75						\$153	\$170	\$35
Each additional axle in excess of two	\$10	\$25						Free of charge	\$30	\$24

Note

⁴ For empty taxis using the tunnel.

Operating costs of various tunnels

Tunnel⁵	2016-17 (\$ million)	2015-16 (\$ million)	2014-15 (\$ million)	2013-14 (\$ million)	2012-13 (\$ million)
CHT ⁶	70	63	63	63	63
EHC ^{6,7}	67	-	-	-	-
AT ⁸	77	71	73	69	67
LRT ⁸	75	69	74	70	73
SMT ⁸	67	65	57	55	55
TKOT ⁸	55	53	53	52	51
ENT/SHT ^{8,9}	300	271	260	270	292

Notes

- ⁵ TLT, WHC and TCT are not included, as they are “Build-Operate-Transfer” projects which are owned and operated by the respective franchisees.
- ⁶ EHC and CHT were “Build-Operate-Transfer” projects. The capital cost of EHC and CHT were not contributed by the Government. The figures provided in the above table represent the management fee paid to the contractors for the year concerned.
- ⁷ EHC reverted to Government ownership on 7 August 2016, upon expiry of the “Build-Operate-Transfer” franchise.
- ⁸ These tunnels were constructed by the Government. The operating costs have taken into account the depreciation charges of the capital costs of the tunnels for the years concerned.
- ⁹ The operating costs cover all related infrastructures for the section of Route 8 between Shatin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, ENT/SHT.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)135

(Question Serial No. 1955)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of the review of the serious Tai Po accident happened in early this year? Are there any measures to prevent the occurrence of the accident? Will additional resources be deployed to review the safety of bends of other roads in Hong Kong? If yes, what are the details?

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 45)

Reply:

The Government attaches great importance to recent serious accidents involving franchised buses, and especially the serious bus accident happened in Tai Po in February this year. The Chief Executive announced on 13 March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service, chaired by a judge with two other members, has been set up to comprehensively review the operation and monitoring of franchised buses from the point of view of safety so as to ensure that public bus services of Hong Kong are safe and reliable. The Committee will make its best endeavours to submit its report within nine months.

On the other hand, the Transport Department (TD) has set up a working group comprising representatives from all franchised bus companies and major bus manufacturers to study measures to enhance bus safety in two main areas viz. the use of technology in vehicle design and installations, as well as enhancement of bus driver training. Moreover, in the aftermath of the serious accident at Tai Po Road, the TD is comprehensively reviewing the road environment and relevant traffic management measures of the subject road section, including reviewing whether the speed limit should be changed and whether the warning traffic signs and road markings should be enhanced to further promote road safety. The findings of this review of Tai Po Road are expected to be available before end April 2018.

Road safety is the Government's prime concern. Generally, the TD conducts investigation at 100 locations with clusters of injury accidents (including junctions, bends and other road sections) every year. Detailed investigations are carried out to examine if there are any distinct accident patterns and identify common factors contributing to these accidents.

Road safety enhancement measures will be proposed to address the common factors identified and to improve the road safety of Hong Kong.

The above work by the TD is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses incurred.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)136

(Question Serial No. 1956)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters relating to bicycle in Hong Kong, will the Government inform this Committee of:

1. the numbers of complaints about bicycles received by government departments and among them, the numbers of complaints about “bicycle-sharing”;
2. the total number of clearance operations against illegally parked bicycles, the total number of bicycles confiscated and, among them, the number of those which were “shared bicycles”;
3. the numbers of accidents involving bicycles in the past three years;
4. the numbers of bicycle parking spaces currently provided in various districts;
5. any specific measures to be taken by the Government to improve existing cycle tracks and associated facilities and the expenditure involved; and
6. the progress of taking forward the development of the cycle track network in the New Territories.

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 46)

Reply:

1. In 2017-18 (up to February 2018), there were 3 257 complaints relating to bicycles received by the Government via the 1823 Call Centre (including those sent to the Transport Department (TD)). Among these complaints, 645 were related to dockless automated bicycle rental service.
2. In 2017-18 (up to December 2017), the Government conducted 406 joint clearance operations against illegally parked bicycles, and 9 008 bicycles were removed. Among the removed bicycles, 312 were dockless automated rental bicycles.

3. The numbers of traffic accidents involving bicycles in 2015, 2016 and 2017 were 2 511, 2 087 and 1 917 respectively.
4. The numbers of public bicycle parking spaces as at February 2018 are tabulated in Annex.
5. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million.

As for the approximately 800 remaining improvement sites, the TD has started local consultation since December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

6. The comprehensive cycle track network in the New Territories broadly comprises two backbone sections. Regarding the 60 km-long backbone section between Tuen Mun and Ma On Shan, about 50 km of the section from Tuen Mun to Yuen Long and from Sheung Shui to Ma On Shan has been completed and is open to the public. Construction of the remaining cycle track from Yuen Long to Sheung Shui is anticipated to be completed by early 2020. As regards the 22 km-long backbone section between Tsuen Wan and Tuen Mun, the Civil Engineering and Development Department (CEDD) plans to seek funding approval from the Finance Committee of Legislative Council for commencing the construction of the proposed advance works of the cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan as early as practicable. The CEDD will also continue with the alignment review and design of the remaining sections from Bayview Garden to Tuen Mun.

Number of Existing Bicycle Parking Spaces by Districts

District	Bicycle parking spaces
Central & Western	40
Wan Chai	8
Eastern	44
Southern	13
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 076
North	6 369
Sai Kung	5 762
Sha Tin	12 311
Tai Po	6 472
Tsuen Wan	107
Tuen Mun	6 016
Yuen Long	15 584
Total	59 065

CONTROLLING OFFICER'S REPLY**THB(T)137****(Question Serial No. 1958)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of newly registered private cars and other vehicle classes in the past five years with breakdown by fuel type.

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 48)Reply:

The numbers of newly registered vehicles in the past five calendar years with breakdown by vehicle class and fuel type are tabulated below:

2013

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total
Motorcycle	4 346	0	14	0	4 360
Private car	44 998	349	35	0	45 382
Taxi	14	0	33	718	765
Franchised bus	0	458	1	0	459
Non-franchised public bus	0	497	0	0	497
Private bus	0	54	3	0	57
Public light bus	0	18	0	29	47
Private light bus	0	234	0	104	338
Goods vehicle	36	9 189	24	0	9 249
Special purpose vehicle	6	123	20	12	161

2014

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 109	0	25	0	5 134
Private car	44 245	1 546	845	0	46 636
Taxi	0	0	15	1 699	1 714
Franchised bus	0	455	0	0	455
Non-franchised public bus	0	712	4	0	716
Private bus	0	52	0	0	52
Public light bus	0	40	0	52	92
Private light bus	0	342	0	95	437
Goods vehicle	41	13 221	9	0	13 271
Special purpose vehicle	3	85	2	9	99

2015

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	6 037	0	0	0	6 037
Private car	46 122	1 593	2 607	0	50 322
Taxi	0	0	0	2 340	2 340
Franchised bus	0	866	8	0	874
Non-franchised public bus	0	737	3	0	740
Private bus	0	62	1	0	63
Public light bus	0	73	0	91	164
Private light bus	0	369	0	35	404
Goods vehicle	10	14 446	11	0	14 467
Special purpose vehicle	2	82	7	17	108

2016

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 542	0	2	0	5 544
Private car	36 266	1 896	3 020	0	41 182
Taxi	2	0	1	1 819	1 822
Franchised bus	0	836	5	0	841
Non-franchised public bus	0	803	0	0	803
Private bus	0	88	0	0	88
Public light bus	0	113	0	101	214
Private light bus	0	219	4	100	323
Goods vehicle	27	10 760	11	0	10 798
Special purpose vehicle	1	150	4	18	173

2017

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 801	0	2	0	5 803
Private car	35 536	4 246	3 860	0	43 642
Taxi	0	0	0	1 947	1 947
Franchised bus	0	684	15	0	699
Non-franchised public bus	0	648	2	0	650
Private bus	0	69	1	0	70
Public light bus	0	54	0	168	222
Private light bus	0	172	1	97	270
Goods vehicle	62	10 500	12	0	10 574
Special purpose vehicle	0	117	11	19	147

- End -

CONTROLLING OFFICER'S REPLY

THB(T)138

(Question Serial No. 1435)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the policy of increasing the seating capacity of public light buses (PLBs), please advise on the following:

- (1) What is the number of PLBs which have the seating capacity increased from 16 to 19? What is the proportion of such PLBs in the market?
- (2) Further to question (1) above, are these PLBs all operated as green minibuses (GMBs)?
- (3) Has the Government conducted any assessment on how the operating conditions of these operators have improved (such as increases in revenue, etc.) after the seating capacity of their PLBs increased from 16?
- (4) What is the estimated number of PLB operators who will have the seating capacity of their PLBs increased to 19 by the end of this year according to the Government's forecast? What are the PLB routes involved and their number?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 1)

Reply:

(1) and (2)

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. As at 2 March 2018, 384 19-seat PLBs have been registered, accounting for about 9% of the total registered fleet of 4 350 PLBs. Among these 384 19-seat PLBs registered, 324 are GMBs deployed on 170 GMB routes, and 60 are red minibuses.

(3) and (4)

The Transport Department (TD) encourages PLB operators to acquire 19-seat PLBs as appropriate, taking into account the conditions of the existing vehicles, passenger demand, and the operational and financial situations of individual routes or route packages. The TD

does not have any forecast on the number of 19-seat PLBs that may be registered by end 2018.

The TD will launch a regular survey on the market occupancy rate of light buses in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)139****(Question Serial No. 1436)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding franchised bus services, it is understood that bus companies are required to adjust bus fares in accordance with the fare adjustment arrangement (FAA). Please advise on the fare adjustment situation of each franchised bus company in the past three years, and please provide the information using the table below:

Franchised bus companies	Fare adjustment rate under the FAA(%)	Actual fare adjustment rate in the year (%)
Kowloon Motor Bus Company (1933) Limited		
Long Win Bus Company Limited		
New World First Bus Services Limited (NWFB)		
Citybus Limited (CTB)		
New Lantao Bus Company Limited		

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 2)Reply:

Under the FAA for franchised buses, the Government should take into account a basket of factors in assessing bus fare adjustment applications, including the changes in operating costs and revenue; forecast of future costs, revenue and return; the need to provide the bus company with a reasonable rate of return; public acceptability and affordability; the quality and quantity of service provided; and the outcome of the formula for a supportable fare adjustment rate (SFAR), which is calculated by:

$$(0.5 \times \text{Change in Wage Index for the Transportation Section}) + (0.5 \times \text{Change in Composite Consumer Price Index}) - (0.5 \times \text{Productivity Gain})$$

The outcome of the SFAR formula does not operate as an automatic determinant of the fare adjustment outcome.

There was no fare adjustment for franchised bus services in the past three years. On 24 August 2017, the NWFB and CTB (Franchise for Hong Kong Island and Cross Harbour Bus Network) each submitted an application to the Transport Department (TD) for an overall average rate of fare increase of 12%. The TD is assessing their fare increase applications.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)140****(Question Serial No. 1438)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the Transport Department (TD)'s handling of fare adjustment of green minibuses (GMBs) in the past year and the financial impact on the operators. Please provide the information using the table below.

GMB route	Percentage increase applied for	Percentage increase approved	Financial impact on the operator after the fare increase

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 4)Reply:

The latest situation on fare adjustment applications of GMB routes received by the TD in 2017-18 is as follows:

	GMB route	Application date	Fare adjustment applied for	Result
1.	Kowloon (Kln) 5M	April 2017	To increase by 22.2%	To be increased by 8.9%
2.	Kln 37A	April 2017	To increase by 10.5%	Increased by 7.9%
3.	Kln 37M	April 2017	To increase by 10.5%	Increased by 7.9%
4.	New Territories (NT) 27	April 2017	To increase by 13.7%	To be increased by 8.2%
5.	NT 27A	April 2017	To increase by 12.8%	To be increased by 9%
6.	NT 27B	April 2017	To increase by 12.8%	To be increased by 9%
7.	NT 39	April 2017	To increase by 11.9%	To be increased by 10.2%
8.	NT 39A	April 2017	To increase by 11.9%	To be increased by 10.2%
9.	NT 68K	April 2017	To increase by 13.2%	To be increased by 5.7%
10.	NT 69K	April 2017	To increase by 11.1%	To be increased by 4.8%
11.	NT 501A	April 2017	To increase by 20%	To be increased by 13.3%

GMB route		Application date	Fare adjustment applied for	Result
12.	NT 501K	April 2017	To increase by 20%	To be increased by 13.3%
13.	NT 501S	April 2017	To increase by 20%	To be increased by 14.7%
14.	NT 811	April 2017	To increase by 13.6%	To be increased by 9.1%
15.	NT 811A	April 2017	To increase by 11.1%	To be increased by 9.9%
16.	NT 811P	April 2017	To increase by 16.3%	To be increased by 11.6%
17.	NT 811S	April 2017	To increase by 13.6%	To be increased by 11.4%
18.	NT 310M	May 2017	To increase by 10%	To be increased by 10%
19.	NT 312	May 2017	To increase by 7.8%	Increased by 7.8%
20.	NT 313	May 2017	To increase by 7.6%	Increased by 7.6%
21.	NT 410	May 2017	To increase by 9%	To be increased by 10.3%
22.	Hong Kong Island (HKI) 22	June 2017	To increase by 13.3%	Increased by 10.7%
23.	HKI 22S	June 2017	To increase by 13.3%	Increased by 10.7%
24.	HKI 22X	June 2017	To increase by 13.3%	Increased by 10.7%
25.	HKI 23	June 2017	To increase by 18.2%	Increased by 12.7%
26.	HKI 23M	June 2017	To increase by 18.2%	Increased by 12.7%
27.	HKI 65	June 2017	To increase by 21.9%	Increased by 7.8%
28.	HKI 65A	June 2017	To increase by 21.9%	Increased by 7.8%
29.	NT 57K	June 2017	To increase by 9.6%	To be increased by 5.8%
30.	NT 58K	June 2017	To increase by 10.6%	To be increased by 6.4%
31.	NT 58S	June 2017	To increase by 10.5%	To be increased by 6.3%
32.	NT 59K	June 2017	To increase by 10.6%	To be increased by 7.1%
33.	NT 20A	July 2017	To increase by 14.8%	To be increased by 5.6%
34.	NT 20B	July 2017	To increase by 15.9%	To be increased by 5.8%
35.	NT 20C	July 2017	To increase by 15.1%	To be increased by 5.5%
36.	NT 20E	July 2017	To increase by 15.1%	To be increased by 5.5%
37.	NT 20K	July 2017	To increase by 14.8%	To be increased by 4.9%
38.	NT 20M	July 2017	To increase by 14.8%	To be increased by 5.6%
39.	NT 20P	July 2017	To increase by 14.8%	To be increased by 5.6%
40.	NT 20R	July 2017	To increase by 15.5%	To be increased by 5.2%
41.	NT 20S	July 2017	To increase by 16.7%	To be increased by 6.3%
42.	NT 20T	July 2017	To increase by 15.9%	To be increased by 5.8%
43.	NT 20X	July 2017	To increase by 14.8%	To be increased by 5.6%
44.	NT 21A	July 2017	To increase by 16.3%	To be increased by 7%
45.	NT 21K	July 2017	To increase by 15.5%	To be increased by 5.2%
46.	NT 22K	July 2017	To increase by 15.2%	To be increased by 6.1%
47.	NT 23K	July 2017	To increase by 14.9%	To be increased by 6.4%
48.	NT 23S	July 2017	To increase by 15.4%	To be increased by 5.8%
49.	NT 90A	July 2017	To increase by 50%	Being processed
50.	NT 90P	July 2017	To increase by 50%	Being processed
51.	NT 91	July 2017	To increase by 38.5%	Being processed
52.	NT 91A	July 2017	To increase by 44.4%	Being processed
53.	Kln 23	August 2017	To increase by 16.7%	Being processed
54.	Kln 23B	August 2017	To increase by 12.5%	Being processed
55.	Kln 23C	August 2017	To increase by 16.7%	Being processed
56.	Kln 23M	August 2017	To increase by 16.7%	Being processed
57.	Kln 23S	August 2017	To increase by 7.1%	Being processed
58.	Kln 24	August 2017	To increase by 26.3%	Being processed
59.	Kln 24M	August 2017	To increase by 14.7%	Being processed
60.	NT 36	August 2017	To increase by 23%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
61.	NT 37	August 2017	To increase by 23%	Being processed
62.	NT 38	August 2017	To increase by 23%	Being processed
63.	NT 80	August 2017	To increase by 15.6%	Being processed
64.	NT 95	August 2017	To increase by 16.2%	Being processed
65.	NT 95A	August 2017	To increase by 16.1%	Being processed
66.	NT 95K	August 2017	To increase by 16.2%	Being processed
67.	NT 95M	August 2017	To increase by 16.1%	Being processed
68.	NT 96	August 2017	To increase by 15.6%	Being processed
69.	NT 96A	August 2017	To increase by 13.6%	Being processed
70.	NT 96B	August 2017	To increase by 16.2%	Being processed
71.	NT 96C	August 2017	To increase by 15.6%	Being processed
72.	NT 96M	August 2017	To increase by 15.6%	Being processed
73.	NT 96P	August 2017	To increase by 16.2%	Being processed
74.	NT 401	August 2017	To increase by 11.1%	Being processed
75.	NT 402S	August 2017	To increase by 9%	Being processed
76.	NT 601	August 2017	To increase by 11.9%	Being processed
77.	NT 601B	August 2017	To increase by 8.1%	Being processed
78.	NT 601C	August 2017	To increase by 9.1%	Being processed
79.	NT 602	August 2017	To increase by 11.9%	Being processed
80.	NT 602C	August 2017	To increase by 9.1%	Being processed
81.	NT 603	August 2017	To increase by 11.9%	Being processed
82.	NT 604	August 2017	To increase by 18.4%	Being processed
83.	NT 605	August 2017	To increase by 17.9%	Being processed
84.	NT 606S	August 2017	To increase by 4.2%	Being processed
85.	NT 807A	August 2017	To increase by 20.9%	Being processed
86.	NT 807B	August 2017	To increase by 20%	Being processed
87.	NT 807K	August 2017	To increase by 20%	Being processed
88.	NT 807P	August 2017	To increase by 20.9%	Being processed
89.	HKI 45A	September 2017	To increase by 15.4%	To be increased by 5.8%
90.	HKI 45S	September 2017	To increase by 15.4%	To be increased by 5.8%
91.	NT 50A	September 2017	To increase by 10.9%	Being processed
92.	NT 50K	September 2017	To increase by 10.9%	Being processed
93.	NT 51K	September 2017	To increase by 10.3%	Being processed
94.	NT 113	September 2017	To increase by 10.5%	Being processed
95.	HKI 4A	October 2017	To increase by 14.6%	Being processed
96.	HKI 4B	October 2017	To increase by 12.9%	Being processed
97.	HKI 4C	October 2017	To increase by 14.6%	Being processed
98.	HKI 4M	October 2017	To increase by 7.1%	Being processed
99.	HKI 4S	October 2017	To increase by 56.3%	Being processed
100.	HKI N4X	October 2017	To increase by 14.6%	Being processed
101.	HKI 5	October 2017	To increase by 19.3%	Being processed
102.	HKI 5M	October 2017	To increase by 7.1%	Being processed
103.	HKI 8	October 2017	To increase by 8.5%	Being processed
104.	HKI 8X	October 2017	To increase by 8.5%	Being processed
105.	HKI 35M	October 2017	To increase by 12.9%	Being processed
106.	HKI 51	October 2017	To increase by 13.3%	Being processed
107.	HKI 51A	October 2017	To increase by 13.3%	Being processed
108.	HKI 51S	October 2017	To increase by 14.3%	Being processed
109.	HKI 63	October 2017	To increase by 12.3%	Being processed
110.	HKI 63A	October 2017	To increase by 9.8%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
111.	HKI 69	October 2017	To increase by 14.8%	Being processed
112.	HKI 69A	October 2017	To increase by 16.7%	Being processed
113.	HKI 69X	October 2017	To increase by 16.3%	Being processed
114.	NT 83A	October 2017	To increase by 12.7%	Being processed
115.	NT 85	October 2017	To increase by 12.7%	Being processed
116.	NT 86	October 2017	To increase by 12.7%	Being processed
117.	NT 86A	October 2017	To increase by 12.3%	Being processed
118.	NT 86M	October 2017	To increase by 12.7%	Being processed
119.	NT 403	October 2017	To increase by 14.6%	Being processed
120.	NT 403A	October 2017	To increase by 14.6%	Being processed
121.	NT 403P	October 2017	To increase by 14.6%	Being processed
122.	NT 403X	October 2017	To increase by 14.6%	Being processed
123.	HKI 30	November 2017	To increase by 13%	Being processed
124.	HKI 66	November 2017	To increase by 16.7%	Being processed
125.	HKI 66A	November 2017	To increase by 16.7%	Being processed
126.	HKI 68	November 2017	To increase by 17.4%	Being processed
127.	Kln 70	November 2017	To increase by 9.6%	Being processed
128.	Kln 70A	November 2017	To increase by 9.6%	Being processed
129.	Kln 83A	November 2017	To increase by 13.5%	Being processed
130.	Kln 83M	November 2017	To increase by 13.5%	Being processed
131.	NT 46	November 2017	To increase by 8.5%	Being processed
132.	NT 46A	November 2017	To increase by 8.5%	Being processed
133.	NT 502	November 2017	To increase by 12.5%	Being processed
134.	HKI 52	December 2017	To increase by 14.6%	Being processed
135.	Kln 18M	December 2017	To increase by 11.1%	Being processed
136.	Kln 19	December 2017	To increase by 20.8%	Being processed
137.	Kln 19A	December 2017	To increase by 11.4%	Being processed
138.	Kln 19M	December 2017	To increase by 15.4%	Being processed
139.	Kln 19S	December 2017	To increase by 15.4%	Being processed
140.	Kln 60	December 2017	To increase by 10.6%	Being processed
141.	Kln 66S	December 2017	To increase by 10.4%	Being processed
142.	Kln 69	December 2017	To increase by 14.4%	Being processed
143.	Kln 69A	December 2017	To increase by 12.2%	Being processed
144.	NT 40	December 2017	To increase by 10%	Being processed
145.	NT 41	December 2017	To increase by 9.1%	Being processed
146.	NT 97A	December 2017	To increase by 9.6%	Being processed
147.	NT 99	December 2017	To increase by 12.1%	Being processed
148.	HKI 39C	January 2018	To increase by 14.3%	Being processed
149.	HKI 39M	January 2018	To increase by 16.3%	Being processed
150.	HKI 39S	January 2018	To increase by 14.3%	Being processed
151.	HKI 40	January 2018	To increase by 15.7%	Being processed
152.	HKI 40X	January 2018	To increase by 15.7%	Being processed
153.	Kln 45B	January 2018	To increase by 30.8%	Being processed
154.	Kln 45M	January 2018	To increase by 30.8%	Being processed
155.	NT 1	January 2018	To increase by 18%	Being processed
156.	NT 1A	January 2018	To increase by 18%	Being processed
157.	NT 1S	January 2018	To increase by 16.5%	Being processed
158.	NT 2	January 2018	To increase by 27.7%	Being processed
159.	NT 7	January 2018	To increase by 15.7%	Being processed
160.	NT 9	January 2018	To increase by 10.3%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
161.	NT 109M	January 2018	To increase by 14.3%	Being processed
162.	NT 481	January 2018	To increase by 14.6%	Being processed
163.	NT 481A	January 2018	To increase by 14.6%	Being processed
164.	NT 481B	January 2018	To increase by 14.6%	Being processed
165.	NT 482	January 2018	To increase by 14.1%	Being processed
166.	HKI 54	February 2018	To increase by 20%	Being processed
167.	HKI 54M	February 2018	To increase by 15.1%	Being processed
168.	HKI 54S	February 2018	To increase by 15.1%	Being processed
169.	HKI 55	February 2018	To increase by 14.3%	Being processed
170.	Kln 13	February 2018	To increase by 20%	Being processed
171.	Kln 13A	February 2018	To increase by 28.6%	Being processed
172.	NT 28K	February 2018	To increase by 2%	Being processed
173.	NT 28S	February 2018	To increase by 5.6%	Being processed

The processing time for GMB fare increase applications varies as, amongst other reasons, the time that the applicant takes to furnish the information required by the TD may differ. In some cases, the TD may also require the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, another 14 GMB routes had applied for fare increase but their applications were rejected by the TD.

The financial situation of the above GMB routes with fare increases implemented in 2017 will be reflected in the operators' annual financial return for the financial year between April 2017 and March 2018 to be submitted to the TD in mid-2018. The TD will then assess the latest financial situation of these GMB routes after implementation of the fare increases.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)141

(Question Serial No. 1439)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) mentioned that they will continue to improve the existing cycle tracks and the associated facilities in nine new towns in the New Territories. Besides, they will review the pre-selected bicycle prohibition zones (BPZs) on roads in Hong Kong. Please advise on the following:

- (1) What are the details of the concerned improvement schemes?
- (2) How much funding is allocated to the above-mentioned improvement schemes?
- (3) What is the timetable to complete the concerned facilities in various districts?
- (4) After the completion of improvement schemes for cycle tracks, what will be the length of cycle tracks by districts in Hong Kong? What are the annual expenditures for maintenance and management of cycle tracks by districts?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 5)

Reply:

(1), (2) and (3)

Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are set out in Annex 1.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department (HyD). The estimated cost and implementation timetable are yet to be determined.

As regards BPZs, the TD has identified about ten BPZs which could be lifted, after reviewing the impacts on road safety and traffic. The TD consulted the views of cycling associations in 2017 and has commenced consultation with relevant District Councils in January 2018. The TD plans to implement the lifting of BPZs after securing local support.

(4)

The above improvement measures will slightly increase the total length of cycle tracks managed by the TD but the actual increase is subject to smooth implementation of the proposed improvement works. The length of cycle tracks currently managed by the TD is tabulated in Annex 2.

The cycle tracks are managed by the existing staff of the TD. There is no separate breakdown of expenditure for such work. According to the HyD, the expenditure on maintenance of the cycle tracks is about \$4.5 million in 2017-18. There is no separate breakdown of maintenance expenditure by districts.

**Locations for the First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Near Tin Shui Wai Hospital • Yan Ying House, Tin Yan Estate • Chak Sun House, Tin Chak Estate • Wetland Park Road • Tin Yip Road Community Health Centre • Tin Shing Road • Tin Shui Road • Tin Shui Wai Park 	<ul style="list-style-type: none"> • Hung Tai Road • Near LRT Tin Shui Station • Tin Yan Estate near Yan Ying House • Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> • Long Tin Road, Ping Shan • Kam Tin Bypass • Near Pok Oi Interchange 	<ul style="list-style-type: none"> • Ping Yee Road • Near MTR Yuen Long Station • Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> • Near MTR Siu Hong Station • Tsing Tin Road across Tsun Wen Road • Junction of Hoi Wong Road / Wu Shan Road • Wu Shan Road near Wu Shan Recreation Playground • Wu Shan Road near Lung Mun Road • Ming Kum Road • Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> • Near Glorious Garden • Near LRT Lam Tei Station
Tsuen Wan		<ul style="list-style-type: none"> • Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Shun Tung Road • Tat Tung Road • Tung Chung Waterfront Road • Chek Lap Kok South Road 	<ul style="list-style-type: none"> • Tat Tung Road outside Tung Chung Crescent
Tseung Kwan O	<ul style="list-style-type: none"> • Tong Ming Court • Choi Ming Court • Chi Shin Street • On Ning Garden 	<ul style="list-style-type: none"> • Near Tseung Kwan O Hospital • Choi Ming Court

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> • Chung Ming Court • Po Shun Road • Po Lam Road North • Po Ning Road • Ngan O Road 	
Sha Tin / Ma On Shan	<ul style="list-style-type: none"> • Tai Po Road (Tai Wai section) • Che Kung Miu Road • Sha Tin Rural Committee Road • Sha Kok Street • Siu Lek Yuen Road • Tai Po Road (Sha Tin section) • Near Hong Kong Sports Institute • Hang Fai Road Roundabout • Junction between Sai Sha Road / On Luk Street • Near MTR Che Kung Temple Station • Junction between Ning Tai Road / Sui Tai Road • Science Park Road 	<ul style="list-style-type: none"> • Yiu On Estate • Sun Chui Estate • Near Holford Garden • Hang Hong Street near Hang Kam Street • Lok King Street near MTR Fo Tan Station • Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> • Nga Wan Road • Junction between Nam Wan Road / Tai Po Tai Wo Road • Subway across Nam Wan Road • Subway across Yuen Shin Road near Dai Fuk Street • Subway across Tai Po Tai Wo Road near Kai Wo Road; and • Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> • On Cheung Road • On Po Road • Near Tai Wo Neighbourhood Community Centre
Fanling / Sheung Shui	<ul style="list-style-type: none"> • Jockey Club Road • Sha Tau Kok Road (Lung Yeuk Tau section) • Pak Wo Road near Pak Fuk Tin Sum Playground • Chi Wa Lane • Near Cheerful Park • Pak Wo Road outside Tai Ping Estate • Choi Yuen Road • Po Shek Wu Road outside KMB depot • Po Shek Wu Road outside Hing 	<ul style="list-style-type: none"> • Near MTR Fanling Station • Ching Ho Estate PTI • Near MTR Sheung Shui Station Exit A3 opposite GMB terminus • Near MTR Sheung Shui Station opposite North District Town Hall • Choi Yuen Road opposite Choi Yuen Estate

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
	Yan Tsuen <ul style="list-style-type: none"> • Outside Cheung Wah Estate • Outside Choi Yuen Estate • Yip Fung Street • Near MTR Sheung Shui Station 	

[#] For example, the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

Length of Existing Cycle Tracks by Districts

District	Length of cycle tracks (km)
Central & Western	0
Wan Chai	0
Eastern	0
Southern	0.3
Kowloon City	0
Sham Shui Po	0
Kwun Tong	0
Kwai Tsing	0
Yau Tsim Mong	0
Wong Tai Sin	0
Islands	14
North	27
Sai Kung	22
Sha Tin	57
Tai Po	36
Tsuen Wan	0
Tuen Mun	20.1
Yuen Long	46.4
Total	222.8

- End -

CONTROLLING OFFICER'S REPLY**THB(T)142****(Question Serial No. 1440)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the bus routes currently plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin, the total daily departures of each bus route as well as the annual toll revenue collected from buses using the respective tunnels by completing the table below.

Tunnel Name	Number of bus routes plying	Total daily trips	Toll revenue collected from buses last year
Cross-Harbour Tunnel			
Eastern Harbour Crossing			
Western Harbour Crossing			
Lion Rock Tunnel			
Tate's Cairn Tunnel			
Eagle's Nest Tunnel			

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 6)Reply:

The number of franchised bus routes and the number of daily trips plying the three road harbour crossings and three land tunnels between Kowloon and Sha Tin are set out below:

Tunnel	Number of franchised bus routes plying (as at the end of 2017)#	Total daily trips (as at the end of 2017)
Cross-Harbour Tunnel	33	4 441
Eastern Harbour Crossing	22	2 083
Western Harbour Crossing	32	3 318
Lion Rock Tunnel	32	3 260
Tate's Cairn Tunnel	31	3 977

Tunnel	Number of franchised bus routes plying (as at the end of 2017)#	Total daily trips (as at the end of 2017)
Eagle's Nest Tunnel	19	701

Main and supplementary services of a bus route of the same route group are counted as one route only.

The toll collection systems of the tunnels keep the record of toll collected for the vehicle class of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) only. The toll revenue collected from buses by the respective tunnels in 2017 is tabulated as follows:

Tunnel	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) in 2017 (\$ million)
Cross-Harbour Tunnel	42
Eastern Harbour Crossing	75
Western Harbour Crossing	267
Lion Rock Tunnel	Not applicable*
Tate's Cairn Tunnel	63
Eagle's Nest Tunnel	5

* Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep the record of toll collected for individual vehicle class, the Transport Department does not have records of buses using the toll collection system of Lion Rock Tunnel.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)143****(Question Serial No. 1441)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Transport Department (TD)'s processing of applications for Hire Car Permits (HCPs), please advise on:

1. the numbers of HCPs issued by the TD in the past 3 years and the amounts of fees charged; and
2. the types of commercial activities engaged by the holders of the above HCPs, with tabulated breakdown by 5 or more categories.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 7)Reply:(1) and (2)

Hire car provides high-end personalised and point-to-point services, the demand for which may not be met by regular modes of public transport services. Different types of HCPs are issued by TD to cater for different service and trip purposes.

The numbers of newly issued HCPs (excluding renewal applications) between 2015 and 2017 with breakdown by service types (with specifications of the activities thereunder) are set out in the table below:

Service Types of HCPs	Number of new HCPs issued (excluding renewal applications)		
	2015	2016	2017
(a) Hotel service: - for the carriage of guests of a designated hotel	15	4	9
(b) Tour service: - for the carriage of clients of a designated tourist agent	3	1	13

Service Types of HCPs	Number of new HCPs issued (excluding renewal applications)		
	2015	2016	2017
(c) Private service (limousine): <ul style="list-style-type: none"> - for the carriage of clients of a contracted company, or individuals requiring personalised high-end transportation - for the carriage of clients of special needs, such as wedding and wheelchair accessible vehicles, etc. 	11	13	44
(d) Private service (limousine - cross boundary): <ul style="list-style-type: none"> - for the carriage of clients of a contracted company, or individuals requiring personalised high-end transportation crossing the boundary 	15	0	0
Total	44	18	66

The fee payable for an HCP is \$1,000 for a period of over 4 months to 12 months and \$350 for a period of 4 months or less.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)144

(Question Serial No. 1442)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

To enhance vehicle safety, the Transport Department (TD) indicated that the vehicle regulations and safety standards would be reviewed and amended. Will the concerned review involve the vehicle regulations and safety standards of buses? If yes, what are the details?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 8)

Reply:

The TD regularly reviews the safety requirements and standards of vehicles, including buses, by making reference to international standards and requirements. The TD has recently formed a working group on enhancement of safety of franchised buses, comprising representatives from the TD, all franchised bus companies and major bus manufacturers to review and study the technical feasibility, applicability, cost-effectiveness as well as implementation and other issues related to the installation of new on-vehicle safety devices or technology (such as collision prevention device, electronic stability control, speed control device etc.) to assist drivers and enhance road safety.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)145****(Question Serial No. 1444)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the management contract sums, financial positions and the usage of the following tunnels or strategic roads:

Tunnel / Strategic Route	Management Contract Sum	Financial Position (Profit / Loss)	Average Daily Usage
Lantau Link			
Eagle's Nest Tunnel			
Eastern Harbour Crossing (EHC)			
Lion Rock Tunnel			
Cross-Harbour Tunnel (CHT)			

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 10)Reply:

The management contract sums (i.e. fees paid to the management, operation and maintenance (MOM) contractors), financial positions and the usage of the following tunnels and strategic roads in 2016-17 are tabulated as follows:

Tunnel / Strategic Route	Revenue ^(Note 1) (\$ million)	Expenditure ^(Note 2) (\$ million)	Management Fees to MOM contractors (\$ million)	Average Daily Usage
Lantau Link	597	305	111	89 116
Route 8K (which includes Eagle's Nest Tunnel)	163	300	102	55 558
EHC	555	67	67 ^(Note 3)	76 620
Lion Rock Tunnel	273	75	35	92 980

Tunnel / Strategic Route	Revenue ^(Note 1) (\$ million)	Expenditure ^(Note 2) (\$ million)	Management Fees to MOM contractors (\$ million)	Average Daily Usage
CHT	734	70	70	114 830

Note 1: The revenue figures include toll receipts and other miscellaneous receipts.

Note 2: Lantau Link, Route 8K and Lion Rock Tunnel were constructed by the Government. The figures on the expenditure of these tunnels and bridges include the fees paid to MOM contractors and depreciation charges of the capital costs for the years concerned, etc.

The EHC and the CHT were “Build-Operate-Transfer” projects. The capital costs of these two tunnels were not contributed by the Government. The figures on the expenditure of these two tunnels only represent the fees paid to the contractors for the year concerned.

Note 3: EHC reverted to Government ownership on 7 August 2016 upon expiry of its “Build-Operate-Transfer” franchise. The revenue, expenditure and management contract sum for EHC only covers the period from 7 August 2016 to 31 March 2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)146

(Question Serial No. 1445)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “Driving on Lantau Island Scheme” (the Scheme), what is the application situation since its implementation? Please provide the number of applications per month and the approval situation.

Separately, the Government has indicated that the second phase of the Scheme will be reviewed. What are the details?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 11)

Reply:

The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. Members of the public may submit online application for driving their own private cars on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars. Since the introduction of the Scheme, the response has been very positive, with the overall utilisation rate exceeding 90%. In 2017, the average number of successful applications per month was about 480.

The TD will review the implementation timetable for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) having regard to the traffic condition and supply and utilisation of parking spaces in South Lantau as well as relevant stakeholders' views.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)147****(Question Serial No. 1446)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the problem of parking spaces in Hong Kong, please advise on the following:

1. What are the numbers of parking spaces for private cars and commercial vehicles (CVs) in the 18 districts of Hong Kong? Please provide the information in the table below.

District	Number (No.) of private car parking spaces			No. of CV parking spaces		
	Public car parks	On-street metered parking spaces	Temporary car parks	Public car parks	On-street metered parking spaces	Temporary car parks
e.g. Wan Chai						

2. Does the Government expect any changes in the provision of parking spaces listed above in the coming year? If yes, please provide the details.
3. What are the numbers of parking spaces currently provided at government buildings across the territory (please provide the details)? Among them, how many parking spaces designated for office use are available for use by the public during non-office hours? If yes, please provide the details.
4. The Government has indicated that it will conduct a study on parking policy. What is the progress of the study? What are the expenditure involved and the timetable for the study?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 12)

Reply:

1. The numbers of public parking spaces for private cars and CVs by districts as at February 2018 are as follows:

District	Private car parking spaces			CV parking spaces		
	Public car parks	On-street metered parking spaces	Temporary car parks	Public car parks	On-street metered parking spaces	Temporary car parks
Central and Western	10 005	443	2	497	106	287
Wan Chai	9 275	954	-	69	26	-
Eastern	12 007	387	1 268	377	112	269
Southern	7 317	592	199	547	85	104
Yau Tsim Mong	13 197	1 480	743	1 691	437	125
Sham Shui Po	8 458	1 166	672	1 904	155	440
Kowloon City	6 666	2 193	1 534	560	228	975
Wong Tai Sin	5 625	277	378	155	118	96
Kwun Tong	13 054	375	971	896	90	233
Tsuen Wan	8 166	457	1 965	990	57	181
Tuen Mun	7 189	996	1 758	764	166	479
Yuen Long	8 153	756	797	407	203	53
North	3 085	913	2 320	277	240	354
Tai Po	4 674	1 262	1 116	188	175	151
Sai Kung	7 757	925	3 048	228	241	223
Sha Tin	14 601	1 370	2 495	914	227	248
Kwai Tsing	8 853	385	2 023	1 851	125	5 656
Islands	6 164	154	67	347	40	-
Total	154 246	15 085	21 356	12 662	2 831	9 874

2. The Government is actively pursuing a number of measures to increase parking spaces. These measures include:
- (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;
 - (e) providing parking spaces and picking up/setting down facilities for coaches;

- (f) taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in 2019, to assess the parking demand of CVs by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

- 3. Different government premises are managed by different government departments. The TD does not have a separate breakdown on the number of parking spaces in all government premises. Based on the information provided by the Government Property Agency (GPA), for the 27 Government joint-user general office buildings with car parks under the GPA's management, there are a total of about 2 400 car parking spaces, of which about 1 100 are open for use by the public during non-office hours.
- 4. The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019. The study includes assessing the parking demand of CVs by district and formulating short to long term measures to address the demand. The consultancy fee is about \$4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)148****(Question Serial No. 1447)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government has indicated that the installation of the “stop and go” e-payment facilities would be completed in phases at eight government tolled roads and tunnels by mid of this year. Please advise:

- (1) the numbers of manual toll booths and e-payment facilities in the above eight tolled roads and tunnels; and
- (2) the completion time of installation and the expenses involved.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 13)Reply:(1) and (2)

The Government has obtained funding of \$54.35 million for introducing “stop-and-go” electronic payment (e-payment) facilities at all the manual toll booths of eight government tolled tunnels and roads. The numbers of manual toll booths and the respective dates of introducing the “stop-and-go” e-payment facilities at each of the eight tolled tunnels and roads are tabulated as follows:

Tolled tunnel/road	Number of manual toll booths¹	Dates of introducing “stop-and-go” e-payment facilities
Shing Mun Tunnels	11	23 July 2017
Aberdeen Tunnel	10	24 September 2017
Cross-Harbour Tunnel	10	3 December 2017
Lantau Link (Lantau Toll Plaza)	19	31 December 2017
Tseung Kwan O Tunnel	10	4 February 2018
Lion Rock Tunnel	11	18 March 2018
Lantau Link (Ma Wan Toll Plaza)	4	End-April 2018 (Planned)

Tolled tunnel/road	Number of manual toll booths¹	Dates of introducing “stop-and-go” e-payment facilities
Tsing Sha Highway (Cheung Sha Wan- Sha Tin Section)	17	End-April 2018 (Planned)
Eastern Harbour Crossing	12	July 2018 (Planned)

¹ All manual toll booths are equipped with “stop-and-go” e-payment facilities.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)149****(Question Serial No. 1449)**Head: (186) Transport DepartmentSubhead (No. & title): (700) General Non-RecurrentProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government indicated that it will continue to make Hong Kong more “walkable” and take forward the “Walk in HK” policy under four themes. Please tabulate the details about every completed works or facilities since launching of the policy and the costs involved. Also details about the works/facilities under planning and their costs.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 15)Reply:

The Government will continue to promote “Walk in HK” with a view to fostering a pedestrian-friendly environment. The Transport Department (TD) has implemented specific measures, the details and costs of which are tabulated as follows:

Completed Initiatives Under “Walk in HK”	Work Plan and Estimated Costs in 2018-19
a) The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the “Hong Kong e-Transport” mobile application in October 2017 at a cost of about \$300,000.	a) The TD plans to extend the walking route search function to Yau Tsim Mong area by end 2018 at an estimated cost of about \$1 million. The TD is also planning to extend the coverage progressively to other areas in Hong Kong in the coming two to three years. In addition, the TD is exploring new features in the Hong Kong e-Transport application to facilitate those in need for barrier-free walking routes. The barrier-free walking route search function covering major shopping areas in Causeway Bay will be available in mid-2018. The cost of developing this function is approximately \$300,000.

Completed Initiatives Under “Walk in HK”	Work Plan and Estimated Costs in 2018-19
<p>b) The TD completed synchronisation of traffic lights at 18 staggered crossings in 2017 such that the pedestrian green signals on both sides of the refuge island will light up simultaneously for pedestrians to complete the crossings in one go. The cost of the synchronisation works completed is approximately \$160,000.</p> <p>c) The TD has launched a trial scheme to install smart device at signalised pedestrian crossings to lengthen pedestrian green signals time for the elderly and the disabled. The trial has been implemented at four junctions since January 2018. The cost of the smart devices installed in the four junctions is approximately \$2.9 million.</p> <p>d) Under the covered walkway initiative, each of 18 district councils has selected one suitable public walkway for the provision of covers.</p> <p>e) The TD commenced three consultancy studies in end 2017, namely “Consultancy Study on Enhancing Walkability in Hong Kong”, “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” and “Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study”.</p>	<p>b) Synchronisation of traffic lights at another 20 suitable staggered crossings is scheduled for completion in 2018, and the cost will be approximately \$180,000.</p> <p>c) The smart device will be installed in five more junctions by the first quarter of 2018, and the estimated cost is approximately \$2 million.</p> <p>d) The TD and the Highways Department (HyD) will continue with the implementation of the 18 covered walkway proposals, and the HyD is conducting feasibility studies on them. The total consultancy fee covering the feasibility studies of 18 proposals are approximately \$4 million to be incurred by the HyD. The TD will explore the relaxation of existing requirements for adding covers to such walkways as stipulated in the Transport Planning and Design Manual in 2018.</p> <p>e) The total consultancy fees of the three studies are approximately \$13.9 million, \$22 million and \$3.6 million respectively. The consultancy fees to be paid for the three studies in 2018-19 are \$5 million, \$8 million and \$3 million respectively. Respective public engagement exercises will be conducted under the three studies in 2018-19.</p>

Completed Initiatives Under “Walk in HK”	Work Plan and Estimated Costs in 2018-19
The first two studies are expected to complete in June 2020 and the third one in March 2019.	

- End -

CONTROLLING OFFICER'S REPLY**THB(T)150****(Question Serial No. 3160)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the average vehicular speeds at the morning and evening peak hours on the following roads:

Road	2018 (up to now)	2017	2016	2015	2014	2013	2012	2011
Hong Kong Island								
Canal Road Flyover (south bound)								
Canal Road Flyover (north bound)								
Gloucester Road								
Island Eastern Corridor (section near Victoria Park) (east bound)								
Island Eastern Corridor (section near Victoria Park) (west bound)								
Connaught Road West (east bound)								
Connaught Road West (west bound)								
Connaught Road Central (east bound)								
Connaught Road West (west bound)								
Pedder Street								
Harcourt Road (towards Central)								
Harcourt Road (towards Wan Chai)								
Hennessy Road (towards Central)								
Queen's Road Central (towards Central)								

Kowloon								
Chatham Road North (south bound)								
Chatham Road North (north bound)								
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)								
Gascoigne Road (east bound)								
Gascoigne Road (west bound)								
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)								
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)								
Lung Cheung Road (towards Kwun Tong)								
Lung Cheung Road (towards Tsuen Wan)								
New Territories								
Hiram's Highway near Marina Cove (towards Kowloon)								
Hiram's Highway near Marina Cove (towards Sai Kung)								
Tuen Mun Road Sham Tseng Section (towards Kowloon)								
Tuen Mun Road Sham Tseng Section (towards Tuen Mun)								
Tolo Highway near Royal Ascot (towards Kowloon)								
Tolo Highway near Royal Ascot (towards Sheung Shui)								

- (2) Please provide the average vehicular speeds at the morning and evening peak hours in the following tunnels:

Tunnel	2018 (up to now)	2017	2016	2015	2014	2013	2012	2011
Cross Harbour Tunnel								
Eastern Harbour Crossing								
Western Harbour Crossing								
Lion Rock Tunnel								
Tate's Cairn Tunnel								
Eagle's Nest Tunnel								

Tunnel	2018 (up to now)	2017	2016	2015	2014	2013	2012	2011
Tseung Kwan O Tunnel								
Aberdeen Tunnel								

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 48)

Reply:

(1) and (2)

The average vehicular speeds during the morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the concerned roads and tunnels from 2011 to 2017 are tabulated at Annex 1 and Annex 2 respectively. Data for 2018 is not available.

It must be emphasised that the average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Annex 1

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)]													
	2017		2016		2015		2014		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island														
Canal Road Flyover (south bound) [#]	50	-	38	-	34	-	31	-	47	-	46	-	53	-
Canal Road Flyover (north bound) [#]	10	-	7	-	10	-	10	-	12	-	9	-	10	-
Gloucester Road (east bound) ⁺	15	26	19	25	19	17	15	14	28	-	17	-	22	-
Gloucester Road (west bound) ⁺	40	25	33	35	26	54	37	34	32	-	37	-	44	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	55	-	46	-	60	-	53	-	68	-	68	-	66	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	25	-	22	-	20	-	28	-	29	-	24	-	19	-
Connaught Road West (east bound)	28	42	37	47	40	39	38	42	19	24	23	28	23	25
Connaught Road West (west bound)*	56	56	61	52	56	50	61	53	-	-	-	-	-	-
Connaught Road Central (east bound) ⁺	21	16	19	23	22	19	21	14	16	-	10	-	10	-
Connaught Road Central (west bound) ⁺	22	15	26	25	25	24	28	20	19	-	23	-	23	-
Pedder Street [§]	6	7	7	9	-	-	-	-	5	8	5	6	4	4
Harcourt Road (towards Central) ⁺	43	22	46	33	45	40	48	39	46	-	39	-	45	-
Harcourt Road (towards Wan Chai) ⁺	23	17	34	29	29	20	28	13	36	-	23	-	16	-
Hennessy Road (towards Central)	12	12	15	11	14	12	15	10	15	12	15	14	14	13
Queen's Road Central (towards Central)	18	10	18	12	19	9	19	10	19	10	19	11	15	9
Kowloon														
Chatham Road North (south bound) [#]	4	-	5	-	4	-	6	-	5	-	5	-	6	-
Chatham Road North (north bound) [#]	45	-	39	-	32	-	34	-	37	-	41	-	39	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	7	49	8	59	16	49	9	43	14	52	9	41	9	34
Gascoigne Road (east bound) [#]	8	-	20	-	12	-	10	-	14	-	14	-	11	-

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)]													
	2017		2016		2015		2014		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Gascoigne Road (west bound) [#]	18	-	24	-	18	-	25	-	15	-	27	-	26	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	52	-	55	-	64	-	59	-	64	-	58	-	63	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	64	-	68	-	61	-	66	-	67	-	66	-
Lung Cheung Road (towards Kwun Tong) [#]	18	-	18	-	21	-	25	-	23	-	26	-	39	-
Lung Cheung Road (towards Tsuen Wan) [#]	32	-	30	-	23	-	29	-	42	-	41	-	48	-
New Territories														
Hiram's Highway near Marina Cove (towards Kowloon) [#]	21	-	19	-	22	-	28	-	27	-	22	-	30	-
Hiram's Highway near Marina Cove (towards Sai Kung) [#]	35	-	39	-	37	-	34	-	38	-	39	-	40	-
Tuen Mun Road Sham Tseng Section (towards Kowloon) [#]	59	-	63	-	53	-	53	-	67	-	52	-	63	-
Tuen Mun Road Sham Tseng Section (towards Tuen Mun) [#]	49	-	68	-	67	-	63	-	32	-	32	-	65	-
Tolo Highway near Royal Ascot (towards Kowloon) [#]	15	-	18	-	24	-	13	-	14	-	18	-	15	-
Tolo Highway near Royal Ascot (towards Sheung Shui) [#]	55	-	59	-	58	-	52	-	71	-	57	-	70	-

[@] They refer to morning peak hours (8:00am – 9:30am) and evening peak hours (5:00pm – 7:00pm) on weekdays.

[#] The Car Journey Time Survey (CJTS) did not cover the evening peak hours.

⁺ The CJTS only covered the morning peak hours before 2014.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

[§] The CJTS only covered Pedder Street in 2017, 2016 and before 2014.

Tunnel	Average speed at the morning and evening peak hours [@] [km/hr]													
	2017		2016		2015		2014		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	32	29	34	32	31	37	34	32	32	29	34	33	31	29
Eastern Harbour Crossing	31	43	32	48	33	46	28	43	29	48	38	48	35	43
Western Harbour Crossing [^]	49	59	56	60	56	56	55	51	57	58	62	-	57	-
Lion Rock Tunnel	36	40	35	39	35	39	32	37	36	44	34	42	34	37
Tate's Cairn Tunnel	33	51	34	51	34	49	32	54	43	58	35	58	37	53
Eagle's Nest Tunnel [#]	65	-	68	-	66	-	61	-	72	-	73	-	72	-
Tseung Kwan O Tunnel [#]	47	-	48	-	47	-	47	-	50	-	51	-	52	-
Aberdeen Tunnel ^{**}	30	30	23	23	25	28	22	33	24	-	30	-	28	-

[@] They refer to morning and evening peak hours on weekdays.

[^] The CJTS only covered the morning peak hours before 2013.

[#] The CJTS did not cover the evening peak hours.

^{**} The CJTS only covered the morning peak hours before 2014.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)151

(Question Serial No. 1835)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the districts and routes involved in the bus route planning programme and Area Approach rationalisation plans of the Transport Department (TD) and franchised bus companies in the coming year.

Asked by: Hon CHENG Chung-tai (Member Question No. (LegCo use): 43)

Reply:

Formulating route planning programmes (RPP) to propose service adjustments to franchised bus services with a view to meeting changing passenger needs is an annual exercise of the TD in conjunction with franchised bus companies. The relevant Traffic and Transport Committees (TTCs) of the District Councils (DCs) will be consulted on the proposals in the RPP. For the 2018-19 RPP, the TD and franchised bus companies have proposed 155 bus service adjustment proposals, including 25 service rationalisation proposals and 130 improvement proposals, in all 18 districts. For details of the proposals, please refer to the consultation papers on the 2018-19 RPPs submitted by the TD to the TTCs of the DCs, which can be downloaded at TD's website at http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

In addition to the annual RPP, the TD has been pursuing route rationalisation by using the Area Approach, under which bus service is reviewed holistically for a district or area as a whole rather than on a route-by-route basis to bring maximum overall benefits to the district or area. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation plans to facilitate coordination between railways and other public transport services. In the past few years, the TD has carried out bus rationalisation under the Area Approach in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western District and Southern District.

As the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is targeted for commissioning in the third quarter of 2018, the TD has formulated public transport plans to facilitate the travel of passengers in accordance with established

practice. The TD has taken into account the existing public transport networks in the vicinity of the West Kowloon Station (WKS) of the XRL and the provision of transport facilities in formulating the public transport arrangements. The public transport arrangements for the WKS include, as an alternative to railways, introducing three new franchised bus routes to provide direct and express bus services between the transport hubs of districts concerned (such as Admiralty, Kwun Tong, Sheung Shui, Tai Po and Shatin, etc.) and the WKS; and rationalising some of the existing franchised bus and Green Minibus services to facilitate passengers' travel between various districts in the territory and the WKS. Moreover, the TD has, as per established practice, consulted the TTCs of the 18 DCs on the proposed public transport arrangements for connecting to the WKS (including the above proposal for introducing new franchised bus routes), and will take into account their views in further refining the plan where appropriate. For details of the proposals, please refer to the consultation papers submitted by the TD to the TTCs of the DCs, which can be downloaded at TD's website at http://www.td.gov.hk/tc/publications_and_press_releases/consultation_papers/transport_department/index.html.

In view of the upcoming commissioning of the Shatin to Central Link (SCL), the TD has commissioned a consultancy study to assess the impact of SCL on other public transport services and devise the relevant public transport service re-organisation plans. The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section of the SCL will be completed for consultation by the third quarter of 2018. The TD will consult the relevant DCs and public transport operators on the study outcome. The part on the Hung Hom to Admiralty section of the SCL will be completed by the first quarter of 2019 and the TD will allow sufficient time for consultation before its commencement of operation by 2021.

The TD will continue to monitor the bus services in each district and carry out rationalisation exercises as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)152****(Question Serial No. 2903)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development
 (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- Please provide the total numbers and growth rates of “metered” parking spaces and those available for use by disabled motorists in the past five years as well as the percentage of the number of “metered” parking spaces available for use by disabled motorists against the total number of “metered” parking spaces with a breakdown by 18 districts.
- Please advise on the plan for provision of “metered” parking spaces for use by disabled motorists in future.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 7212)Reply:

- The numbers of on-street metered parking spaces and those designated for drivers holding the Disabled Person's Parking Permit (DPPP) in each of the 18 districts in the past 5 years are tabulated as follows:

	February 2014		February 2015		February 2016		February 2017		February 2018	
	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]
Central & Western	426	21	434	21	438	21	440	21	443	21
Wan Chai	944	34	943	34	938	34	944	35	954	35
Eastern	380	29	380	29	385	29	387	30	387	32
Southern	553	17	565	17	592	18	592	18	592	18
Yau Tsim Mong	1 495	50	1 490	50	1 483	50	1 488	56	1 480	54
Sham Shui Po	1 154	29	1 147	29	1 165	29	1 166	31	1 166	33

	February 2014		February 2015		February 2016		February 2017		February 2018	
	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]
Kowloon City	2 167	34	2 186	34	2 176	34	2 181	36	2 193	36
Wong Tai Sin	277	21	277	21	277	21	277	21	277	21
Kwun Tong	381	21	379	21	380	22	375	24	375	25
Tsuen Wan	451	12	452	12	452	12	453	12	457	14
Tuen Mun	1 001	9	1 001	9	1 008	9	1 008	9	996	10
Yuen Long	778	14	786	14	769	14	749	16	756	17
North	916	3	915	3	913	5	913	5	913	6
Tai Po	1 265	14	1 265	14	1 265	14	1 263	15	1 262	16
Sai Kung	865	13	925	13	925	13	925	12	925	16
Sha Tin	1 369	21	1 366	21	1 361	21	1 374	21	1 370	21
Kwai Tsing	367	23	367	23	361	24	385	26	385	26
Island	142	5	142	5	152	4	152	4	154	4
TOTAL	14 931	370	15 020	370	15 040	374	15 072	392	15 085	405
Changes over previous year	-	-	+89	0	+20	+4	+32	+18	+13	+13
% of parking spaces for disabled over metered parking spaces	-	2.48%	-	2.46%	-	2.49%	-	2.60%	-	2.68%

* The figure refers to on-street metered parking spaces for vehicles other than medium/heavy goods vehicles, buses and motorcycles.

The figure refers to on-street parking spaces designated for drivers holding the DPPP.

- Drivers who are holders of DPPP are permitted to park their vehicles at the designated parking spaces for the disabled and are exempted from payment of parking charges for using on-street metered parking spaces. At present, the percentage of on-street parking spaces designated for drivers holding DPPP is comparable to the ratio of accessible parking spaces required in private developments. The Transport Department will take into account various factors, such as traffic conditions, road safety and short term parking demands from disabled drivers so as to designate suitable number of on-street parking spaces in different districts for drivers holding DPPP.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)153

(Question Serial No. 0275)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of parking spaces:

1. Please provide details of measures to increase the provision of parking spaces in the short, medium and long term, including the specific measures, indicators and the manpower and expenditure involved.
2. Please provide the numbers and rates of change with respect to the on-street parking spaces (with parking meters) as well as parking spaces at Government and privately operated car parks for use by the public in each of the 18 districts in Hong Kong in the past three years in tabulated form.
3. Please provide the estimated numbers and rates of change with respect to the on-street parking spaces (with parking meters) as well as parking spaces at Government and privately operated car parks for use by the public in each of the 18 districts in Hong Kong in the coming year.
4. Is there any plan to demolish the existing public car parks in the coming year? If yes, will such plans be shelved given the current acute shortage of parking spaces? If no, what are the reasons?

Asked by: Hon CHEUNG Yu-yan, Tommy (Member Question No. (LegCo use): 43)

Reply:

1. The Government has been actively pursuing a number of measures to increase parking spaces. These measures include:
 - (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;
 - (e) providing additional parking spaces and picking up/setting down facilities for coaches;
 - (f) taking forward a consultancy study on parking for commercial vehicles (CVs), which commenced in December 2017 for completion in 2019, to assess the

parking demand of CVs by district and to formulate short to long term measures to address the demand; and

- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

The consultancy fee of the study on parking for CVs is about \$4 million. Increasing the provision for parking is an ongoing task of the TD and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

2. The numbers of metered on-street parking spaces and parking spaces in public car parks in 18 districts in the past three years are:

District	On-street (metered)			Public car park		
	Feb 2016	Feb 2017	Feb 2018	Feb 2016	Feb 2017	Feb 2018
Central & Western	544	546	549	11 538	11 801	11 185
Wan Chai	964	970	980	9 031	9 157	9 371
Eastern	497	499	499	14 369	14 358	14 549
Southern	679	678	677	8 061	8 423	8 401
Yau Tsim Mong	1 922	1 925	1 917	15 574	16 012	16 030
Sham Shui Po	1 319	1 320	1 321	11 712	11 797	11 600
Kowloon City	2 405	2 410	2 421	9 639	9 644	9 765
Wong Tai Sin	402	402	395	6 678	6 886	6 454
Kwun Tong	504	465	465	15 963	15 334	15 566
Tsuen Wan	512	513	514	11 323	11 382	11 423
Tuen Mun	1 195	1 174	1 162	9 857	10 116	10 228
Yuen Long	972	943	959	8 793	9 200	9 467
North	1 153	1 153	1 153	6 033	6 109	6 084
Tai Po	1 440	1 438	1 437	6 216	6 381	6 193
Sai Kung	1 130	1 165	1 166	10 477	11 561	11 732
Sha Tin	1 580	1 599	1 597	18 043	17 585	18 545
Kwai Tsing	486	510	510	17 917	18 251	18 652
Island	192	192	194	7 336	7 648	6 680
Total	17 896	17 902	17 916	198 560	201 645	201 925
Change	-	(+6)	(+14)	-	(+3 085)	(+280)

3. Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

4. There is no concrete plan to demolish any government public car park in the coming year. Regarding commercial public car parks, the TD will continue to monitor any redevelopment proposals. The Government's policy is to integrate public parking spaces into development projects by requiring developers to provide additional parking spaces for public use in suitable projects on top of parking spaces for the development's own use.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)154

(Question Serial No. 0276)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the shortage of parking spaces for commercial vehicles, please advise on:

1. the progress of the consultancy study on parking for commercial vehicles (CVs), and when the study will be completed and its findings released;
2. the short-term measures planned by the Transport Department (TD) to alleviate the shortage of coach parking spaces and loading/unloading areas at popular tourist spots and scenic places before the completion of the study; and
3. whether the Government will consider measures such as providing more temporary commercial car parks on the basis of “designated sites for designated uses”, designating night-time on-street parking spaces for commercial vehicles, and allowing minibuses to be parked at minibus stops/stands during night time; if yes, the details; if no, the reasons.

Asked by: Hon CHEUNG Yu-yan, Tommy (Member Question No. (LegCo use): 44)

Reply:

1. The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019. The study includes assessing the CV parking demand by districts and formulating short to long term measures to address the demand.
2. In 2017-18, the TD provided 18 on-street parking and pick-up/set-down spaces for coaches in Sai Kung, Sha Tin, Tai O and Kennedy Town. In 2018-19, the TD plans to increase coach parking spaces in the following locations/projects:
 - (i) ex-North Point Estate development project (30 public parking spaces);
 - (ii) existing coach parking area in Cheong Wan Road, Hung Hom (next to the Hong Kong Coliseum) (10 additional on-street parking spaces) ;
 - (iii) Upper Cheung Sha Beach, Lantau (four additional parking spaces);
 - (iv) near the public housing development in Area 54 in Tung Chung (seven additional parking spaces); and

- (v) three short term tenancy (STT) car parks situated in Eastern, Kowloon City and Yuen Long districts through imposing conditions stipulating the provision of a minimum number of parking spaces for coaches (about 35 coach parking spaces).
3. To increase the supply of parking spaces, for new STT car parks or when the STTs of existing car parks are renewed, the TD will consider stipulating the provision of a minimum number of parking spaces for CVs in the concerned car parks. At present, 21 STTs provide a total of about 1 100 CV parking spaces under such an arrangement. In addition, the TD has launched a scheme of overnight parking at on-street spaces for CVs. Up to February 2018, 137 such spaces are provided with another 35 in the pipeline upon completion of relevant works on site. As regards public light buses (PLBs), the TD is consulting the local communities on allowing PLBs to be parked at 53 PLB stands during non-peak periods. The parking signs will be installed once local support is secured.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)155****(Question Serial No. 2861)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the tunnels and bridges operated by the Government, will the Government inform this Committee of:

- a. the management fees paid to the “management, operation and maintenance” (MOM) contractors and the details of the contractors in the past three years;
- b. further to the above question, the employment positions of the concerned contractors in the past three years, to be presented in the table below:

Company name	Rank	Establishment	Strength	Vacancy (%)
	Total			

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 24)Reply:

- a. The names of the MOM contractors of the government tolled tunnels and roads, and the management fees payable to the contractors from 2015-16 to 2017-18 are as follows:

Name of MOM Contractors	Management Fees to MOM Contractors (\$ million)		
	2017-18	2016-17	2015-16
Chun Wo Tunnel Management Limited (Operator of Cross-Harbour Tunnel) ¹	79	33	Not applicable

Name of MOM Contractors	Management Fees to MOM Contractors (\$ million)		
Serco Group (HK) Limited (Operator of Cross-Harbour Tunnel) ²	Not applicable	37	63
Pacific Infrastructure Limited (Operator of Eastern Harbour Crossing) ³	103	67	Not applicable
Greater Lucky (HK) Company Limited (Operator of Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels & Tseung Kwan O Tunnel)	138	138	134
Transport Infrastructure Management Limited (Operator of Aberdeen Tunnel)	47	45	43
Serco Lam JV (Operator of Tsing Sha Control Area)	163	159	158
TIML MOM Limited (Operator of Tsing Ma Control Area)	229	225	215

Notes

- ¹ Chun Wo Tunnel Management Limited has taken up the MOM contract of the Cross Harbour Tunnel since 1 November 2016.
- ² Serco Group (HK) Limited was the MOM contractor of Cross Harbour Tunnel from 1 November 2010 to 31 October 2016.
- ³ The MOM contract commenced in August 2016 when the Eastern Harbour Crossing reverted to Government ownership upon the expiry of the “Build-Operate-Transfer” franchise.
- b. The employment positions of the MOM contractors as at December of 2015, 2016 and 2017 are set out in the table below. The positions classified by divisions⁴ are as follows:

Company name	Division	Establishment	Strength			Vacancy (%)		
			Dec 17	Dec 16	Dec 15	Dec 17	Dec 16	Dec 15
Chun Wo Tunnel Management Limited	Operations	146	139	141	N/A	4.8	3.4	N/A
	Maintenance	79	73	75	N/A	7.6	5.1	N/A
	Administration	21	21	20	N/A	0	4.8	N/A
Serco Group (HK) Limited	Operations	146	N/A	N/A	138	N/A	N/A	5.5
	Maintenance	81	N/A	N/A	69	N/A	N/A	14.8
	Administration	11	N/A	N/A	10	N/A	N/A	9.1

Company name	Division	Establishment	Strength			Vacancy (%)		
			Dec 17	Dec 16	Dec 15	Dec 17	Dec 16	Dec 15
Pacific Infrastructure Limited	Operations	125	133	131	N/A	0	0	N/A
	Maintenance	84	84	83	N/A	0	1.2	N/A
	Administration	16	17	16	N/A	0	0	N/A
Greater Lucky (HK) Company Limited	Operations	330/327 ⁵	327	328	336	0	0	0
	Maintenance	220	205	199	197	6.8	9.5	10.5
	Administration	28	29	29	29	0	0	0
Transport Infrastructure Management Limited	Operations	95	96	100	102	0	0	0
	Maintenance	46	46	46	46	0	0	0
	Administration	9	9	9	9	0	0	0
Serco Lam JV	Operations	263	253	255	256	3.8	3.0	2.7
	Maintenance	188	168	167	162	10.6	11.2	13.8
	Administration	31	54	54	54	0	0	0
TIML MOM Limited	Operations	315/339 ⁶	341	310	320	0	1.6	0
	Maintenance	212	207	211	222	2.4	0.5	0
	Administration	46	49	47	47	0	0	0

Notes

- ⁴ Since a number of different ranks of staff are employed by the MOM operators, positions classified by divisions are provided instead.
- ⁵ The establishment of Operations Staff for Shing Mun Tunnel was reduced from 87 to 84 in 2016 due to the conversion of a manual toll lane to an Autotoll lane.
- ⁶ The establishment of Operations Staff for Tsing Ma Control Area was increased from 315 to 339 in 2017 due to the implementation of two-way toll at Lantau Link.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)156

(Question Serial No. 2862)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the application of advanced technology to the operation of parking spaces, will the Government inform this Committee of the following:

- a. The details of the Government's initiatives on developing the technological systems in relation to parking spaces in the past year and the coming year; please list out the details with breakdown by project name, estimated construction costs, actual expenditure, entrusting parties, as well as the project progress and targeted output, etc.
- b. In view that the parking vacancies of some old car parks are still updated manually, what measures will the Government take to encourage such public car parks to adopt real-time parking information systems?
- c. While allowing the use of mobile applications for remote payment of parking fees is beneficial to the public, there are concerns about abuse of the service by, for example, successive remote payments of parking fees, thereby aggravating the problem of "prolonged occupancy of parking spaces". To address this, what measures will the Government take to remedy the problem/allay the public's concern?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 26)

Reply:

- a. As set out in the Chief Executive's 2017 Policy Address, a new generation of on-street parking meters will be installed starting from 2019-20 to replace the existing ones which were put in use since 2003-2004 and will soon approach the end of their serviceable life. On the other hand, the Transport Department (TD) plans to enhance the access control system and licence plate recognition system of all Government multi-storey car parks (except Yau Ma Tei Car Park which will be demolished to facilitate the construction of Central Kowloon Route) progressively from 2018-19. Details of these projects are tabulated as follows:

	Project	Estimated Cost (\$million)	Agent	Progress	Target Completion Date
1	Installation of new generation of parking meters	304	Electrical and Mechanical Services Department (EMSD)	Tender Document being prepared	2021
2	Supply, delivery, installation, testing, commissioning, maintenance, training and warranty of car park access control and licence plate recognition systems, and parking vacancy display panel for Rumsey Street, Tin Hau, Shau Kei Wan, Sheung Fung Street and Tsuen Wan car parks	8.3	EMSD	Tender Document being prepared	2019
3	Supply, delivery, installation, testing, commissioning, maintenance, training and warranty of car park access control and licence plate recognition systems, and parking vacancy display panel for Kennedy Town, Star Ferry, City Hall, Aberdeen and Kwai Fong	7.8	EMSD	Tender Document being prepared	2019

- b. Currently, parking vacancy information of about 70 government and commercial public car parks is disseminated to the public through “Hong Kong eRouting” mobile application. The TD will examine practicable measures to require operators of newly developed public car parks or short-term tenancy fee-paying public car parks to provide real-time parking vacancy information. Practical technology solutions will be introduced to car park operators to facilitate them to adopt suitable options to collect and disseminate relevant data. In addition, the access control system and licence plate recognition system for the car parks managed by the TD will be replaced progressively from 2018-19, with new ones that could support automatic feeding of the number of vacant parking spaces.
- c. The new parking meter system will include a “parking meter mobile application” to allow remote payment by motorists through the use of mobile phones. The TD plans to allow a motorist to purchase up to a total of two sessions of “longest parking period”,^{Note}. This arrangement offers convenience to motorists on the one hand and, on the other hand, aligns with the policy intent of providing on-street parking spaces to cater for short-term parking needs and prevents prolonged occupation of parking spaces through repeated remote payment of parking fees.

Note: To discourage prolonged parking at on-street parking spaces, parking meters have provided for a “longest parking period” for each transaction. The longest parking period for each transaction is currently set at 30 minutes, 1 hour or 2 hours having regard to the traffic situation and parking demand in the area where the parking spaces are located.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)157

(Question Serial No. 2863)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the management of parking of bicycles, will the Government inform this Committee of the following:

- (a) What are the staff establishment for and the expenditure involved in the work on managing illegal parking of bicycles?
- (b) What were the numbers of cases of and enforcement actions against illegal parking of bicycles in each of the past five years, and among them, the numbers and percentages of cases involving “shared bicycles”?
- (c) Will the Government set up an interdepartmental group to manage illegal parking of bicycles? If yes, what are the details and timetable? If no, what are the reasons?
- (d) It is said that for bicycles being served with “warning notice of confiscation”, if the company concerned removes the subject bicycles within the grace period and replaces them with a new batch of bicycles, the department concerned will not be able to take any action other than reinitiating the enforcement procedures. In this connection, will the Government review the existing enforcement procedures? If yes, what are the details? If no, what are the reasons?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 27)

Reply:

- (a) On managing illegal parking of bicycles, the work involved is undertaken by the existing staff of various departments as part of their normal duties. There is no separate breakdown of resources and expenditure for such work.

(b) and (c)

The Government is concerned about the illegal parking of bicycles and prolonged occupation of public bicycle parking spaces by bicycles (including abandoned ones) and other articles. Relevant departments will arrange clearance operations according

to their respective purviews. The Transport Department (TD) is responsible for clearing bicycles illegally parked at covered public transport interchanges; relevant District Lands Offices (DLOs) are in charge of clearing bicycles illegally occupying unleased Government land; and the Hong Kong Police Force (HKPF) is tasked to remove bicycles which may pose immediate danger to road users.

To address the problem of illegal parking of bicycles more effectively, the District Offices concerned would coordinate, where appropriate, joint operations with relevant departments such as the DLOs concerned, the TD, the HKPF and the Food and Environmental Hygiene Department, to clear the black spots of illegally parked bicycles or misplaced articles. In the past five years (2013 to 2017), the Government conducted 1 925 joint clearance operations against illegally parked bicycles, and the number of bicycles removed is:

Year	Number of bicycles removed
2013	6 979 (0)
2014	8 137 (0)
2015	7 102 (0)
2016	8 539 (0)
2017	12 322 (312/2.5%)
Total	43 079 (312/0.7%)

Note: The figures in parenthesis represent the number of automated dockless rental bicycles removed and the corresponding percentage.

- (d) To more vigorously combat illegal bicycle parking, the relevant government departments have been joining forces to implement a trial scheme at Sheung Shui MTR Station since January 2017. During the operations, illegally parked bicycles causing obstruction, inconvenience or endangerment to pedestrians or vehicles in a public place were removed pursuant to Summary Offences Ordinance (Cap. 228) under which a “warning notice” is not required. The departments concerned are reviewing the effectiveness of the trial scheme, and will consider whether it is appropriate to extend it to other districts upon completion of the review.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)158

(Question Serial No. 2864)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the cross-boundary arrangement of the Hong Kong-Zhuhai-Macao Bridge (HZMB), please inform this Committee of:

- a. the staff establishment and expenditure involved for processing application of regular quota for Hong Kong-Macao cross-boundary private cars;
- b. the eligibility of regular quota;
- c. the number of regular quota applications received. Among them, how many are rejected and what are the reasons;
- d. the regular quota for Hong Kong private cars is set at 300 which may not be enough. Would the Government review the number of regular quota? If yes, what are the details and timetable?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 29)

Reply:

- a. Provision for 21 permanent posts has been included in the 2018-19 Draft Estimates of the Transport Department (TD) to process various license and permit applications arising from the commissioning of the HZMB. The processing of applications for regular quota for Hong Kong-Macao cross-boundary private cars forms part of new services. There is no separate breakdown of expenditure for such work.
- b. Eligible persons may apply under the HZMB Macao Port Park-and-Ride Scheme (Park-and-Ride Scheme) or the regular quota (dual-plate) to drive their Hong Kong registered private cars to Macao. The Park-and-Ride Scheme, which is open to owners of Hong Kong private cars, will facilitate visitors with a short stay in Macao. In addition to the online reservation of car parking spaces at the prescribed website, private cars are required to obtain relevant cross-boundary licences and permits through simplified procedures. The total number of private cars that may obtain the

relevant licences and permits is not subject to quota. During the validity period of the relevant licences and permits, private cars may reserve parking spaces multiple times. According to the Macao Government, around 3 000 parking spaces will be available in the car park at the Macao Port.

The regular quota for Hong Kong private cars to Macao is 300, half of which is for company applicants and half for individual applicants. The quota level is decided by the Hong Kong and Macao Governments having regard to the anticipated demand, the provision of alternative transportation (including the aforementioned Park-and Ride Scheme) and the handling capacity of the Ports and connecting roads. The company quota is open to companies registered in both Hong Kong and Macao, or companies registered in Hong Kong and associated with another company registered in Macao. The individual quota is open to Hong Kong permanent residents employed with remuneration in Macao or who have established a registered company in Macao. The quota is valid for three years and the TD will re-allocate the regular quota upon expiry through open application so that more people will benefit.

The regular quota for Macao private cars to Hong Kong is 600, of which 500 are valid for one year and the remaining 100 for half a year. The quota will be allocated by the Macao Government which will announce the regular quota application criteria and details of allocation arrangement in due course.

- c. The TD has conducted an Expression of Interest (EOI) exercise in which the applicants were required to provide basic information eligible for the purpose of balloting. The TD is processing the EOI submissions received. Eligible applicants selected through balloting will be invited to submit formal applications starting from April 2018. As at end March 2018, the information in respect of the number of applications received and reasons for rejections are not yet available.
- d. After the commissioning of the HZMB, the Governments of Hong Kong and Macao will review the number of quota, having regard to the actual circumstances.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 2865)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding low-floor public light buses (PLBs), will the Government inform this Committee of the following:

- (a) What are the Government's staff establishment and the expenditure involved in monitoring low-floor PLBs and processing related applications?
- (b) Regarding the trial runs of low-floor PLBs at the three hospital routes, what are the number of PLBs involved, the number of applications received and the routes involved, the number of applications rejected and the reasons, as well as the implementation dates/proposed implementation dates?
- (c) What are the criteria for selecting the three hospital routes for the trial runs of low-floor PLBs?
- (d) Given a lack of economic incentives for operators to introduce low-floor PLBs, what measures will the Government take to induce operators to conduct trial runs of PLBs?
- (e) Will the Government assist in improving accordingly the barrier-free ancillary facilities at PLB stands for the convenience of the public?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 30)

Reply:

(a)

To facilitate barrier-free access by passengers with special needs, the Government launched a low-floor wheelchair-accessible PLB trial scheme (trial scheme) in January 2018. The work involved in implementing and monitoring the trial scheme is undertaken by the PLB Section, Vehicle Safety and Standards Division, New Territories and Urban Regional Offices of the Transport Department (TD). There is no separate breakdown of staff establishment and expenditure for the above work as it is part of the regular duties of the staff involved.

(b), (c) and (d)

The trial scheme involves three low-floor wheelchair-accessible PLBs. The first low-floor wheelchair-accessible PLB has been put into service on Hong Kong Island green minibuses (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) since 26 January 2018. Two more low-floor wheelchair-accessible PLBs will be introduced at two other hospital routes in phases by the third quarter of 2018, including New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) and Kowloon GMB Route No. 2M (Whampoa Station – Kowloon City (via St. Teresa's Hospital)). The above three GMB hospital routes are operated by the three respective GMB operators which participate in the trial scheme on a voluntary basis.

The three selected hospital routes are well known to the general public. They also have different features in terms of route length, passenger distribution and road conditions (e.g. road gradient), which will provide comprehensive data of reference value to the TD in assessing the effectiveness of the trial scheme.

At present, the operators participating in the trial scheme purchase and operate the low-floor wheelchair-accessible PLBs at their own cost without Government subsidies. The TD will review the effectiveness of the trial scheme, in tandem with its regular survey on the market occupancy rate of light buses to be launched in the fourth quarter of 2018. The review will evaluate the operational effectiveness of the low-floor wheelchair-accessible light buses, including the technical and operational feasibility, repair and maintenance, and passengers' feedback, etc. If the trial scheme is considered feasible and desirable, the Government will discuss with the trade on how low-floor wheelchair-accessible PLBs can be further promoted.

(e)

The Government has retrofitted, where possible, public transport interchanges, bus termini, PLB termini, public piers and landings with barrier-free facilities such as tactile guide paths, tactile warning strips, dropped kerbs and road signs. All new public transport facilities will come with facilities for ease of use by people with disabilities in accordance with the TD's Transport Planning and Design Manual. To tie in with the trial operation, the TD has worked with the PLB operators to introduce facilitation measures, including the provision of telephone reservation service and queuing facilities for wheelchair users at PLB stands. The TD will also ensure the provision of appropriate barrier-free facilities at the termini concerned where possible.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)160

(Question Serial No. 3147)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Service

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to rationalise and improve the franchised bus services in this year in order to improve service quality and enhance efficiency. Please advise this Committee of the following:

- (1) What is the progress of the bus route rationalisation proposals at present? What benefits have these proposals brought about? What are the financial commitments so far?
- (2) How will the TD tackle the high lost trip rate of bus services on the Hong Kong Island, for example, Route 18P?
- (3) What is the consultation procedure in respect of bus route adjustment or cancellation?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. (LegCo use): 53)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD, and the TD considers and assesses bus route planning programmes (RPPs) submitted by franchised bus companies on an annual basis. Under the 2018-19 RPP, the TD and the franchised bus companies have proposed 155 bus service adjustment proposals, including 25 route rationalisation proposals and 130 service improvement proposals. Consultation with the Traffic and Transport Committees (TTCs) of District Councils (DCs) on the RPP is underway. Implementation details will be subject to the outcome of consultation, which is targeted for completion in around mid-2018. It is expected that, in general, bus services can better meet passenger demand and the network efficiency of franchised buses would be enhanced after full implementation of the rationalisation proposals. The work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.
- (2) The TD closely monitors the level and regularity of franchised bus service through

various channels, including reviewing the operational returns submitted by franchised bus companies, conducting regular surveys, and addressing passengers' complaints and suggestions. The TD will examine with the franchised bus companies the causes of lost trips, instruct them to tackle such cases within their control (e.g. journey time and service adjustments, shortage of bus captain, vehicle breakdown, vehicle shortage), and urge them to adopt suitable measures to address other external factors as far as possible.

As far as the bus services on Hong Kong Island is concerned, the lost trip rates of the two main bus companies, viz Citybus Limited and New World First Bus Services Limited (NWFB) have remained stable in the past few years; the lost trip rates in 2017 were 1.9% and 2.6% respectively. Regarding the NWFB Route No. 18P (North Point - Kennedy Town), traffic congestion arising from the road works in the vicinity of Wan Chai North was one of the main causes for the lost trips. To alleviate the situation, the TD has reviewed the bus journey time of the route with NWFB and made appropriate adjustments to the bus schedule. Moreover, it is expected that the traffic situation at Wan Chai North will be improved with changes in temporary traffic arrangements in the coming stages of the road works. The TD will continue to closely monitor the service level of the route and follow up with the NWFB for improvement measures.

- (3) As an annual exercise, the TD consults the TTCs of DCs on bus route cancellation and adjustment proposals in the context of the RPPs. Apart from that, the DCs are also consulted on other bus service adjustments from time to time. Having regard to the views collected during consultation, the TD and bus companies would make adjustments to the proposals as necessary and appropriate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)161

(Question Serial No. 3195)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will continue to explore and introduce measures to increase the short, medium and long term provision of parking spaces. In this connection, will the Government advise on the following:

1. What are the current numbers and utilisation rates of parking spaces in various districts?
2. What are the specific plans for increasing the number of parking spaces in the coming five years? What is the target number?
3. Which car parks are covered by the official mobile application “HKeRouting” and how many parking spaces are involved? What are the number of downloads as well as the utilisation rates?
4. What measures are in place for boosting the utilisation rate of “HKeRouting”?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. (LegCo use): 54)

Reply:

1. As at end February 2018, there are about 751 000 parking spaces in Hong Kong, including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces for private use. The number of parking spaces in each of the districts is tabulated as follows:

District	Number of parking spaces
Central & Western	40 657
Wan Chai	36 608
Eastern	53 882

District	Number of parking spaces
Southern	42 272
Yau Tsim Mong	37 870
Sham Shui Po	34 165
Kowloon City	53 409
Wong Tai Sin	24 511
Kwun Tong	54 347
Tsuen Wan	39 467
Tuen Mun	45 053
Yuen Long	45 002
North	23 995
Tai Po	30 806
Sai Kung	44 623
Sha Tin	77 965
Kwai Tsing	49 314
Islands	17 094
Total	751 040

The TD has not conducted surveys on the usage of all car parks in Hong Kong. For multi-storey public car parks under the management of the TD, their average utilisation rates as at December 2017 are as follows:

Car Park	No. of Parking Spaces*	Average utilization rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%

Car Park	No. of Parking Spaces*	Average utilization rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The number of parking spaces includes parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

^ Excluding motorcycles.

2. The Government has been actively pursuing a number of measures to increase parking spaces since October 2017. These measures include:
 - (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;
 - (e) providing additional parking spaces and picking up/setting down facilities for coaches;
 - (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
 - (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3. Currently, parking vacancy information of about 70 government and commercial public car parks, involving a total of about 24 000 parking spaces, is disseminated to the public through “Hong Kong eRouting” mobile application. Since the launching of the “Hong Kong eRouting” mobile application in 2013, the total number of downloads has reached 178 000 with over 324 000 visits as at end 2017.

4. To enhance users experience and promote usage of TD's mobile applications, the TD will integrate three existing mobile applications ("HKeRouting" (香港行車易), "HKeTransport" (香港乘車易) and "eTraffic News" (交通快訊)) into an integrated mobile application within 2018. The new mobile application will provide a more efficient and user-friendly one-stop service to disseminate to the public a variety of traffic and transport related information including route choices, car park vacancy information, travelling time, traffic news and fare information.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)162****(Question Serial No. 2163)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee :

1. the average vehicular flows of various tunnels in Hong Kong during peak hours and off-peak hours in the past five years (please provide the information in tabulated form); and
2. management companies, contract management costs, revenues and contract periods of various tolled tunnels in Hong Kong in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 1)Reply:

1. The average vehicular flows of the government tunnels in Hong Kong during peak and off-peak hours in the past five years are provided at Annex.
2. The management, operation and maintenance (MOM) contractors and contract periods of the government tolled tunnels in the past five years are:

Tunnel	MOM contractor	Contract period
Cross-Harbour Tunnel	Serco Group (HK) Limited	1 November 2010 – 31 October 2016
	Chun Wo Tunnel Management Limited	1 November 2016 – 31 October 2022
Eastern Harbour Crossing #	Pacific Infrastructure Limited	7 August 2016 – 6 August 2018
Lion Rock Tunnel	Serco Group (HK) Limited	26 May 2006 – 31 July 2012
	Greater Lucky (HK) Company Limited	1 August 2012 – 31 July 2018

Tunnel	MOM contractor	Contract period
Shing Mun Tunnels	Greater Lucky (HK) Company Limited	1 June 2006 – 31 May 2012; and 1 June 2012 – 31 May 2018
Tseung Kwan O Tunnel	Greater Lucky (HK) Company Limited	1 June 2006 – 31 May 2012; and 1 June 2012 – 31 May 2018
Aberdeen Tunnel	Serco Group (HK) Limited	29 September 2008 – 28 September 2014
	Transport Infrastructure Management Limited	29 September 2014 – 28 September 2020
Eagle's Nest Tunnel and Shatin Heights Tunnel	Transport Infrastructure Management Limited	19 March 2008 – 18 September 2013
	Serco Lam JV	19 September 2013 – 18 September 2019

The MOM contract commenced on 7 August 2016 when the ownership of the tunnel reverted to the Government on the same date.

The contract management fees to MOM contractors and revenue of the government tolled tunnels from 2012-13 to 2016-17 are:

Tunnel	Contract management cost (\$ million)					Revenue (\$ million)				
	2016- 2017	2015- 2016	2014- 2015	2013- 2014	2012- 2013	2016- 2017	2015- 2016	2014- 2015	2013- 2014	2012- 2013
Cross-Harbour Tunnel	70	63	63	63	63	734	742	731	729	736
Eastern Harbour Crossing	67	N/A	N/A	N/A	N/A	555	N/A	N/A	N/A	N/A
Lion Rock Tunnel	35	34	34	33	36	273	271	267	265	260
Shing Mun Tunnels	34	33	33	32	32	100	98	95	93	91
Tseung Kwan O Tunnel	34	33	33	32	32	102	99	97	95	93
Aberdeen Tunnel	45	43	40	37	37	116	118	119	120	120
Eagle's Nest Tunnel and Shatin Heights Tunnel	102	101	101	116	134	163	150	140	128	118

The average vehicular flows of government tunnels in the past five years are in the two tables below:

(I) Tolled tunnels											
Tunnel	Direction	Average vehicular flows during peak hours ^{Note 1}					Average vehicular flows during off-peak hours ^{Note 1}				
		2017	2016	2015	2014	2013	2017	2016	2015	2014	2013
Aberdeen Tunnel	Northbound	1 500	1 600	1 600	1 600	1 700	1 100	1 100	1 100	1 100	1 100
	Southbound	1 800	1 900	2 000	2 000	2 000	1 200	1 300	1 300	1 300	1 300
Cross-Harbour Tunnel	Northbound	2 700	2 700	2 700	2 800	2 800	2 200	2 200	2 200	2 200	2 200
	Southbound	2 800	2 800	2 900	2 900	2 900	2 200	2 200	2 300	2 200	2 300
Eastern Harbour Crossing	Northbound	2 700	2 600	2 700	2 600	2 600	1 400	1 400	1 400	1 300	1 300
	Southbound	2 700	2 700	2 800	2 700	2 700	1 300	1 300	1 300	1 200	1 200
Western Harbour Crossing	Northbound	2 500	2 500	2 400	2 300	2 300	1 300	1 200	1 200	1 200	1 100
	Southbound	2 600	2 500	2 500	2 400	2 300	1 200	1 200	1 100	1 100	1 100
Lion Rock Tunnel	Northbound	2 500	2 500	2 500	2 500	2 400	1 800	1 800	1 800	1 700	1 700
	Southbound	2 700	2 600	2 700	2 600	2 600	1 700	1 600	1 600	1 600	1 600
Tate's Cairn Tunnel	Northbound	2 200	2 200	2 200	2 100	1 900	1 100	1 100	1 000	1 000	900
	Southbound	2 300	2 200	2 300	2 200	2 000	900	900	900	800	800
Tseung Kwan O Tunnel	Westbound	2 700	2 700	2 700	2 700	2 700	1 600	1 600	1 800	1 500	1 400
	Eastbound	2 800	2 700	2 700	2 600	2 600	1 700	1 700	1 800	1 600	1 500
Eagle's Nest Tunnel & Shatin Heights Tunnel	Westbound	2 100	2 000	1 800	1 700	1 500	1 000	1 000	900	900	800
	Eastbound	2 300	2 200	2 000	1 900	1 700	900	800	800	700	700
Shing Mun Tunnels	Westbound	1 800	1 800	1 800	1 800	1 700	900	900	900	900	900
	Eastbound	1 800	1 800	1 800	1 700	1 700	900	900	900	900	900
Tai Lam Tunnel	Northbound	1 800	1 800	1 800	1 800	1 800	1 100	1 100	1 100	1 200	1 100
	Southbound	2 400	2 300	2 400	2 300	2 300	1 100	1 100	1 100	1 100	1 100

Note 1 The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions. Peak hours refer to 7:00 am to 10:00 am and 5:00 pm to 8:00 pm on weekdays. Off-peak hours refer to the remaining hours other than the 6 peak hours in the morning and afternoon during the 24 hours on weekdays.

(II) Toll-free tunnels <small>Note 2</small>						
Tunnel	Direction	Average hourly vehicular flows				
		2017	2016	2015	2014	2013
Kai Tak Tunnel	Westbound	1 200	1 200	1 200	1 200	1 300
	Eastbound	1 000	1 000	1 000	1 100	1 100
Cheung Tsing Tunnel	Westbound	1 800	1 700	1 700	1 500	1 500
	Eastbound	1 500	1 500	1 400	1 400	1 300
Nam Wan Tunnel	Westbound	1 000	900	900	900	900
	Eastbound	1 100	1 100	1 100	1 100	1 000
Tai Wai Tunnel	Westbound	900	900	800	700	700
	Eastbound	900	900	900	800	700

Note 2 For toll-free tunnels, without the installation of toll collection systems through which records can be obtained, the Transport Department does not have a breakdown of the figures for peak hours and non-peak hours. The figures of the toll-free tunnels in the table are the average hourly vehicular flows for both directions.

CONTROLLING OFFICER'S REPLY**THB(T)163****(Question Serial No. 3048)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government provide the following information:

1. the numbers of parking spaces provided in various districts in Hong Kong in the past five years (with a breakdown by public parking spaces provided by the Government, parking spaces provided at privately-operated car parks available for public use and parking spaces for the exclusive use of individuals):

Year	2013	2014	2015	2016	2017	2018
Number of parking spaces						
Various districts in Hong Kong						
Public parking spaces provided by the Government						
Parking spaces provided at privately-operated car parks available for public use						
Parking spaces for the exclusive use of individuals						
Number of private car parking spaces (year-on-year change)						
Number of commercial vehicle parking spaces (year-on-year change)						

2. the numbers of first-registered private cars and licensed private cars in Hong Kong in the past five years; and
3. the numbers of parking spaces provided in various districts (with breakdown by vehicle type).

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 50)

Reply:

1. The numbers of parking spaces provided in various districts as at end of February each year in the past five years are as follows:

	2013	2014	2015	2016	2017	2018
Total	716 992	718 380	722 143	725 454	744 110	751 040
Public parking spaces provided by the Government	49 188	48 675	48 463	48 687	48 957	49 606
Parking spaces provided at privately-operated car parks available for public use	187 705	185 532	185 687	183 318	186 587	186 694
Parking spaces for private use	480 099	484 173	487 993	493 449	508 566	514 740
Number of private car parking spaces	638 678	638 918	642 324	646 612	662 732	669 201
(year-on-year change)		0.04%	0.53%	0.67%	2.49%	0.98%
Number of commercial vehicle parking spaces	48 524	48 369	48 843	47 205	48 045	47 763
(year-on-year change)		-0.32%	0.98%	-3.35%	1.78%	-0.59%

2. The number of private cars first registered as at the end of each year from 2013 up to February 2018 and the number of licensed private cars as at end of February between 2014 and 2018 are as follows:

Year (as at year end)	Number of private cars first registered
2013	45 382
2014	46 636
2015	50 322
2016	41 182
2017	43 642
2018 (up to February)	6 476

Year (as at February)	Number of licensed private cars
2014	480 319
2015	500 449
2016	523 960
2017	539 446
2018	556 407

3. The number of parking spaces by district and vehicle type as at February 2018 is:

District	Private Car#	Goods Vehicle	Bus/ Coach	Motorcycle	Total*
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Islands	15 565	779	226	520	17 090
Total	669 201	43 063	4 700	33 759	750 723

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)164

(Question Serial No. 3049)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the health conditions of drivers of public transport services and road safety:

- (1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed 10 hours. In making the decision, have health care practitioners, professionals, trade unions and bus captains been consulted? If yes, please advise on the persons consulted, the number of consultations conducted, the staff establishment for the tasks and the expenditure involved, etc.
- (2) Please tabulate the number of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted, etc. in the past five years.
- (3) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) receiving pre-employment health checks and the related expenditure involved in the past five years.
- (4) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above receiving regular health checks and the related expenditure involved in the past five years.
- (5) Has the Government proposed mandating professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above to receive regular health checks? If yes, what are the implementation timetable and expenditure involved? If no, what are the reasons?
- (6) Please provide the number of accidents and casualties involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above and causes of the accidents in the past five years.

Reply:

- (1) When reviewing the Guidelines, the Transport Department (TD) aims to strike a balance among the need to provide appropriate services to meet the travelling needs of bus passengers, the rest times and working hours of bus captains, the operational needs of bus companies, as well as the views received from the community (including those received from the Legislative Council and District Councils). During the process, the TD had a total of 12 meetings with the franchised bus companies and staff unions between October 2017 and February 2018. The review is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure involved.
- (2) To ensure that franchised bus companies would comply with the Guidelines, franchised bus companies are required to submit regular reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct sample surveys on franchised bus captains' working hours, rest times and meal breaks for assessing compliance with the Guidelines by the franchised bus companies every year. The results of the monitoring surveys reveal that franchised bus companies generally adhere to the prevailing guidelines in arranging rest times and meal breaks for bus captains. Should any non-compliance be identified, the franchised bus companies would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 5 900 bus captains on their full duty hours in the past five years and the total expenditure for such surveys incurred was about \$5 million. The work involved in monitoring the compliance is undertaken by the existing staff of the TD. There is no separate breakdown of the expenditure involved.
- (3)-(5) All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so as required by the Road Traffic (Driving Licences) Regulations (Cap. 374B). Public transport operators have also been reminded to pay attention to the physical health of their drivers.

At present, franchised bus companies require bus captains to declare their health conditions and pass a health check such that he/she is certified by a doctor to be physically fit to drive buses before joining the service. For serving bus captains, all franchised bus companies currently require bus captains aged 50 years or above to undergo annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram in the annual health check. Moreover, for bus captains who have suffered a stroke or cardiovascular diseases, or are on medication due to diabetes mellitus or hypertension, they are also required to declare such illness(es) to their employers and undergo an electrocardiogram in their annual health checks. Franchised bus companies have also reminded their bus captains not to continue driving if feeling unwell while on duty and to consult doctors promptly.

For other road-based public transport modes, the Hong Kong Tramways Limited requires all newly-recruited tram drivers to undergo physical examination and declare individual medical records. Those aged 60 or above are required to undergo a general check-up before annual contract renewal. For green minibus

and non-franchised bus services, although the operators generally do not require their drivers to undergo annual health checks, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination. As regards red minibus and taxis, the drivers are mainly self-employed and there is no mandatory requirement for these drivers to conduct pre-service or regular health checks.

While the Government has no plan to make it a mandatory requirement for drivers of all public transport services who are aged 55 or above to undergo regular health checks, the TD will continue to enhance commercial vehicle drivers' awareness of safe driving and health by means of training and education, including the publicity campaign "Safe Driving and Health Campaign" and seminars on safe driving co-organised by the TD and the Police. During the annual "Safe Driving and Health Campaign", the TD will distribute coupons to commercial vehicle drivers (including public transport drivers) to encourage them to conduct free health checks at medical institutions. Through meetings with the trade and regular newsletters, the TD also reminds operators and the trade to pay attention to drivers' physical condition and encourage them to have regular check-ups.

The TD does not have figures in relation to the number of health checks conducted by the drivers of the above public transport modes.

- (6) The number of traffic accidents involving franchised bus, public light bus and taxi and their related casualty figures by specified age group of driver in the past five years are shown below:

	2013	2014	2015	2016	2017
Number of accidents involving franchised bus (Number of casualties)					
with driver aged below 55	1 691 (2 337)	1 598 (2 047)	1 594 (2 091)	1 478 (1 882)	1 470 (2 044)
with driver aged 55 or above	620 (831)	721 (915)	648 (822)	757 (947)	758 (1 135)
Number of accidents involving public light bus (Number of casualties)					
with driver aged below 55	410 (695)	367 (625)	364 (604)	301 (516)	230 (397)
with driver aged 55 or above	701 (1 141)	686 (1 136)	713 (1 216)	756 (1 211)	763 (1 250)
Number of accidents involving taxi (Number of casualties)					
with the driver aged below 55	2 019 (2 990)	1 776 (2 559)	1 772 (2 506)	1 731 (2 421)	1 620 (2 277)
with driver aged 55 or above	2 072 (2 965)	2 157 (2 941)	2 254 (3 156)	2 464 (3 383)	2 451 (3 390)

Note: Figure in bracket denotes number of casualties

The major driver contributory factors of the above accidents for drivers of both age groups were “driving inattentively”, “driving too close to vehicle in front” and “careless lane changing”.

CONTROLLING OFFICER'S REPLY

THB(T)165

(Question Serial No. 2942)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Brief Description of Programme (1) "Planning and Development" mentions that the Transport Department (TD) formulated the public transport service plan for West Kowloon Station (WKS) to tie in with the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). It is understood that the concerned work only involves the introduction of three new bus routes, and the work is no longer featured under "Matters Requiring Special Attention" in the coming year. Please inform this Committee:

Regarding the three proposed bus routes announced last year in response to the commissioning of the WKS of the XRL, when the proposal was drafted, the latest progress of the matter, and whether the relevant procedure has been completed and therefore the related work was no longer featured in the Matters Requiring Special Attention in 2018-19. The Government has so far yet to explain whether the operators of the three new routes will be selected through open tender by existing franchised bus operators, or through rationalisation of existing bus routes, and the reason for the choice? The public point out that the arrangement of the three new bus routes is not transparent and is different from other new route planning arrangements, for which the District Council would be involved in the whole process. Does the Government reckon that the practice has deviated from the "District Administration Scheme"?

The planned routeings of the three new routes are strange. In particular, the one plying from Admiralty would almost duplicate with MTR Tung Chung Line, and that the headway is longer than its journey time, which is ridiculous. What would be the expected daily patronage by the TD for the three bus routes at the early implementation stage? And how to avoid the recurrence of the past failure experience that the then Routes M1 and M2 were cancelled in less than a year's time upon the commissioning of the Kowloon Station of the Airport Express?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 30)

Reply:

The TD endeavours to provide different modes of public transport services in planning the public transport arrangement for new infrastructure projects. Before the commissioning of new infrastructure projects, the TD will formulate public transport plans, which may include the introduction of franchised bus and green minibuses (GMB) feeder routes connecting to nearby railway stations where practicable, as well as rationalisation plans, in a timely manner to enhance the operational efficiency of the public transport services with a view to facilitating passengers' access to and use of the new infrastructure. In the course of planning, the TD will make good use of existing roads, public transport networks and other readily available resources. The TD is also mindful of the traffic impact of the new public transport routes and their passenger demand.

The TD has planned the public transport arrangement for the WKS of the XRL in accordance with the established practice. In gist, the TD has taken into account the existing public transport networks in the vicinity of the WKS of the XRL and the provision of transport facilities in formulating the public transport plan. The public transport plan for the WKS includes, as an alternative to railways, introducing three new franchised bus routes to provide direct and express bus services between the transport hubs of districts concerned (such as Admiralty, Kwun Tong, Sheung Shui, Tai Po and Sha Tin, etc.) and the WKS, and rationalising some of the existing franchised bus and GMB services to facilitate passengers' travel between various districts in the territory and the WKS. Moreover, the TD has, as per established practice, consulted the Traffic and Transport Committees of the 18 District Councils on the proposed public transport arrangements for connecting to the WKS (including the above proposal for introducing new franchised bus routes), and will take into account their views in further refining the plan where appropriate. The TD will select the suitable franchised bus operator(s) to operate the three new bus services to tie in with the commissioning of the XRL. The TD will also closely monitor their operations including passenger demand and adjust their service levels as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)166

(Question Serial No. 2943)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (1) Planning and Development, the provision for the coming year will be increased by 23.1% and the total amount will be increased to \$562 million, but the number of bus-bus interchange (BBI) schemes to be introduced is only 15, which is grossly unsatisfactory. The Government has been claiming that it encourages the implementation of BBI schemes in order to reduce overlapping of routes and provide more choices for passengers. However, up to now, most of the routes on Hong Kong Island do not offer the sorts of interchange concessions which are commonly offered in the routes serving the New Territories. In this connection, will the Government inform this Committee of the following:

Please provide the average daily number of passenger trips using the interchange concessions offered by Citybus Limited (CTB) and New World First Bus Services Limited (NWFB) on Hong Kong Island in 2017.

How much of the additional provision for the coming year will be spent on encouraging the operators on Hong Kong Island to provide interchange concessions? What measures has the Transport Department (TD) taken over the years in an attempt to encourage the operators to provide more concessions?

In the past, members of the Southern District Council have, on a number of occasions, requested that CTB and NWFB should provide interchange concessions for all the routes observing the bus stops of Queen Mary Hospital in Pok Fu Lam and Aberdeen Tunnel Toll Plaza in Wong Chuk Hang respectively so as to optimise resources and minimise passengers' waiting time. Will the TD deploy additional resources to upgrade the facilities for the waiting passengers at the above two stops and, request the above operators to provide the related interchange concessions in the franchise as soon as possible? If no, what are the long-term plans and reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 6)

Reply:

The TD encourages franchised bus companies and working with them in setting up BBI schemes at appropriate and feasible locations for passengers to reach more destinations through interchanging with fare concessions. Given the different network of franchised bus services on Hong Kong Island and in the New Territories, and different considerations by franchised bus companies when providing BBI schemes based on their own operating conditions, the BBI schemes offered on the routes serving Hong Kong Island and the New Territories are not comparable. In 2017, the average daily number of passenger trips benefitted under the BBI schemes offered by CTB and NWFB on Hong Kong Island is 9 600. The TD will continue to monitor the utilisation and passengers' travelling patterns of various interchange concession schemes, gather views from passengers on the schemes through various means, and encourage franchised bus companies to provide more interchange concession schemes to benefit more passengers where conditions permit.

At present, there are 26 bus routes offering BBI fare concessions to passengers interchanging at the bus stops of Queen Mary Hospital and Aberdeen Tunnel Toll Plaza. The TD will continue to encourage CTB and NWFB to offer BBI concessions on other bus routes to benefit passengers. The TD has no plan to undertake major upgrading of the facilities at the bus stops at the two locations because of site constraints, but it has recently extended the lay-bys of the two bus stops at both locations (Aberdeen bound). Moreover, the bus companies will install seats within 2018 and display panels showing the estimated time of arrival for their bus routes in early 2019 at the two bus stops (Central bound).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)167

(Question Serial No. 2947)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under Programme (1) that the Transport Department (TD) will assist the Transport and Housing Bureau (THB) in the legislative amendment exercise for the implementation of franchised taxis. However, there have been voices in society requesting the Government to relax the requirements concerning applications for “Private Service (Limousine) Hire Car Permits (HCPs)” under the Road Traffic (Public Service Vehicles) Regulations (Cap 374D) to allow some innovative point-to-point transport services to operate in Hong Kong legally. Can the TD study the related law in parallel so as to give advice to the THB in a timely manner? If no, what are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 35)

Reply:

The Government encourages the use of new technology for enhancing public transport services. With regard to enhancing personalised and point-to-point public transport services, the Government will introduce franchised taxis service with online hailing features to meet the changing demand in the community and in the light of consultation with the Legislative Council (LegCo) Panel on Transport. The Government is preparing the legislative work with a target of introducing the Bill into the LegCo in the latter half of 2018.

On the other hand, the existing hire car regime under the Road Traffic (Public Service Vehicles) Regulation (Cap 374D) is not positioned as a regulated public transport mode in our public transport hierarchy. The Private Service (Limousine) HCP is issued to private cars offering pre-booked, premium and point-to-point personalised services without Government regulation on fares. In response to the views of the community and the market demand for hire car service, the TD has introduced relaxation measures since 1 February 2017 to facilitate new entrants to the hire car market. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, and giving special consideration on individual merits for applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service

contracts. The TD will continue to keep in view the demand for and operations of hire cars, and implement measures to enhance its operation, in order to meet the travelling demand of the public where necessary and appropriate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)168

(Question Serial No. 2948)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It has mentioned in Programme (3) that the Transport Department (TD) would continue to disburse government subsidy to franchised bus companies for installation of seats at bus stops and termini. Please tabulate the locations of bus stops at which seats were installed in the past year and the locations of bus stops to be installed with seats in the coming year.

On the other hand, owing to the occurrence of serious traffic accidents involving buses from time to time, would the Government consider subsidising franchised bus companies to install seat belts on all franchised buses? If yes, what are the details of the plan? If not, what is the reason?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 36)

Reply:

The Government subsidises franchised bus companies to install seats at about 2 600 covered bus stops in three phases for completion by 2019-20. Under phase one of the subsidy scheme (November 2017 – June 2018), a total of about 800 bus stops will be installed with seats. As at 15 March 2018, installation of seats has been completed at 316 bus stops. Under phase two of the scheme (July 2018 – June 2019), a total of about 1 000 bus stops will be installed with seats. Locations of bus stops installed / to be installed with seats under the first two phases of the scheme are set out at Annex 1 and Annex 2.

Following the recent serious accidents involving franchised buses, the TD has recently set up a working group with representatives from all franchised bus companies and bus manufacturers to review the technical feasibility, applicability and other issues related to, among others, the installation of seat belts on all seats on franchised buses. At present, the Government does not have any plan to provide subsidy in this respect.

(A) Locations of 316 bus stops with seats installed under phase one of the Subsidy Scheme (i.e. November 2017 – June 2018)
(as at 15 March 2018)

Des Voeux Road West before Hill Road
Pok Fu Lam Road near HKU Yam Pak Building
Braemar Hill Bus Terminus
15 A Kung Ngam Road o/s Block F, Ming Wah Dai Ha
Tin Hau Temple Road opp. Block A, Coral Court
Argyle Street Kowloon City Police Station L/P AE6264-3
Chatham Road North o/s House No. 275 o/s Ulfert near Valley Road
Hung Hom Ferry Bus Terminus
Hung Lok Road o/s House No. 12 Harbourview Horizon
Junction Road near Renfrew Road o/s Hong Kong Baptist University
Junction Road near Kam Shing Road o/s Kam Shing Road Recreation Ground
Ma Tau Wai Road near U.C. To Kwa Wan Market
Ma Tau Wai Road House No. 21 o/s Eldex Industrial Building
Ma Tau Wai Road House No. 29
Ma Tau Wai Road House No. 21
Mok Cheong Street House No. 19 The HK Society for the Blind [2]
Prince Edward Road East opp. Rhythm Garden
Prince Edward Road East opp. The Latitude [2]
Pui Ching Road near Man Fuk Road
Shing Kai Road near Tak Long Estate
Shing Kai Road near Muk Hung Street
To Kwa Wan Road House No. 19
To Kwa Wan Road House No. 13 near Hung Fook Street
Waterloo Road opp. Baptist University
Waterloo Road House No. 96-94 Kowloon Hospital
Wuhu Street Walker Road
Cha Kwo Ling Road o/s Shing Yip Street Rest Garden
Chun Wah Road opp. Lok Nga Court near L/P E2801
Chun Wah Road o/s Lok Wah Community Centre
Choi Ha Road opp. Ying On House Choi Ying Estate
Hip Wo Street o/s Wo Lok Estate [2]
Hong Ning Road o/s House No. 149
Kai Tin Road opp. Lam Tin Clinic
Kai Tin Road opp. Kei Hau Secondary School
Ko Chiu Road opp. Ko Chun Court
Kwun Tong Ferry Bus Terminus [2]
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [4]
Kwun Tong Road opp. Kowloon Bay Railway Station
Kwun Tong (Yue Man Square) Bus Terminus
Kwun Tong Road o/s APM Millennium City 5 [2]
Kwun Tong Road House No. 406 o/s PCCW Telephone Exchange
Kwun Tong Road o/s Telford Gardens [3]
Lam Tin (North) Bus Terminus [2]

Lee On Road o/s Shun On Restaurant Shun On Estate
Lee On Road o/s Lee Yip House Shun Lee Estate
Lee On Road near Shun Lee Fire Station
Lei Yue Mun Road o/s Kwun Tong Swimming Pool
Lei Yue Mun Road opp. St. Antonius Girls' College
Lei Yue Mun Road near Lam Tin Railway Station
Chun Wah Road Ngau Tau Kok Bus Terminus [3]
Ngau Tau Kok Road opp. Amoy Gardens [2]
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214
Pik Wan Road near Tak Hong House Tak Tin Estate
Prince Edward Road East near Choi Hung Interchange
Sau Mau Ping Road near Hiu Kwong Street
Sau Ming Road opp. Sau Ming House
Shun Tin Bus Terminus
Shun On Road Shun Tin Bus Terminus
Wang Kwong Road o/s Richland Gardens Shopping Centre
Castle Peak Road near Yiu Wing Lane [2]
Castle Peak Road o/s Tai Wo Hau Sports Centre
Ching Hong Road o/s Hong Shun House Cheung Hong Estate
Ching Hong Road o/s PLK Lo Kit Sing (1983) College
Chung Mei Road near Hong Shun House Cheung Hong Estate
Chung Mei Road o/s OSH Academy
Chung Mei Road near Tsing Yi Fire Station
Fung Shue Wo Road near Tai Wong Ha Tsuen
Fung Shue Wo Road opp. Yee Yat House
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road opp. Kwai Fong Estate o/s Yue Lam Industrial Building
Kwai Fuk Road o/s Kwai Tsing Theatre
Kwai Hing Road o/s Hing Fuk House Kwai Hing Estate
Kwai Shing Circuit o/s Lee Yat Ngok Memorial School
Lai King Hill Road near Kwai Chung Interchange
On Yam Bus Terminus
Shek Pai Street o/s Shek Foon House
Sheung Kok Street o/s Luk Kwai House Kwai Chung Estate
Tai Pak Tin Street near On Chit Street
Fung Shue Wo Road o/s Tsing Yi Ferry
Tsing King Road opp. Tsing Yi Sports Ground
Wo Yi Hop Road o/s House No. 33 The Apex
Wo Yi Hop Road o/s House No. 103-107 Park Sun Building
Wo Yi Hop Road o/s House No. 208
150 Pok Fu Lam Road o/s LCSD Pokfulam Nursery
Aberdeen Praya Road o/s Aberdeen Promenade
Chun Yat Street near Hong Kong Oxygen
Clear Water Bay Bus Terminus
Hang Hau Road opp. Boon Kin Village
Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital [6]
Po Lam Road North o/s Block 5 Hong Sing Garden
Po Lam Road North near Tsui Lam Estate [2]
Po Lam Road North near Yan Kuk House Yan Ming Court [3]
Po Lam Road North o/s Yan Ming Court [2]

Po Tung Road near Sai Kung Town Hall
Po Hong Road near Kwong Ming Court
Po Hong Road near Verbena Heights [2]
Po Yap Road near Tseung Kwan O Plaza
Sai Kung Bus Terminus [3]
Tai Mong Tsai Road Mak Pin
Tong Ming Street opp. Tong Ming Court
Tong Ming Street opp. Beverly Garden
Tong Ming Street opp. Sheung Tak Shopping Mall
Wan Po Road near Pak Shing Kok
Yan King Road o/s Yan Ming Court near L/P EA9627-G
Castle Peak Road opp. Jao Tsung-I Academy
Cheung Sha Wan Road o/s Yee Kok Court
Cheung Sha Wan Road o/s House No. 339 near Yee Kok Court
Cheung Sha Wan Road o/s Cheung Sha Wan Estate
Cheung Sha Wan Road o/s Cheung Sha Wan Playground
Cheung Sha Wan Road o/s Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road near Mei Foo Railway Station
Cheung Sha Wan Road south of Wing Lung Street
Lai Chi Kok Road o/s House No. 808 Good Luck Industrial Centre
Lai Chi Kok Road o/s House No. 250
Lung Cheung Road o/s Beacon Heights
Nam Cheong Street opp. Shui Tin House
Nam Cheong Street o/s Wong Tai Shan Memorial College
Nam Cheong Street o/s Shek Kip Mei Commercial Centre
So Uk Bus Terminus
Tai Hang Tung Road o/s Concordia Lutheran School
Tonkin Street o/s Cheung Sha Wan Railway Station
Yen Chow Street o/s Sham Shui Po Police Station
Yen Chow Street West opp. Nam Cheong Estate
A Kung Kok Street opp. Sha Tin Hospital
A Kung Kok Street near Sha Tin Hospital
Che Kung Miu Road near Tai Wai Railway Station
Chevalier Garden Bus Terminus [4]
Chun Shek Estate o/s Shek Yuk House
Chung Ling Road near Tung Lo Wan Village
Fo Tan (Shan Mei Street) Bus Terminus [2]
Hang Hong Street o/s Tsang Pik Shan Secondary School
Hang Hong Street near Yiu Him House Yiu On Estate [2]
Hang Tak Street near Hang Shun Street
Heng On Bus Terminus [2]
Hin Keng Street near Hin Pui House [2]
Hin Keng Bus Terminus [2]
Hung Mui Kuk Road o/s Sun Yuet House [2]
Hung Mui Kuk Road near Chung Pak Road
Hung Mui Kuk Road opp. Sun Yuet House
Kam Ying Road o/s Kam Ying Court
Kwong Yuen Bus Terminus [3]
Kwong Sin Street near Kwong Yuen
Mei Tin Road o/s Yat Shing House May Shing Court

Mei Tin Road o/s Tai Wai Market
Mei Tin Road o/s Holford Gaden
Ngan Shing Street o/s St. Rose of Lima's College
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street o/s Yu Chui Court [2]
Sai Sha Road near Lee Wing House Lee On Estate
Sai Sha Road opp. Chung On
Sha Kok Street o/s Sha Kok Estate
Sha Kok Street o/s Pok Hong Bus Terminus
Sha Tin Railway Station Bus Terminus
Sha Tin Tau Road o/s Yan Wai House
Sha Tin Wai Road near Li Ka Shing Specialist Clinic
Siu Lek Yuen Road o/s Cypress House Kwong Yuen Estate [2]
Siu Lek Yuen Road o/s Siu Lek Yuen Village
Tai Chung Kiu Road o/s Block 13, City One Shatin
Tai Po Road near Shek Lei Pui Reservoir
Tin Sam Street o/s Tin Sam Village
University Railway Station Bus Terminus
Wong Nai Tau Bus Terminus [3]
Yuen Wo Road o/s Wo Che Shopping Centre [2]
Yuen Wo Road opp. Wo Che Estate
Yuen Wo Road opp. Lek Yuen Estate [2]
Castle Peak Road near Tuen Mun Hospital opp. L/P H4932
Castle Peak Road opp. Fu Hang Tsuen opp. L/P DD0196
Castle Peak Road near Nai Wai opp. L/P FA8102
Castle Peak Road Prime View Garden opp. L/P H0806
Castle Peak Road opp. Rosedale Garden opp. L/P H1086
Castle Peak Road opp. Sam Shing Estate near L/P DD0166
Castle Peak Road Hong Kong Gold Coast opp. L/P DD0007
Ming Kum Road opp. King Wah House Shan King Estate opp. L/P FA2794 [2]
Pui To Road near Hang Wai Industrial Centre near L/P FA2217
Shek Pai Tau Road near Toi Shan Association Primary School near L/P DD0969
Shek Pai Tau Road Wai Cheong Industrial Centre near L/P FB4451
Tai Hing Street Tai Hing Commercial Complex near L/P DD0950
Tin King Road near San Wai Court opp. L/P FA2623
Tin King Road Leung Tin Sports Centre near L/P FA2635
Tuen Fat Road Waldorf Garden near L/P H1867
Tuen Hing Road near New Town Commercial Arcade near L/P H0399
Tuen Hing Road near CMA Choi Cheung Kok Secondary School L/P H0379
Tuen Mun Heung Sze Wui Road On Ting Podium opp. L/P DD0072
Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0065
Wu King Road Wu Tsui House Wu King Estate near L/P H0957
Wu King Road opp. Wu Tsui House Wu King Estate near L/P H0958
Wu Chui Road Siu Hei Court opp. L/P DD0976
Wu Chui Road Melody Garden opp. L/P H4589
Chung Nga Road opp. Fu Heng Estate near L/P EA7472 [2]
Kwong Fuk Road House No. 85 near Tung Mau Square near L/P AE0233
Kwong Fuk Road House No. 121 near Tung Sau Square near L/P AE0239
Kwong Wang Street opp. Wang Fuk Court near L/P N4824
Kwong Wang Street near Wang Fuk Court opp. L/P N4824

Lam Kam Road Chung Uk Tsuen opp. L/P EB0516
On Cheung Road Eightland Gardens near L/P EB3767
On Cheung Road o/s Fortune Plaza Tai Po Road opp. Kwong Fuk Estate opp. L/P EA8356
Ting Kok Road Wing Fai Garden opp. L/P DE0070
Ting Kok Road Po Sum Pai opp. L/P AE0645
Ting Kok Road Shuen Wan near L/P AE1620
Ting Kok Road Lee Kum Kee opp. Fung Yuen opp. L/P EB2820
Tsuen King Circuit o/s Allway Gardens Phase 3
Castle Peak Road near Fu Wah Street
Castle Peak Road opp. Ma Wan Pier
Cheung Shan Estate Road West o/s Sau Shan House Cheung Shan Estate
Sha Tsui Road o/s House No. 213 Lady Trench Polyclinic [2]
Shek Wai Kok Road Shek Wai Kok Bus Terminus
Tai Chung Road near Yuen Tun Circuit
Texaco Road Tsuen Wan Industrial Centre DCH Tsuen Wan Motor Service Centre
Tsuen King Circuit o/s Tsuen King Circuit Market
Tsuen King Circuit o/s Tsuen Wan Centre Shopping Arcade
Wing Shun Street under Tsuen Wan Road Flyover
Wo Yi Hop Road o/s Hong Shue House Lei Muk Shue Estate
Wo Yi Hop Road o/s Wo Yi Hop Road Sports Ground
Yeung Uk Road opp. Yeung Uk Road Market o/s Citywalk 2
7 Gloucester Road o/s Immigration Tower
336 Tai Hang Road o/s Marymount Primary School
Chuk Yuen Estate Bus Terminus
Choi Hung Road o/s House No. 8 near Ning Yuen Street
Fu Mei Street o/s Wang Chiu House Wang Tau Hom Estate
Hammer Hill Road near Chun Tok School
Hammer Hill Road near East Kowloon Polyclinic
Lung Cheung Road o/s Ngau Chi Wan Village Ngau Chi Wan
Lung Cheung Road near Tan Fung House Choi Hung Estate [2]
Lung Cheung Road near Hung Ngok House Choi Hung Estate [2]
Lung Cheung Road near Wing Kwong College
Ma Chai Hang Road opp. Tin Ma Court
Po Kong Village Road near Fu Shan Estate
Shatin Pass Road near Lung Yat House Lower Wong Tai Sin Estate
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate
Tsz Wan Shan Road o/s Lok Wah Street Playground near L/P E69036
Tsz Wan Shan Road o/s Tak Oi Secondary School
Tsz Wan Shan Road opp. Oi Fu House Tsz Oi Court
Castle Peak Road near Hung Shui Kiu opp. L/P AD2839A
Castle Peak Road o/s Villa By the Park near L/P AD6527
Castle Peak Road near Healey Mansion near L/P DD1009
Castle Peak Road San Wai (Fairview Park) near L/P FA8356
Castle Peak Road House No. 142 near L/P DD1027
Castle Peak Road near Yuen Long Police Station near L/P DD1031
Castle Peak Road Hung Shui Kiu opp. L/P AD2839
Kam Tin Road near Lo Uk Tsuen opp. L/P U8859
Ma Wang Road Shan Shui House Shui Pin Wai Estate near L/P FB6926
S5 Access Road near Pok Oi Hospital near L/P FB9671
Tin Shui Bus Terminus

Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552
Tin Yiu Road o/s Tin Shing Shopping Centre opp. L/P DD3033A
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033A
Tin Shing Road o/s Kenswood Court opp. L/P DD1052
Tin Shing Road o/s Tin Tsz Commercial Complex opp. L/P DD1039
Tin Kwai Road near Lee Shau Kee College opp. L/P AD1178
Tin Kwai Road near Maywood Court near L/P AD5708
Tin Sau Road Yat Yeung House Tin Yat Estate opp. L/P AD1215
Tin Wah Road near Tin Yuet Estate opp. L/P AAD1305
Tin Wah Road near Ching Choi House Tin Ching Estate near L/P AD1313
Wang Tat Road Yuet Ping House Long Ping Estate near L/P AD5062
Yuen Long (West) Bus Terminus
Boundary Street o/s House No. 15 near Tai Nam Street
Cherry Street o/s Central Park
Gascoigne Road after Labour Tribunal
Hoi Wang Road o/s Charming Garden
Hung Hom Railway Station Bus Terminus [2]
Nathan Road o/s House No. 133 Park Lane
Prince Edward Road West o/s Prince Edward Road /Nullah Road Garden
Tai Kok Tsui Road o/s House No. 121
Wylie Road Queen Elizabeth Hospital L/P AA1278-6G

* Note: At some locations, seats were installed at more than one bus shelters. The numbers in the square brackets denote the number of bus shelters installed with seats at the location concerned.

(B) Locations of bus stops with seats to be installed under phase one of the Subsidy Scheme (i.e. November 2017 – June 2018)
(as at 15 March 2018)

Connaught Road Central o/s Jardine House
12- 16 Des Voeux Road Central o/s The Landmark
Chater Road o/s Statue Square [2]
23 Cotton Tree Drive o/s Hong Kong Squash Centre
168- 200 Connaught Road Central o/s Shun Tak Centre
Man Kwong Street o/s Central Pier 5 [2]
Queensway o/s Bank of China Tower [2]
Connaught Road Central o/s City Hall [2]
88 Queensway o/s Pacific Place
Connaught Road Central o/s Statue Square
Robinson Road opp. Garden Terrace
4 Des Voeux Road Central near HSBC Main Building
Man Kwong Street o/s Central Pier 6
Pok Fu Lam Road o/s HKU Haking Wong Building
Pok Fu Lam Road opp. HKU Jockey Club Student Village I
Harcourt Road o/s Central Government Offices
Connaught Road Central o/s Shun Tak Centre [7]
Des Voeux Road Central o/s Chater Garden
3 MacDonnell Road near YWCA
Des Voeux Road West after Queen's Road West
Kennedy Town Praya opp. Collinson Street
Kennedy Town Praya before Sai Cheung Street
38 Kennedy Town Praya o/s Belcher Bay Park
Pok Fu Lam Road opp. Pokfield Road Bus Terminus
2 Murray Road o/s Murray Road Multi-Storey Car Park
Cotton Tree Drive o/s Lippo Centre
Pier Road opp. Harbour Building
139 Des Voeux Road West after Eastern Street
Des Voeux Road West before Hill Road
Shing Sai Road near Kennedy Town New Praya
Pok Fu Lam Road opp. Pok Fu Lam Road Playground
Pok Fu Lam Road o/s Pok Fu Lam Road Playground
10 Park Road opp. St. Stephen's Girls' College
Peak Road before Mount Kellett Road
Caine Road o/s Caine Road Garden
Fu Yee Road o/s Block 2 Cheerful Garden
Chai Wan Road after pedestrian flyover to Hing Man Estate
Fu Yee Road o/s Cheerful Garden
Wan Tsui Road o/s Hing Wah Estate Phase I Shopping Centre
Wan Tsui Road o/s Hing Tsui House, Hing Wah Estate
Aldrich Street near Nam On Street and Po Man Street [3]
Wing Tai Road o/s Tsui Shou House, Tsui Wan Estate [2]
Chai Wan Road after Lok Man Road
King's Road opp. Tsing Fung Street
1037 King's Road o/s Block A, Westlands Gardens

Lei King Road opp. On Ping Mansion (Tower 14), Lei King Wan
Tai Hong Street o/s Tai Hong House
852 King's Road before Mansion Street
2 Kornhill Road o/s Kornhill Plaza (South)
Shun Tai Road o/s HKIVE (Chai Wan)
Yiu Hing Road opp. Smiling Shau Kei Wan Plaza
Yiu Hing Road o/s Yiu Kwai House, Yiu Tung Estate
Yiu Hing Road o/s Leung Lee Sau Yu Memorial Primary School
Yiu Hing Road o/s Yiu Hing House, Yiu Tung Estate
Yiu Hing Road opp. Yiu Wah House, Yiu Tung Estate
Yiu Hing Road opp. Yiu Tung Shopping Centre
Yiu Hing Road o/s Yat Hei House (Block B), Tung Hei Court
Yiu Hing Road o/s Tung Hei Court Multi-storey Car Park
Chai Wan Road near Koway Court [2]
Chai Wan Road before Tai Tam Road
140 Tsat Tsz Mui Road o/s Lady Robert Black Clinic
Tin Chiu Street o/s Tin Chiu Street Playground
511 King's Road o/s Island Place
Java Road opp. Ibis North Point
Siu Sai Wan Road o/s Siu Sai Wan Estate Shopping Centre
Oi Yin Street o/s Aldrich Garden [3]
Tin Hau Temple Road opp. Viking Villas
Braemar Hill Road after Hau Yuen Path
Yee King Road near L/P 33387
Yiu Hing Road o/s Hing Tung Shopping Centre
Yiu Hing Road o/s Yiu Wah House, Yiu Tung Estate
Yiu Hing Road opp. King Hei House, Tung Hei Court
Island Eastern Corridor o/s Chong Gene Hang College
Island Eastern Corridor o/s Chai Wan Park
Chai Wan Road before Yee Tai Street
Chai Wan Road o/s Wan Tsui Market [2]
Chai Wan Road o/s Star of the Sea Catholic Church
Siu Sai Wan Road o/s Siu Sai Wan Sports Ground
Siu Sai Wan Road opp. Siu Sai Wan Sports Ground
Siu Sai Wan Road o/s Harmony Garden [2]
Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court
Shun Tung Road o/s Tung Shing House, Fu Tung Estate
Tat Tung Road o/s Fu Tung Plaza
Shun Tung Road opp. Tung Chung Crescent
Shun Tung Road o/s Tung Chung Crescent
Tat Tung Road near Mei Tung Street
South Lantau Road (e/b) near Upper Wan Lung
South Lantau Road (e/b) after Ma Po Ping Road
South Lantau Road (e/b) opp. Changing Room - Upper Cheung Sha Beach
South Lantau Road (e/b) o/s Upper Cheung Sha Village
South Lantau Road (e/b) before San Shek Wan Roundabout
Tung Chung Road (n/b) near Cheung Sha Catchwater
Tung Chung Road (n/b) near Pak Kung Au
Shun Tung Road o/s Yu Tung Court
Tat Tung Road near Mei Tung Street o/s Tung Chung Skyrail Terminal

Tat Tung Road o/s Fu Tung Plaza [2]
Tung Chung Railway Station Bus Terminus [5]
Wai Tung Road opp. Seaview Crescent
Argyle Street opp. House No. 106D
Argyle Street Kowloon Hospital L/P E6277-7 [2]
Argyle Street Hong Kong Eye Hospital L/P BE6265-9
Argyle Street House No. 163 after Forfar Road
Oi Man Estate o/s Oi Man Plaza
Chatham Road North House No. 508
Cornwall Street east of Ede Road
Hung Hom South Road near Cheong Wan Road
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Ma Tau Chung Road o/s Argyle Street Playground
Argyle Street o/s Argyle Street Playground
Prince Edward Road East opp. ex-San Po Kong Magistracy
Prince Edward Road East near Sa Po Road
Hiu Kwong Street opp. Hiu Lai Court
Kwun Tong Ferry Bus Terminus [3]
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [2]
Kwun Tong Road near Lotus Tower
Kwun Tong Road o/s Millennium City [2]
Kwun Tong Road o/s Telford Gardens
Kwun Tong Road o/s Kai Yip Estate
Lam Tin (Kwong Tin Estate) Bus Terminus [2]
Lee On Road o/s Lee Hang House Shun Lee Estate
Lei Yue Mun Road o/s Kowloon East Government Offices
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate
Ngau Tau Kok Road o/s Sheung Tai House Upper Ngau Tau Kok Estate
Sau Ming Road opp. Sau Mau Ping Shopping Centre
Shun Lee Bus Terminus
Tsui Ping Road o/s Tsui Pak House Tsui Ping Estate
Yue Man Square o/s House No. 44A
233 Hing Fong Road o/s Metroplaza
Castle Peak Road near Tsui Yiu Court
Castle Peak Road near Shek Ying Path
Castle Peak Road o/s Greenknoll Court
Cheung Ching Bus Terminus near Cheung Ching Estate Community Centre
Cheung Wing Road o/s Sun Fung Centre
Cheung Wang Bus Terminus
Hing Fong Road o/s Kwai Chung Sports Ground
Hing Fong Road o/s Metroplaza
Kwai Chung Road o/s Kwai Fong Shopping Centre
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road near Hoover Industrial Building
Lai King Hill Road near Kau Wa Keng Village
Lai King Hill Road near Kwai Chung Interchange
Lai King Hill Road Lai King North Bus Terminus
On Yam near Tak Yam House
Tai Wo Hau Road opp. Fu On House Tai Wo Hau Estate
Tsing Yi Heung Sze Wui Road o/s Tsing Yi Police Station

Tsing Yi Heung Sze Wui Road o/s Greenfield Garden
Tsing King Road near Tsing Luk Street
Choi Yuen Road Sheung Shui Railway Station near L/P AJ0142
Choi Yuen Road opp. Sheung Shui Railway Station near L/P N1536
Ching Ho Estate Bus Terminus [2]
Chi Fuk Circuit Ka Fuk Estate opp. L/P EA9562
Fan Kam Road Tsiu Keng opp. L/P N8913
Fan Kam Road Ping Kong opp. L/P AD8350
Fanling Station Road Fanling Railway Station opp. L/P DD0583 [2]
Jockey Club Road Shum Shing Middle School opp. L/P AD2683
Jockey Club Road Fanling Assembly of God Church opp. L/P AD2693
Lung Sum Avenue near Tin Yee House Tin Ping Estate near L/P DD0382
Pak Wo Road Fanling Railway Station opp. L/P EC0151 [2]
Pak Wo Road Yan Shing Court near L/P AD4514
Pak Wo Road Fung Ying Seen Koon near L/P EB5579
Pak Wo Road Ng Uk Village opp. L/P EA3049
Ping Che Road near Ta Kwu Ling Rural Centre Government Building opp. L/P EB4902
San Wan Road near Oil Station opp. L/P BN3148
San Wan Road opp. Landmark North near L/P EB7355
San Wan Road opp. Landmark North near L/P EB7353
Sha Tau Kok Road Luen Wo Hui Playground opp. L/P N7677
Sha Tau Kok Road opp. Oil Station opp. L/P N7665
Sha Tau Kok Road Sha Tau Kok Clinic near L/P EA9319
Tai Ping Bus Terminus near North District Hospital near L/P EA2988
Wah Ming Road Hong Ming House Wah Ming Estate near L/P AD0948
Wo Muk Road Union Plaza opp. L/P DD0742
Yat Ming Road Dawning Views opp. L/P EA1981
Yat Ming Road Dawning Views near Avon Park opp. L/P EA1981
Wu Nam Street opp. On Tai Building [5]
Wong Chuk Hang Road after Ocean Park Road
Pok Fu Lam Road opp. HKU University Hall
Cyberport Road opp. Residence Bel-Air Phase 2-South Towers
30 Aberdeen Main Road near Seaview Court
Cyberport Road o/s Bel-Air on The Peak
162 Pok Fu Lam Road o/s Pok Fu Lam Village [2]
Wong Nai Chung Gap Road opp. HK Tennis Centre
Aberdeen Praya Road o/s Ocean Court
Tin Wan Praya Road near Hing Wai Industrial Centre
Nam Fung Road after Deep Water Bay Road
38 Island Road o/s Deepdene
76 Chung Hom Kok Road
Chung Hom Kok Road opp. Chung Hom Kok Fire Station
2 Wah Fu Road o/s Pok Fu Lam Terrace
Nam Fung Road o/s Wong Chuk Hang Hospital / Complex for Elderly
168 Wong Chuk Hang Road o/s Wong Chuk Hang Indoor Games Hall
Chi Fu Road after Chi Fu Close
Chi Fu Road o/s Chi Fu Fa Yuen Tennis Court
Pok Fu Lam Road o/s Middleton Towers
Pok Fu Lam Road opp. Yu Chun Keung Memorial College No.2
Yue Kwong Road opp. Hoy Au Lau, Yue Kwong Chuen

Aberdeen Reservoir Road opp. Pak Sha Lau, Yue Kwong Chuen
Wong Chuk Hang Road o/s Wong Chuk Hang San Wai
Pok Fu Lam Road opp. HKCCCU Pok Fu Lam Road Cemetery
Stanley Village Road before Stanley Beach Road
41 Stanley Village Road o/s Stanley Court
Lei Tung Estate Road o/s Lei Tung Shopping Centre (Phase 2)
Wah King Street near Wah Chui House, Wah Fu Estate
Aberdeen Praya Road o/s Aberdeen Promenade
Chi Fu Road o/s Block 1-7, Chi Fu Fa Yuen
Nam Fung Road near South Island School
7 Stanley Village Road o/s Stanford Villa
Cape Road after access road to Lung Tak Court [2]
Cape Road opp. Lung Tan House, Lung Yan Court
Cape Road o/s Koon Ma House, Ma Hang Estate
Wah King Street o/s Hong Fu Playground
Ap Lei Chau Bridge Road before Lee Chi Road
Tai Tam Road opp. The Red Hill Peninsula
Pok Fu Lam Road opp. Queen Mary Hospital
Repulse Bay Road opp. The Repulse Bay / Old Repulse Bay Hotel
Wong Chuk Hang Road o/s Wong Chuk Hang Hospital / Complex for Elderly
33 Tai Tam Road o/s The Manhattan
84 Stanley Village Road after Wong Ma Kok Road
Stanley Gap Road after Stanley Gap Road Interchange
Cape Road o/s Chun Ma House, Ma Hang Estate
Po Ning Road opp. Tak Fu House, Hau Tak Estate
Po Yap Road o/s Bauhinia Garden Multi-storey Car Park
Po Yap Road opp. Tseung Kwan O Station
King Ling Road o/s Kin Ming Estate
Tong Ming Street opp. Sheung Tak Plaza
Po Yap Road o/s Tseung Kwan O Station
Po Yap Road o/s Tseung Kwan O Plaza
King Ling Road opp. Tiu Keng Leng Station Public Transport Interchange
8 Yan King Road o/s Metro City II
Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital
Hiram's Highway Marina Cove
Tong Ming Street o/s Sheung Tak Plaza
Po Lam Road North opp. Ying Ming Court
Po Hong Road opp. Block 7, Verbena Heights
Po Hong Road o/s Block 4, Serenity Place
Po Hong Road o/s Kwong Ning House, Kwong Ming Court
Po Lam Road North o/s Yan Ming Court Shopping Centre
Tong Yin Street o/s Tseung Kwan O Catholic Primary School
Po Fung Road o/s Metro City
Pui Shing Road o/s Nam Fung Plaza
Sai Kung Bus Terminus
Sham Mong Road o/s Aqua Marine
Cheung Sha Wan Road o/s Yat Ching House Yee Ching Court
Cheung Sha Wan Road o/s Yee Kok Court
Cheung Sha Wan Road o/s Cheung Sha Wan Playground [2]
Cheung Sha Wan Road opp. Cheung Sha Wan Indoor Games Hall

Cheung Sha Wan Road opp. Cheung Sha Wan Post Office [2]
Lai Chi Kok Road o/s Sham Shui Po Park
Lai Chi Kok Road o/s Mei Foo Plaza Mei Foo Sun Chuen
Lai Chi Kok Road opp. Mei Foo Bus Terminus [3]
Mei Foo Bus Terminus
Tai Po Road opp. House No. 70
Tai Po Road opp. SCAD Hong Kong
A Kung Kok Street opp. Sha Tin Hospital [2]
A Kung Kok Street near Sha Tin Hospital
Fo Tan (Shan Mei Street) Bus Terminus
Hin Keng Street near Hin Hing House
Mei Tin Road o/s Tai Wai Market
Siu Lek Yuen Road o/s Siu Lek Yuen Road Playground
Hang Hong Street opp. Yiu On Estate Bus Terminus
Ngan Shing Street near Prince of Wales Hospital Main Clinical Block
Ning Tai Road near L/P AE0393
Pak Hok Ting Street near Royal Park Hotel
Sai Sha Road opp. Villa Athena [2]
Sai Sha Road o/s Ma On Shan Town Centre Bus Terminus
Sai Sha Road o/s Bayshore Towers
Sai Sha Road near Villa Athena
Shatin Centre Street o/s Hilton Centre
Sha Tin Wai Road near Sha Kok Estate
Tai Chung Kiu Road opp. Ravana Garden [2]
Tai Chung Kiu Road o/s Block 13, City One Shatin
Tai Chung Kiu Road o/s Belair Garden
Tai Chung Kiu Road o/s Garden Riviera
Tam Kon Po Street o/s Sha Tin Town Hall
Yuen Wo Road o/s Lek Yuen Estate
Wu Sau Street o/s Block 2, Yuet Wu Villa
Wu Chui Road o/s Pierhead Garden / Light Rail Ferry Pier Terminus
Castle Peak Road - Castle Peak Bay o/s Seaview Garden
Wu Chui Road o/s Tip Sum House, Butterfly Estate
Castle Peak Road - So Kwun Wat before So Kwun Wat Road
Tuen Mun Heung Sze Wui Road o/s Light Rail Town Centre Stop
Castle Peak Road - Castle Peak Bay opp. Castle Peak Beach
Wu King Road near Wu Poon House, Wu King Estate
18 Tsing Hoi Circuit o/s Lok Hang Yuen, Chi Lok Fa Yuen
Castle Peak Road near Waldorf Garden opp. L/P H3636
Castle Peak Road Fu Tai Estate opp. L/P DD0197
Lung Mun Road opp. Glorious Garden near L/P AD0429
Ming Kum Road o/s Po Tin Interim Housing opp. L/P FA2578
Tuen Fat Road Waldorf Garden near L/P H1867
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311
Nam Wan Road near Uptown Plaza opp. L/P EA7573
On Cheung Road Tai Po Civic Centre opp. L/P EB3767
Po Heung Street Luk Heung Public School opp. L/P N3269
Po Heung Street Luk Heung Public School opp. L/P N3267
Tai Po Central Bus Terminus [2]

Tai Po Road Kwong Fuk Estate near L/P EA7874 [2]
Tai Po Tai Wo Road opp. Tai Po Old Market Public School near L/P EB8313
Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opp. L/P DE0033
Tai Po Tau Bus Terminus
Ting Kok Road Full Scene Garden opp. L/P DE0075
Wong Shek Pier
Tsuen King Circuit o/s Allway Gardens Phase 3
Castle Peak Road - Sham Tseng o/s Rhine Garden
Castle Peak Road near Fu Wah Street
Castle Peak Road near Kin Ming Street
Castle Peak Road o/s Wing Hong House Fuk Loi Estate
Castle Peak Road near Tsuen King Circuit near L/P U7252-8
Castle Peak Road o/s The Panorama
Discovery Park Bus Terminus [2]
Tai Ho Road o/s House No. 53-55
Tai Ho Road o/s Cheuk Ming Mansion
Wai Tsuen Road near Luk Yeung Sun Chuen
Stubbs Road o/s Tung Shan Terrace
555 Hennessy Road o/s East Point Centre / Sogo Department Store [2]
286 Queen's Road East o/s Queen Elizabeth Stadium
Causeway Road o/s Victoria Park [2]
Morrison Hill Road opp. Happy Valley Racecourse (under Morrison Hill Road Flyover)
Caroline Hill Road opp. South China Athletic Association
Eastern Hospital Road o/s Hong Kong Stadium
19 Eastern Hospital Road o/s Tung Wah Eastern Hospital
Hennessy Road o/s Asian House [2]
1 Green Lane o/s Aroma House
22 Hennessy Road after Anton Street
151- 159 Gloucester Road (inner) o/s AXA Centre
50 Gloucester Road (outer) o/s Malaysia Building
58 Mount Butler Road before Mount Butler Drive
113 Tai Hang Road o/s Swiss Towers
Tai Hang Road o/s Fontana Gardens
23 Tai Hang Road o/s Morengo Court
83 Tai Hang Road before Access Road to Loong Fung Terrace
Gloucester Road opp. Elizabeth House (near Cross Harbour Tunnel Hong Kong Exit)
7 Chun Fai Road o/s Flora Garden
35 Moorsom Road opp. Jardine's Lookout Garden
Leighton Road o/s Craigengower Cricket Club
Hennessy Road o/s Southorn Playground
Morrison Hill Road o/s Happy Valley Racecourse [2]
Tung Lo Wan Road o/s Moreton Terrace Playground
Hing Fat Street o/s Victoria Park Swimming Pool
28 Harbour Road o/s Causeway Centre
Wong Nai Chung Road o/s Arts Mansion
1 Gloucester Road o/s The Hong Kong Academy for Performing Arts
Victoria Park Road near Causeway Bay Typhoon Shelter
Causeway Road o/s Hong Kong Central Library
262 Gloucester Road after Cannon Street
56 Tai Hang Road o/s C.C. Lodge

7 Gloucester Road o/s Immigration Tower
18 Harbour Road o/s Central Plaza
27 Harbour Road o/s Wan Chai Training Pool
Queen's Road East o/s St. Joseph's Primary School
Morrison Hill Road near South Pacific Hotel
Stubbs Road o/s Lingnan Primary School
Yee King Road near North Point Government Primary School (Cloud View Road)
50 Tai Hang Road o/s True Light Middle School of HK
Lai Tak Tsuen Road opp. Tak Chuen Lau (Block 4), Lai Tak Tsuen
King's Road after Ngan Mok Street
Choi Hung Bus Terminus [3]
Choi Hung Access Road o/s Pik Hoi House Choi Hung Estate
Chuk Yuen Estate Bus Terminus [2]
Choi Hung Road near Sze Mei Street Choi Hung Transport Terminus
Choi Hung Road near Sze Mei Street
Choi Hung Road o/s House No. 22-24 [2]
Chuk Yuen Road opp. Rainbow Primary School
Fung Tak Road o/s House No. 75
Fung Tak Road o/s Ban Fung House Fung Tak Estate
Fung Tak Road o/s Lung Poon Court
Heng Lam Street o/s The Hong Kong Buddhist Hospital
Lung Cheung Road o/s Lung Cheung Mall
Prince Edward Road East near Choi Hung Estate
Prince Edward Road East near Choi Hung Interchange
Sheung Fung Street o/s Wu York Yu Health Centre
Tsz Wan Shan Road o/s Ching Hong House Tsz Ching Estate near L/P AB3817 [2]
Tin Kwai Road o/s Maywood Court, Kingswood Villas [2]
Tin Shui Road o/s Wah Yau House, Tin Wah Estate
Tin Sau Road o/s Nang Fu House, Tin Fu Court
Tin Shui Road o/s Tin Chak Shopping Centre
Tin Yan Road o/s Kingswood Ginza
Tin Wu Road o/s Yiu Shing House, Tin Yiu Estate [2]
Tin Wah Road o/s Tin Yuet Estate Multi-storey Car Park
Tin Wing Road o/s Light Rail Chestwood Stop
Tin Shui Road opp. Tin Shui Shopping Centre
Tin Shui Road o/s Tin Shui Wai Park
Castle Peak Road Shui Pin Wai Estate near L/P AD2894
Castle Peak Road near Yuen Long Landmark near L/P DD1012
Castle Peak Road Lok Ma Chau near L/P AD7512
Castle Peak Road House No. 130 near L/P DD1026
Long Yat Road Yoho Mall II near L/P AD5179
Long Yat Road Yoho Mall II near L/P AD5180
Long Ping Railway Station Bus Terminus near L/P GD2530
Tai Lam Tunnel BBI (Kowloon Bound)
Tin Ha Road San Sang Tsuen near L/P FB9105
Tin Shui Road Yan Fu House Tin Fu Court opp. L/P AD1087
Tin Shui Road Tin Chung Court opp. L/P DD0537 [2]
Tin Shui Road Tin Chung Court opp. L/P DD0538
Tin Shui Road Tin Shui Wai Park near L/P DD0568
Tin Wu Road Yiu Shing House Tin Yiu Estate opp. L/P DD0338

Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD0526
 Tin Fuk Road Tin Yau Court opp. L/P BAD6673 [2]
 Tin Sau Road Nang Fu House Tin Fu Court near L/P AD1244
 Tin Wah Road Chung Ki House Tin Chung Court opp. L/P AD1305
 Tin Shui Wai Tin Tsz Estate inside Tin Tsz Estate Bus Terminus
 Argyle Street o/s House No. 83 Sincere House [2]
 Cherry Street opp. CCC Ming Kei College
 Chatham Road South opp. House No. 41-43
 Gascoigne Road Labour Tribunal [2]
 Gascoigne Road Chi Wo Street L/P AA3705-4
 Hoi Fai Road o/s The Long Beach
 Jordan Road before the Junction with Ferry Street
 Jordan Road House No. 3 near Chi Wo Street
 Lai Chi Kok Road o/s House No. 23 Kei Wing Primary School
 Mong Kok East Railway Station Podium [2]
 Nathan Road o/s Peninsula Hotel
 Nathan Road o/s House No. 23-25 Prestige Tower
 Nathan Road o/s House No. 105 near Kowloon Park [2]
 Nathan Road o/s House No. 171-173 o/s Park Lane
 Nathan Road o/s House No. 405 near Market Street [2]
 Waterloo Road south of Dundas Street Kwong Wah Hospital
 Waterloo Road House No. 54 opp. Kwong Wah Hospital

* Note: At some locations, seats will be installed at more than one bus shelters. The numbers in the square brackets denote the number of bus shelters to be installed with seats at the location concerned.

Locations of bus stops with seats to be installed under phase two of the Subsidy Scheme (i.e. (July 2018 – June 2019)

Argyle Street o/s House No. 123
Argyle Street Kowloon Hospital L/P BE6270-9
Argyle Street Argyle Street Playground
Argyle Street House No. 176 o/s The Astrid
Boundary Street o/s House No. 119
Boundary Street o/s Beverly Villas
Chatham Road North near Chi Kiang Street Garden
Chatham Road North House No. 436-450 [2]
Chatham Road North opp. Ulfert near Ping Chi Street
Chung Hau Street opp. Oi Man Bus Terminus L/P AA1342-6G [2]
Chung Hau Street o/s CEDD Headquarter L/P 5435-5G
Chung Hau Street o/s Cascades near Tsoi Kung Po Secondary School
Chung Hau Street o/s Man Hung House Chun Man Court
Chung Hau Street opp. Carmel Secondary School L/P AA1350-2G
Fat Kwong Street o/s House No. 1A near Ka Wai Chuen
Fat Kwong Street o/s The Open University of Hong Kong
Hung Hom Road south of Man Tai Street
Junction Road House No. 5A
Junction Road House No. 7
Junction Road Yiu Shan School
Junction Road Holy Family School
Kowloon Tong Suffolk Road [2]
Laguna Verde Bus Terminus
Ma Tau Chung Road o/s Argyle Street Playground [3]
Ma Tau Kok Road The Hong Kong Gas Company Limited [2]
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Ma Tau Wai Road near Chi Kwong Street Garden
Prince Edward Road East near Sa Po Road [7]
Prince Edward Road West opp. Regal Oriental Hotel [2]
Prince Edward Road West House No. 377-377A [2]
Prince Edward Road West o/s House No. 361-367
Prince Edward Road West House No. 311C L/P 09491-8
Prince Edward Road West o/sopp. The Lamma Palace
Prince Edward Road West House No. 287 Grandco Mansion
Prince Edward Road West o/s House No. 239
Prince Edward Road West o/s House No. 199
Princess Margaret Road near Greenfield Terrace
Princess Margaret Road Pui Ching Road Flyover L/P AA4477-9
Princess Margaret Road Oi Man Estate L/P AA5593-2G
Sheung Foo Street near L/P E6419-3
To Kwa Wan Road House No. 33 near Ngan Hon Street
To Kwa Wan Road House No. 23 near Hung Fook Street [2]
Waterloo Road House No. 81 north of Argyle Street St. George Apartments
Waterloo Road Kowloon Tong Club

Waterloo Road south of Suffolk Road
Whampoa Garden Bus Terminus [5]
Wuhu Street House No. 155
o/sCha Kwo Ling Road o/s Shing Yip Street Rest Garden [2]
Chun Wah Road opp. Chun Wah Court
Chun Wah Road opp. Lok Wah Community Centre near L/P E2812-8
Hip Wo Street o/s House No. 195-197
Hip Wo Street opp. Cheung Wo Court
Hiu Kwong Street o/s Hiu Lai Court
Hong Ning Road near Hong Ning Road Park (Phase I)
Kai Yip Bus Terminus [3]
Kai Cheung Road opp. HK Auxiliary Police Force Headquarters
Kai Fuk Road near KITEC
Kai Fuk Road near L/P AB3541-1
Kai Fuk Road opp. KITEC
Kai Tin Road o/s Kai Tin Shopping Centre
King Yip Street o/s House No.55
Ko Chiu Road o/s Ko Yuen House Ko Yee Estate
Ko Chiu Road o/s the HKCWC WCSY Memorial Care and Attention Home for the Aged
[2]
Ko Chiu Road opp. Ko Yuen House L/P E2556-6
Kowloon Bay Bus Terminus
Kwun Tong (Elegance Road) Bus Terminus
Kwun Tong Road o/s St. Joseph's Primary School [2]
Kwun Tong Road near Choi Shek Lane
Kwun Tong Road opp. Kowloon Bay Railway Station [3]
Kwun Tong Road o/s Lower Ngau Tau Kok Estate [3]
Kwun Tong Road o/s Kwun Tong Road Sitting-Out Area [2]
o/sKwun Tong Road near Yue Man Centre [2]
o/so/sKwun Tong Road opp. APM Millennium City 5 [2]
Kwun Tong (Yue Man Square) Bus Terminus [2]
Kwun Tong Road o/s Millennium City
Kwun Tong Road opp. Lower Ngau Tau Kok Estate
Kwun Tong Road o/s Telford Gardens
Lam Tin Railway Station Bus Terminus [9]
Lee On Road o/s Shun On Restaurant Shun On Estate
Lee On Road near Shun Lee Fire Station
Lei Yue Mun Road o/s Kwun Tong Swimming Pool
Lei Yue Mun Road o/s Yau Tong Estate
Lei Yue Mun Road opp. St. Antonius Girls' College [2]
Lei Yue Mun Road near Lam Tin Railway Station
Lei Yue Mun Road o/s Kowloon East Government Offices [3]
Lin Tak Road opp. Mei Tin House Hing Tin Estate
Lin Tak Road opp. Hong Yat Court
New Clear Water Bay Road o/s Kei Shun Special School Shun Lee Estate
Chun Wah Road Ngau Tau Kok Bus Terminus
Ngau Tau Kok Road o/s House No. 245 Hay Cheuk Lau Garden Estate
Ngau Tau Kok Road o/s Ngau Tau Kok Railway Station
Ngau Tau Kok Road near Kwun Tong Government Primary School
Ngau Tau Kok Road near Kwai Fai House Lower Ngau Tau Kok Estate

Pik Wan Road near Cheung Pak House Hong Pak Court
Pik Wan Road o/s Heng Nga House Hong Nga Court
Pik Wan Road o/s Tak King House Tak Tin Estate
Pik Wan Road opp. Tak King House Tak Tin Estate
Pik Wan Road o/s Tak Lok House Tak Tin Estate near L/P LAA6890-6
Pik Wan Road opp. Tak Lung House Tak Tin Estate
Pik Wan Road o/s Kwong Ching House Kwong Tin Estate
Pik Wan Road o/s Kwong Tin Shopping Centre
Ping Shek Bus Terminus
Clear Water Bay Road Ping Shek Bus Terminus o/s Choi Hung Railway Station
Po Lam Road opp. Po Tat Estate
Po Lam Road o/s Po Tat Estate
Prince Edward Road East near Choi Hung Interchange [2]
Sau Mau Ping (Upper) Bus Terminus [2]
Sau Mau Ping Road near Sau Ching House Sau Mau Ping Estate
Sau Mau Ping Road Ning Po No. 2 College
Sau Ming Road o/s Sau Ming House
Sau Ming Road o/s Sau Fu House
Sau Ming Road opp. Sau Hong House [2]
Shun Lee Bus Terminus [2]
Shun Tin Bus Terminus [2]
Sheung Yuet Road opp. Enterprise Square
Shun Lee Tsuen Road o/s Leung Sing Tak Primary School near L/P AB4077-9
Tak Tin Street o/s Hong Yat Court
Tak Tin Street o/s Kai Wong House Kai Tin Estate
Tseung Kwan O Road opp. Kwun Tong Police Station
Tsui Ping Road o/s Po Pui Court
Tsui Ping Road o/s Tsui Tsz House Tsui Ping Estate
Wang Chiu Road o/s Block 18, Richland Gardens
Wang Chiu Road o/s Block 13, Richland Gardens [2]
Wang Chiu Road o/s Kai Yip Bus Terminus
Wang Chiu Road near House No. 17
Wang Chiu Road opp. Richland Gardens Shopping Centre
Wang Kwong Road o/s Richland Gardens Shopping Centre
Castle Peak Road near Chung Shan Terrace [2]
Castle Peak Road o/s Kwai Chung Public School
Castle Peak Road o/s Wah Yuen Chuen
Ching Hong Road o/s Hong Shun House Cheung Hong Estate
Ching Hong Road o/s Hong Cheung House
Ching Hong Road o/s PLK Lo Kit Sing (1983) College
Ching Hong Road near Cheung Ching Estate Bus Terminus
Ching Hong Road o/s Ching Wai House Cheung Ching Estate [3]
Ching Hong Road opp. Cheung Ching Bus Terminus
Ching Hong Road opp. PLK Lo Kit Sing (1983) College
Ching Hong Road opp. Cheung Hong Estate
King Cho Road o/s Cho Yiu Chuen Commercial Complex
Chung Mei Road near Ha Ko Tan Street
Chung Mei Road o/s Hong Fu House Cheung Hong Estate
Chung Mei Road o/s Hong Fung House Cheung Hong Estate
Fung Shue Wo Road opp. Tsing Yi Garden

Fung Shue Wo Road o/s Yee Yip House Tsing Yi Estate
Fung Shue Wo Road o/s Tsing Kin Temporary Housing Area
Hing Fong Road o/s Osman Ramju Sadick Memorial Sports Centre
Hing Fong Road opp. Sun Kwai Hing Gardens
Hing Fong Road o/s Kwai Shun House Kwai Fong Estate
King Cho Road opp. Cho Yiu Chuen Commercial Centre
Kwai Chung Road near Kwai Chung Interchange [2]
Kwai Chung Road near Lai King Catholic Secondary School [3]
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road near Kwong Fai Circuit
Kwai Chung Road o/s Hoover Industrial Building
Kwai Chung Road opp. Sun Kwai Hing Gardens L/P FA6073-7
Kwai Chung Road opp. Sun Kwai Hing Gardens
Kwai Chung Road o/s Luen Tai Industrial Building
Kwai Chung Road opp. Kwai Fong Estate o/s Yue Lam Industrial Building [2]
Kwai Chung Road near Kwai Chung Interchange
Kwai Fong Railway Station [8]
Kwai Hing Railway Station Bus Terminus [3]
Kwai Hing Road opp. Hing Fuk House Kwai Hing Estate
Kwai Shing Circuit opp. Lee Wai Lee College
Kwai Tsing Road near Tsuen Wan Road
Kwai Tsing Road near Modern Terminals
Kwai Yan Road opp. Metroplaza
Lai Cho Road opp. Lai Yiu Commercial Complex
Lai King Hill Road near Lai Chi Kok Bay Garden
Lai King Hill Road near Ching Lai Commercial Centre
Lai King Hill Road o/s Ching Lai Court L/P FA4952-5
Lai King Hill Road near The Salvation Army Lai King Home
Lai King Hill Road o/s Lok King House
Lai King Hill Road o/s Yat King House
Lai King Hill Road opp. Wo King House
Lai King Hill Road opp. Morninghope School
Lai King Hill Road opp. Ching Lai Court
Lai King Hill Road opp. Ching Lai Commercial Centre
Lai King Hill Road opp. Wah Lai Estate
Shek Pai Street near Castle Peak Road
Shek Pai Street o/s Shek On House
Shek Pai Street o/s Block 9, Shek Lei Estate
Shek Pai Street near Shek Lei Catholic Primary School
Shek Pai Street opp. Block 1, Shek Lei Estate near L/P W3760-5
Tai Wo Hau Road o/s Fu Kwai House Tai Wo Hau Estate
Tai Wo Hau Road o/s Ha Kwai House Kwai Chung Estate
Tai Wo Hau Road near Shek Tau Street o/s Fu Wah House
Tsing Luk Street o/s Tsing Yi Estate Bus Terminus
Tsing Yi Heung Sze Wui Road under the Route 3 Bridge
Tsing Yi Heung Sze Wui Road near Tsing Yi Industrial Centre
Tsing Yi Road o/s Ching Tao House Cheung Ching Estate
Tsing Yi Road opp. Kam Pak Cheuk Restaurant
Tsing Yip Street o/s Yi Wai House Tsing Yi Estate
Tsing Yi Railway Station Bus Terminus [6]

Wo Tong Tsui Street near Kin Hong Street
Wo Yi Hop Road o/s Riley House
Wo Yi Hop Road o/s Shek Yam Lei Muk Road Park
Castle Peak Road Kam Tsin Tsuen opp. L/P EA2169
Castle Peak Road Kam Tsin Tsuen opp. L/P EB0215
Choi Yuen Road near Choi Pik House Choi Po Court near L/P N1688
Ching Hiu Road near Ching Ho Estate near L/P AJ1087
Ching Hiu Road near Tsang Mui Millennium School near L/P AJ1047
Fan Kam Road Ying Pun Tsuen near L/P EB5070
Fan Kam Road Lin Tong Mei near L/P N8921
Fan Kam Road Lin Tong Mei opp. L/P EB5087
Fan Kam Road Kiu Tau (Vegetable Collecting Station) near L/P FB3693
Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen
Fan Leng Lau Road Ma Kam Chan Secondary School
Jockey Club Road near Fung Kai Secondary School opp. L/P AD2633
Jockey Club Road Salvation Army Shek Wu School opp. L/P AD2667
Kwu Tung Road Kwu Tung opp. L/P EA2053
Kwu Tung Road Kwu Tung Market near L/P EA2040
Luen Wo Hui Bus Terminus [3]
Man Kam To Road San Uk Ling Man Kam To Bus Terminus near L/P EB3842
Man Kam To Road near Sandy Ridge Cemetery near L/P EB8136
Man Kam To Road near Lo Wu Station Road near L/P EB8132
Pak Wo Road Sheung Shui Government School opp. L/P EA3050
Pak Wo Road opp. Kei San Secondary School opp. L/P EA9644
Pak Wo Road King Shing Court opp. L/P EA1887
Pak Wo Road Wah Sum Estate opp. L/P EA1895
Pak Wo Road Flora Plaza opp. L/P EA1894
Pak Wo Road Yan Shing Court near L/P AD4514 [2]
Pak Wo Road Kei San Secondary School L/P EA9643
Pak Wo Road opp. Ka Shing Court opp. L/P EA9507
Ping Che Road near Sing Ping Village opp. L/P EB7400
Lin Ma Hang Road near Ta Kwu Ling Police Station opp. L/P N4282
Ping Che Road near Wan Chuen Sin Koon near L/P EB7412
Ping Che Road near Ping Yuen Road near L/P EB4919
Ping Che Road near Regency Court near L/P EB4864
Po Shek Wu Road Sheung Shui Tsuen opp. L/P N7543
Po Shek Wu Road Choi Ngan House Choi Po Court near L/P AD8405
San Wan Road North District Central Park near L/P EA3272
San Wan Road near Fanling Ching Wai opp. L/P N8277
San Wan Road opp. Landmark North near L/P EB7355
Sha Tau Kok Shun Lung Street near L/P EA8878
Sha Tau Kok Road Fan Leng Lau Tsuen opp. L/P BD0011
Sha Tau Kok Road Lung Yeuk Tau opp. L/P EB7191
Sha Tau Kok Road Kwan Tei opp. L/P EB7265
Sha Tau Kok Road Lau Shui Heung opp. L/P EB7280 [2]
Sha Tau Kok Road Tam Shui Hang near L/P EA9346
Sha Tau Kok Road Sun Tsuen near L/P EA9341
Sha Tau Kok Road Yim Tso Ha near L/P EA9302
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9289
Sha Tau Kok Road near Ha Wo Hang near L/P EA9280

Sha Tau Kok Road Wo Hang opp. L/P EA9261
Sha Tau Kok Road Man Uk Pin near L/P EA9241
Sha Tau Kok Road near Loi Tung near L/P EA9225
Sha Tau Kok Road Chun Yiu near L/P EB1219
Sha Tau Kok Road Ko Po opp. L/P EB7309
Sha Tau Kok Road Kwan Tei opp. L/P EB7270
Sha Tau Kok Road San Wai Barrack opp. L/P EB7242
Sha Tau Kok Road opp. Luen Wo Hui Playground opp. L/P N7679
Tai Wo Service Road West Ho Ka Yuen near L/P N6149
Wah Ming Road Yiu Ming House Wah Ming Estate opp. L/P EA9057
Wo Hing Road Chi Hoi Yuen opp. L/P N8171
Wo Hing Road opp. Venton Manufacturing Company Limited near L/P EA9084
Wo Muk Road Alliance Primary School Sheung Shui near L/P DD0743
Chun Ying Street opp. HITACHI HEE TKO Centre
Chun Kwong Street opp. Next Media Company Limited
Chun Wang Street near the Junction with Chun Choi Street
Clear Water Bay Road Tseng Lan Shue
Clear Water Bay Road Pak Shek Wo [2]
Clear Water Bay Road o/s Pik Uk Correctional Institution
Clear Water Bay Road Tai Po Tsai Kau
Clear Water Bay Road Tai Po Tsai
Clear Water Bay Road Shaw's Studio
Clear Water Bay Road Sheung Yeung
Clear Water Bay Road Mang Kung Uk
Clear Water Bay Road near Silver Strand Mart
Clear Water Bay Road near Ying Yip Road (Clear Water Bay Studio)
Clear Water Bay Road opp. Shaw's Studio
Clear Water Bay Road opp. Pik Uk Correctional Institution
Clear Water Bay Road Lung Wo Village
Hang Hau Railway Station [4]
Hiram's Highway opp. Cheng Chek Chee Secondary School
Hiram's Highway near Sai Kung Rural Committee Lane
Hiram's Highway opp. Po Lo Che near L/P EB6641-7
Hiram's Highway Pak Kong
Hiram's Highway Habitat
Hiram's Highway Pak Sha Wan
Hiram's Highway Nam Pin Wai
Hiram's Highway Flyover near Cheng Chek Chee Secondary School
Po Lam Road North Hong Sing Garden Bus Terminus [2]
Kai King Road o/s Ho Ming Court
Metro City Phase II [5]
Po Fung Road near Mau Yip Road
Po Lam Road near Anderson Road
Po Lam Road near Tsui Lam Road
Po Lam Road opp. Mau Wu Tsai
Po Lam Road North o/s Tseung Kwan O Fire Station
Po Lam Road North opp. Ying Ming Court [2]
Po Lam Road North opp. King Nam House King Lam Estate
Po Lam Road North o/s Po Tak House Po Lam Estate near Ying Ming Court [2]
Po Lam Road North o/s Po Yan House Po Lam Estate

Po Ning Road opp. Tak Fu House Hau Tak Estate
Po Hong Road o/s Fu Ning Garden
Po Ning Road near Tak Fu House Hau Tak Estate
Po Hong Road o/s Po Hong Park
Sai Sha Road Wong Chuk Wan
Sheung Tak Plaza [2]
Tai Mong Tsai Road near Tai Wan Village
Tai Mong Tsai Road Tai Mong Tsai
Tai Mong Tsai Road Pak Tam Chung [2]
Tai Mong Tsai Road Sheung Yiu
Tai Mong Tsai Road near HKFYG Jockey Club Sai Kung Outdoor Training Camp
Tai Mong Tsai Road Au Kung Wan near L/P EA0245
Tai Mong Tsai Road Mak Pin
Tai Mong Tsai Road near DSD Tai Wan Pumping Station
Tai Au Mun Road opp. the Entrance of Clear Water Bay First Beach
Tai Au Mun Road opp. Tai Wan Tau Road
Tong Ming Street o/s Sheung Tak Plaza
Tong Ming Street opp. Sheung Tak Plaza
Tsui Lam Bus Terminus [2]
Tseung Kwan O Industrial Estate Bus Terminus
Wan Lung Road o/s Tseung Kwan O Swimming Pool
Chak On Bus Terminus
Cheung Sha Wan Bus Terminus [4]
Cheung Sha Wan Road o/s Maple Street Sports Ground
Cheung Sha Wan Road o/s Yat Ching House Yee Ching Court [2]
Cheung Sha Wan Road o/s Yee Kok Court [2]
Cheung Sha Wan Road o/s Trade Square
Cheung Sha Wan Road near Cheung Sha Wan Path [2]
Cheung Sha Wan Road o/s Cheung Sha Wan Plaza
Cheung Sha Wan Road o/s CLP Power Station east of Mei Lai Road [2]
Cheung Sha Wan Road o/s Cheung Sha Wan Post Office [3]
Cheung Sha Wan Road o/s Cheung Sha Wan Indoor Games Hall [2]
Cheung Sha Wan Road opp. Trade Square
Cheung Sha Wan Road opp. Cheung Sha Wan Fire Station [2]
Cheung Sha Wan Road north of Wing Lung Street
Cheung Sha Wan Road o/s CLP Sham Shui Po Centre
Lai Chi Kok Road o/s Lai Kok Estate Block 1
Tonkin Street o/s Lai Kok Estate
Lai Chi Kok Bus Terminus [2]
Lung Cheung Road near Phoenix House
Lung Cheung Road opp. Beacon Heights
Mei Lai Road near Mei Foo Sun Chuen o/s Mobil Petrol Station
Mei Lai Road opp. Mei Foo Sun Chuen [2]
Nam Cheong Street opp. Shek Kip Mei Commercial Centre [2]
Nam Cheong Street o/s Mei Shing House Shek Kip Mei Estate [2]
Nam Cheong Street o/s Shui Tin House Pak Tin Estate
Nam Cheong Street o/s Fu Tin House
Nam Cheong Street near Tai Woh Ping Temporary Housing Area
Nam Cheong Street opp. Chak On Estate
Nam Cheong Street near Shek Kip Mei Fire Station

Sham Shui Po Yen Chow Street underneath Dragon Centre [2]
Sham Mong Road opp. Fu Cheong Estate
Sham Mong Road near Hing Wah Street West
Sham Shing Road o/s Banyan Garden
Tai Hung Tung Bus Terminus o/s Tung Lung House Tai Hang Tung Estate
Tai Po Road near Caldecott Road
Tai Po Road opp. Carlton Hotel
Un Chau Street opp. House No. 392
Woh Chai Street o/s Shum Oi Church near Wai Chi Street
Woh Chai Street opp. Man Lok House Tai Hang Sai Sun Chuen
Yen Chow Street o/s Sham Shui Po Police Station
A Kung Kok Street opp. A Kung Kok [2]
A Kung Kok Street opp. Tsung Tsin Secondary School
A Kung Kok Street o/s A Kung Kok [2]
Chap Wai Kon Street opp. Shatin Industrial Centre
Che Kung Miu Road opp. Hin Keng Estate
Che Kung Miu Road o/s Festival City
Che Kung Miu Road opp. Che Kung Miu
Che Kung Miu Road opp. Chun Shek Estate [2]
Che Kung Miu Road o/s Chun Shek Estate [4]
Che Kung Miu Road o/s Che Kung Miu [2]
Che Kung Miu Road o/s Sun Chui Estate [2]
Che Kung Miu Road o/s Tin Sam Village [2]
Che Kung Miu Road o/s Carado Garden [2]
Che Kung Miu Road o/s Hin Yeung House Hin Keng Estate
Che Kung Mui Road o/s CRC Supermarket
Fo Tan Road near Fo Tan Village [2]
Hang Hong Street o/s Tsang Pik Shan Secondary School [2]
Hang Hong Street near Hang Kong House
Hang Hong Street near Hang Kam Street [2]
Hang Hong Street opp. Tsang Pik Shan Secondary School [2]
Hang Tak Street near Hang Shun Street
Hang Fai Street near Kam On Court
Hin Keng Street near Hin Hing House
Hin Keng Street near Ha Keng Hau Village
Hin Keng Street near Hin Tin Village
Hung Mui Kuk Road o/s Sun Yuet House
Hung Mui Kuk Road opp. Worldwide Gardens [2]
Hung Mui Kuk Road opp. Sun Yuet House [2]
Jat Min Chuen Street o/s Chan Cho Chak Primary School
Kam Ying Road near Saddle Ridge Gardens
Kam Ying Road o/s Kam Lung Court
Kam Ying Road o/s Kam Ying Court
Kwong Sin Street near Kwong Yuen
Kwong Sin Street near Hang Seng Management College
Lee On Bus Terminus [3]
Lion Rock Tunnel Toll Plaza
Lion Rock Tunnel Road opp. Sun Tin Wai Estate [3]
Lion Rock Tunnel Road opp. Sha Tin Park
Lion Rock Tunnel Road o/s Sha Tin Park

Ma On Shan Town Centre Bus Terminus [2]
Ma On Shan Road near Sunshine City [2]
Ma On Shan Road near Ma On Shan Police Station [2]
Ngan Shing Street o/s Yue Tin Court
Ngan Shing Street opp. Yue Tin Court
Ngan Shing Street o/s City One Bus Terminus
Ngan Shing Street opp. City One Plaza Plus [2]
Ngau Pei Sha Street o/s Koon Wah Mirror Group Limited [2]
Ngau Pei Sha Street near Ngau Pei Sha Village
Ning Tai Road near L/P AE0337 opp. Tak Sun Secondary School
Ning Tai Road o/s Tak Sun Secondary School
Po Tai Street o/s Ocean View
Sai Sha Road o/s Ma On Shan Town Centre Bus Terminus
Sai Sha Road o/s Kam On Court
Sai Sha Road o/s Chung On
Sai Sha Road near Fok On Garden
Sai Sha Road near Wu Kai Sha Sun Chuen
Sha Kok Street o/s Sha Kok Estate
Sha Kok Street o/s Pok Hong Bus Terminus [3]
Sha Kok Street o/s Pok Hong Estate [3]
Sha Tin Central Bus Terminus [6]
Sha Tin Centre Street o/s Hilton Centre [2]
Sha Tin Tau Road opp. Shek Ying House
Sha Tin Tau Road o/s Shek Ying House [2]
Sha Tin Wai Bus Terminus [2]
Sha Tin Wai Road o/s Greenfield Court [2]
Sha Tin Wai Road near Shatin Park
Sha Tin Wai Road near Ever Gain Building
Siu Lek Yuen Road near Tai Chung Kiu Road
Siu Lek Yuen Road opp. Block 28, City One
Siu Lek Yuen Road near Yuen Hong Street
Siu Lek Yuen Road near Slip Road to Tate's Carin Highway
Siu Lek Yuen Road opp. Cypress House Kwong Yuen Estate
Siu Lek Yuen Road o/s Siu Lek Yuen Village
Siu Lek Yuen Road near Yuen Hong Street near L/P 1723-4
Siu Lek Yuen Road o/s Block 28 City One near Po Shing Street
Tai Chung Kiu Road opp. Tsang Tai Uk
Tai Chung Kiu Road opp. Jat Min Chuen [2]
Tai Chung Kiu Road opp. Rivera Garden [2]
Tai Chung Kiu Road opp. Belair Garden [2]
Tai Chung Kiu Road near Treasure Floating Restaurant
Tai Chung Kiu Road o/s Ravana Garden [2]
Tai Chung Kiu Road opp. Ravana Garden
Tai Chung Kiu Road o/s Block 13, City One Shatin
Tai Chung Kiu Road o/s Belair Garden [2]
Tai Chung Kiu Road o/s Garden Rivera [3]
Tai Chung Kiu Road o/s Jat Min Chuen [2]
Tai Chung Kiu Road near Tsang Tai Uk
Tai Wai Railway Station Bus Terminus [2]
Tai Po Road near Shek Lei Pui Reservoir

Tai Po Road opp. Sha Tin Garden
Tai Po Road near Lok Lo Ha
Tai Po Road opp. Chek Nai Ping
Tai Po Road near Chinese University of Hong Kong
Tai Po Road near Sha Tin Heights Road
Tai Po Road o/s Sha Tin Heights
Tai Po Road opp. Luk Hop Village
Tam Kon Po Street o/s Sha Tin Town Hall
Tin Sam Street o/s Tin Sam Village [2]
Tin Sam Street near P.L.K. C.W. Chu Secondary School
Wu Kai Sha Railway Station Bus Terminus [2]
Yuen Wo Road o/s Lek Yuen Estate
Yuen Wo Road opp. Wo Che Estate [2]
Castle Peak Road Siu Lam San Tsuen opp. L/P FC4879 [2]
Castle Peak Road The Aegean opp. L/P FC4855
Castle Peak Road Siu Sau Sheung Tsuen opp. L/P FC4845
Castle Peak Road near Pearl Island opp. L/P DD0025
Castle Peak Road o/s Gold Coast Complex opp. L/P DD0010
Castle Peak Road Cafeteria Beach opp. L/P DD0131
Castle Peak Road Sam Shing Estate opp. L/P DD0164
Castle Peak Road Chi Lok Fa Yuen near L/P GD0384
Castle Peak Road House No. 201 Sheltered Workshop opp. L/P H1088
Castle Peak Road opp. Prime View Garden opp. L/P H0805
Castle Peak Road opp. Brilliant Garden opp. L/P FB1958
Castle Peak Road opp. Lingnan University opp. L/P DD0203
Castle Peak Road Lam Tei opp. L/P GD0630
Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099
Castle Peak Road near Nai Wai Railway Station opp. L/P FA8101
Castle Peak Road near Yick Yuen opp. L/P AD2815
Castle Peak Road near Chung Uk Tsuen opp. L/P AD2825
Castle Peak Road near Yick Yuen opp. L/P AD2817
Castle Peak Road near Fuk Hang Tsuen opp. L/P FA8098
Castle Peak Road Miu Fat Buddhist Monastery opp. L/P FA8091
Castle Peak Road Fu Tai Estate opp. L/P DD0198
Castle Peak Road Brilliant Garden opp. L/P FB1957
Castle Peak Road Hoh Fuk Tong College opp. L/P H1082
Castle Peak Road opp. Waldorf Garden opp. L/P H3641
Castle Peak Road opp. Yan Oi Market opp. L/P H3657
Castle Peak Road Harvest Garden opp. L/P H4957
Castle Peak Road Dragon Inn opp. L/P DD0154
Castle Peak Road Sea View Garden near L/P DD0142
Castle Peak Road Golden Beach near L/P DD0193
Castle Peak Road Ka Wo Lane Tsuen opp. L/P DD0019
Castle Peak Road Siu Sau Tsuen opp. L/P FC4846
Castle Peak Road The Aegean opp. L/P FC4864
Castle Peak Road near Siu Lam Tsuen opp. L/P FC4895
Castle Peak Road Siu Lam Quarters opp. L/P FC4912
Castle Peak Road Tai Lam Chung opp. L/P FA2034
Hoi Chu Road Goodview Garden near L/P H1358
Hoi Chu Road Tsui Ning Garden near L/P FA1441

Hoi Chu Road opp. Goodview Garden opp. L/P H1358
Lung Mun Oasis Bus Terminus [2]
Lung Mun Road near Pak Kok opp. L/P FA2370
Lung Mun Road Sun Tuen Mun Centre opp. L/P FB6948
Lung Mun Road Siu Shan Court opp. L/P FA2784
Ming Kum Road near King Wah House Shan King Estate opp. L/P FA2793
Under the Podium of Hanford Garden
Shek Pai Tau Road near China Light Company near L/P FB4431
Slip Road of Lam Tei Interchange Fu Tei
Tsing Wun Road opp. Tsing Wun Railway Station opp. L/P H3003
Tsing Wun Road opp. St. Peter's Church opp. L/P FC3772
Tsun Wen Road o/s Tuen Mun Catholic Secondary School opp. L/P FA2380
Tuen Mun Ferry Pier Bus Terminus
Tuen Tsing Lane Sun Tuen Mun Centre
Tuen Hi Road Tuen Mun Town Hall near L/P FC0636
Tuen Mun Road near Shell Oil Station opp. L/P AD3876
Wu Chui Road Tip Sum House Butterfly Estate near L/P H4594
Wu Chui Road Wu Pik House Wu King Estate near L/P FA2184
Yau Oi (South) Bus Terminus
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
Dai Cheong Street opp. Tai Po Industrial Estate Bus Terminus near L/P M7469
Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House No. 1-3
Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026
Dai Hei Street opp. ZAMA Corporation Limited near L/P EA7513
Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480
Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041
Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426
Dai King Street opp. Phoenix Television Corporation near L/P EA7530
Kwong Fuk Road House No. 81 near Tung Mau Square
Lam Kam Road Shek Poon Ho near L/P EA7374
Lam Kam Road Ping Long Wing Fat Farm opp. L/P EB0477
Lam Kam Road Kau Liu Ha near L/P EB9382
Sai Sha Road Nai Chung [2]
Nam Wan Road near Kwong Fuk Playground opp. L/P AM3295
Nam Wan Road opp. Kwong Fuk Estate near L/P N3282
Nam Wan Road near Kwong Fuk Estate opp. L/P N3281
Pak Tam Road Ko Tong Ha Yeung
Pak Tam Road Ko Tong
Pak Tam Road To Kwa Peng (Uk Tau)
Pak Tam Road near Lady MacLehose Holiday Village
Sai Sha Road near Cheung Muk Tau
Sai Sha Road opp. Cheung Muk Tau
Sai Sha Road Che Ha near L/P N2477
Sai Sha Road Ma Kwu Lam near L/P N2469
Sai Sha Road Tai Tung near L/P N2464
Sai Sha Road Kei Ling Ha San Wai near L/P EA0667
Sai Sha Road Kei Ling Ha Lo Wai near L/P EA7924
Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home near L/P N3080
Sam Mun Tsai Road opp. Pao Siu Loong Care and Attention Home opp. L/P N3079
Sam Mun Tsai Road Fish Market near Ting Kok Road opp. L/P N3066

Ting Kok Road Tai Mei Tuk Bus Terminus opp. L/P EA8270
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]
Tai Po Market Railway Station [3]
Tai Po Road Cheung Shue Tan near L/P EC0749
Tai Po Road opp. Chung Tsai Yuen Garden near L/P EC0731
Tai Po Road Chung Tsai Yuen near L/P M6323
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707
Tai Po Road Savanna Garden near L/P CE1316
Tai Po Road Tai Po Kau opp. Redland Garden opp. L/P EC0683
Tai Po Road Wong Yi Au near L/P CE0035
Tai Po Road Tai Po Garden near L/P EA7027
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798
Tai Po Road Wong Yi Au near L/P EC0670
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168
Tai Po Road House No. 4211 Southview Villas near L/P EC0693
Tai Po Road opp. Lai Chi Hang Tsuen near L/P M6338
Tai Po Road Chung Tsai Yuen opp. L/P AE1650
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737
Tai Po Road Deerhill Bay near L/P EC0742
Tai Po Road Cheung Shue Tan opp. L/P EC0748
Tai Po Road near Tai Po Mei
Tai Po Tai Wo Road near Tai Po Old Market Public School opp. L/P DE0026
Tai Po Tai Wo Road near YATA opp. L/P DE0015
Tai Wo Service Road West Nam Wah Po near L/P N6101
Tai Wo Service Road West Kau Lung Hang near L/P N7079
Tai Wo Service Road West Tai Wo opp. L/P EB5714
Tai Wo Service Road West Tai Hang opp. L/P EB5705
Ting Kok Road near Block 1 Tai Ping Industrial Building opp. L/P EB0392
Ting Kok Road Yue Kok opp. L/P EB5688
Ting Kok Road near Tung Tsz Road near L/P AE0637
Ting Kok Road Lung King Village opp. L/P EA8237
Ting Kok Road near Lai Pek Shan Road near L/P AE0652
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191
Ting Kok Road Fortune Garden near L/P BE1220
Ting Kok Road opp. Ha Hang near CLP Substation opp. L/P EB2836
Ting Kok Road Yue Kok opp. L/P EB5690
Ting Kok Road near Immanuel Lutheran College opp. L/P EB0394
Ting Tai Road Tai Po Swimming Pool opp. L/P DE0060
Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opp. L/P DE0054
Wan Tau Street opp. House No. 83 Wing Wo Building near L/P EB1193
Yuen Shin Road Yuen Shin Park opp. L/P EA7986
Yuen Shin Road Waterfront Park opp. L/P EA7987
Castle Peak Road o/s House No. 135-143 Silka Far East Hotel [3]
Castle Peak Road near Kin Ming Street
Castle Peak Road o/s Wing Hong House Fuk Loi Estate
Castle Peak Road near Chai Wan Kok Street
Castle Peak Road o/s House No. 17-29
Castle Peak Road o/s Lido Garden
Castle Peak Road near Ma Wan Pier near L/P FB3130
Castle Peak Road opp. Sea Crest Villa Phase 3

Castle Peak Road Tsing Lung Tau Pier opp. Hong Kong Garden near L/P BC0946
Castle Peak Road near Tsing Lung Tau Tsuen
Castle Peak Road o/s Sea Crest Villa Phase 4
Castle Peak Road near Kam Fung Garden [2]
Castle Peak Road o/s Hong Kong Telephone Exchange
Hoi On Road near the junction with Castle Peak Road
On Yin Street near Tsuen King Circuit Tsuen Tak Garden
Route Twisk Chuen Lung near L/P FA5590
Route Twisk Chuen Lung opp. L/P FA5590
Route Twisk near Tai Kiu Tsuen
Route Twisk near Ha Kwong Pan Tin Tsuen
Sam Tung Uk Road opp. Sam Tung Uk Resite Village
Sea Crest Villa Access Road opp. Sea Crest Villa Phase 2
Sha Tsui Road o/s House No. 334
Castle Peak Road Nam Fung Centre Tsuen Wan Railway Station Bus Terminus [2]
Tsuen King Circuit near Tsuen Wan Police Station
Tsuen King Circuit o/s Tsuen King Garden Monthly Carpark
Tsuen King Circuit Tsuen Wan Centre Market
Tsuen King Circuit o/s Tsuen King Garden LST Wan Lap Keng Social Centre for The Elderly
Tsuen Wan (Nina Tower) Bus Terminus
Tsuen Wan West Railway Station Bus Terminus [5]
Wo Yi Hop Road o/s Shek Wai Kok Sun Village
Wo Yi Hop Road opp. Ho Fung Secondary School
Wo Yi Hop Road o/s Wo Yi Hop Road Sports Ground
Yi Pei Chun Road o/s Tung Po To
Yi Pei Chun Road near Hoi Pa Resite Village
Choi Hung Access Road o/s Pik Hoi House Choi Hung Estate [2]
Choi Hung Road near Ng Wah Catholic Secondary School [2]
Choi Hung Road near Lok Sin Tong Wong Chung Ming Secondary School
Choi Hung Road near Tai Yau Street
Choi Hung Road opp. House No. 221
Choi Hung Road near Luen Yee Road
Choi Hung Road near Sze Mei Street Choi Hung Transport Terminus
Choi Hung Road near Sze Mei Street
Choi Hung Road opp. Wong Tai Sin Police Station [2]
Choi Hung Road o/s Choi Hung Road Playground
Choi Hung Road o/s House No.72
Choi Hung Road o/s House No. 14-16
Chuk Yuen Road o/s Rainbow Primary School
Clear Water Bay Road near Ngau Chi Wan Market
Lung Poon Street inside Plaza Hollywood [7]
Fu Mei Street o/s Wang Yip House Wang Tau Hom Estate
Fu Mei Street o/s Wang Fu House Wang Tau Hom Estate
Fung Tak Road o/s Fung Tak Shopping Centre
Fung Tak Road near Sheung Yuen Street
Fung Tak Road o/s Lung Poon Court
Fung Tak Road near Fung Tak Park
Fung Tak Road o/s Wong Tai Sin Fire Station near L/P E4589
Hammer Hill Road o/s Kam Wan House Choi Hung Estate

Junction Road near Inverness Road Arts And Technology Education Centre
Junction Road Fu Keung Court
Juntion Road Lok Fu Centre Phase II
Junction Road south of Heng Lam Street
Lok Fu Bus Terminus [6]
Lung Cheung Road o/s Tin Ma Court
Lung Cheung Road o/s Lung Cheung Government Secondary School [2]
Lung Cheung Road o/s Lung Cheung Mall
Lung Cheung Road near Tan Fung House Choi Hung Estate
Lung Cheung Road near Hung Ngok House Choi Hung Estate
Lung Cheung Road near Wong Tai Sin Plaza [2]
Lung Cheung Road near Morse Park Swimming Pool [3]
Lung Cheung Road near Lung Yin Road opp. Tin Ma Court
Ma Chai Hang Road near Tin Ma Court
New Clear Water Bay Road o/s Pak Hung House Choi Wan Estate
Po Kong Village Road o/s House No. 69 Fu Yau Building
Po Kong Village Road o/s Po Leung Kuk No. 1 W.H. Cheung College
Po Kong Village Road near Fu Shan Estate
Po Kong Village Road near Chu Fung House Fung Tak Estate
Po Kong Village Road o/s Fung Chuen Court
Prince Edward Road East o/s House No. 690 near The Latitude [2]
Prince Edward Road East o/s House No.702 Tai King Industrial Building
Prince Edward Road East o/s House No. 706 Prince Industrial Building
Prince Edward Road East o/s Rhythm Garden
Prince Edward Road East opp. Rhythm Garden
Sheung Fung Street opp. Chuk Yuen Children Reception Centre
Sheung Wah Street near Po Kong Lane
Tsz Wan Shan South Bus Terminus [2]
Tung Tau Tsuen Road House No. 137
Tung Tau Tsuen Road near Lung Wing House Lower Wong Tai Sin Estate L/P E1377
Tung Tau Tsuen Road Wing Tung House Tung Tau Estate
Tung Tau Tsuen Road near Ying Tung House Tung Tau Estate
Tung Tau Tsuen Road o/s Carpenter Road Park
Yuk Wah Street o/s Lok Moon House Tsz Lok Estate
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2850
Castle Peak Road near Fui Sha Wai opp. L/P AD9819
Castle Peak Road near Tong Fong Tsuen Railway Station opp. L/P AD2865
Castle Peak Road near Ping Shan opp. L/P AD2878
Castle Peak Road Tung Shing Lei near L/P U8917
Castle Peak Road Mai Po near L/P FC4103
Castle Peak Road Tung Shing Lei near L/P H3212
Castle Peak Road Yeung Uk Tsuen near L/P BD0335
Castle Peak Road near Yuen Long Police Station near L/P DD1031
Castle Peak Road near Shui Pin Tsuen near L/P AD2911
Castle Peak Road Yuen Long Park near L/P AD2906
Castle Peak Road near Ping Shan opp. L/P AD2872
Castle Peak Road near Ki Tai Garden San Hei Tsuen opp. L/P AD2866B
Castle Peak Road near Fui Sha Wai opp. L/P AD2860B
Fan Kam Road Wang Toi Shan Shan Tsuen opp. L/P FB3602
Fan Kam Road Chuk Hang (Sheung Che) near L/P FB3616

Fan Kam Road near Shui Kan Shek opp. L/P FB3628
Fan Kam Road Shui Kan Shek near L/P FB3626
Fan Kam Road Chuk Hang opp. L/P FB3615
Fan Kam Road Pat Heung Police Station opp. L/P BD1121
Kam Sheung Road Ng Ka Tsuen near L/P AD7134
Kam Sheung Road St. Joseph's Church Kindergarten near L/P U8340
Kam Sheung Road Yuen Kong Tsuen near L/P U8387
Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near L/P U8395
Kam Sheung Road Shui Tsan Tin near L/P U8405
Kam Sheung Road Shui Lau Tin near L/P U8413
Kam Sheung Road Lin Fa Tei near L/P U8423
Kam Sheung Road Dao Uk Tsuen near L/P U8451
Kam Sheung Road Sheung Tsuen Playground near L/P U8476
Kam Sheung Road Tse Uk Tsuen near L/P U8448
Kam Sheung Road near Pat Heung Road near L/P FA3582
Kam Sheung Road Tin Sam near L/P U8366
Kam Tin Road opp. Ko Po Tsuen near L/P AD1658
Kam Tin Road Mung Yeung Primary School near L/P FB5699
Kam Tin Road near House No. 40 Kam Tin Post Office
Kam Tin Road Tai Kong Po near L/P AD5639
Kam Tin Road near Lo Uk Tsuen opp. L/P U8860
Kam Tin Road Chun Yiu opp. L/P U8887
Kam Tin Road Chi Ma Ling opp. L/P U8871
Kam Tin Road near Pat Heung Shek Kong Bridge opp. L/P FB5751
Kam Tin Road Tai Kong Po near L/P BD4972
Kam Tin Road Kam Tin Market near L/P FB5711
Kam Tin Road opp. Salvation Army opp. L/P FB5702
Kam Tin Road Mung Yeung Primary School near L/P FB5696
Kam Tin Road Ko Po L/P AD1677
Long Yat Road near Yoho Mall II near L/P AD5179
Ping Ha Road Ping Shan Hang Mei Tsuen opp. L/P FB9222
Ping Ha Road Pak Sha Tsai opp. Tin Shing Court opp. L/P AAD6659
Route Twisk Country Park Management Centre near L/P FA7877
San Tam Road Ko Hang Maple Garden near L/P FA8471
San Tam Road Chuk Yuen near L/P FA8434
San Tam Road Pok Wai near L/P FA9262
San Tam Road Mo Fan Heung near L/P FA9272
San Tam Road Fung Kat Heung opp. L/P FA9285
Sheung Tsuen Bus Terminus [2]
Shap Pat Heung Road Emerald Green opp. L/P BD1354
Tin Yiu Bus Terminus
Tin Shui Wai Town Centre Bus Terminus [2]
Tin Shui Road opp. Tin Shui Wai District Park near L/P DD0564
Tin Shui Road o/s Tin Shui Estate opp. L/P DD0550
Tin Shui Road o/s Tin Wah Estate opp. L/P DD0538
Tin Shui Road Tin Yan Estate opp. L/P AD6627
Tin Shui Road Tin Chak Estate opp. L/P AD1067
Tin Wu Road near Sherwood Court opp. L/P DD0338
Tin Yiu Road o/s Tin Shui Wai Police Station opp. L/P DD0524
Tin Yiu Road Yiu Man House Tin Yiu Est opp. L/P DD3033A

Tin Wing Road opp. Chestwood Court opp. L/P DD0331
Tin Kwai Road near Lynwood Court near L/P FB2085
Tin Kwai Road near Maywood Court near L/P AD5708
Tin Kwai Road near Maywood Court near L/P FC3992
Tin Fuk Road near Tsui Sing Lau opp. L/P AAD6669
Tin Sau Road opp. Ching Pik House Tin Ching Estate opp. L/P AD1224
Town Park Road North opp. Park Royale opp. L/P DD0658
Town Park Road South opp. Villa Art Deco opp. L/P DD1799
Wang Tat Road Fung Chi Tsuen near L/P H1595
Wetland Park Road opp. Grandeur Terrace opp. L/P AD2155
Yuen Long Park Bus Terminus
Boundary Street o/s Tai Hang Tung Recreation Ground
Boundary Street opp. Mongkok Stadium
Canton Road o/s The Victoria Towers
Chatham Road South House No. 85
Chatham Road South o/s Science Museum near L/P E6832-8
Chatham Road South opp. House No. 41-43
Cheong Wan Road o/s H.K. Polytechnic
Cherry Street o/s Ming Kei College
Cherry Street opp. Ming Kei College
Embankment Road near L/P E9066-4
Hoi Wang Road o/s Charming Garden
Hoi Wang Road o/s Park Avenue
Hoi Wang Road o/s Hoi Fu Court [2]
Island Harbourview Bus Terminus [2]
Jordan Road o/s Kowloon Union Church
Lai Chi Kok Road o/s House No. 166 near Tai Nam Street Sitting Out Area
Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area
Luen Wan Street near MK East Railway Station Pedestrian Elevator
Mong Kok (Park Avenue) Bus Terminus [3]
Kowloon Railway Station Bus Terminus [2]
Nathan Road o/s House No. 105 near Kowloon Park [2]
Nathan Road o/s House No. 213 Tsim Sha Tsui Police Station
Nathan Road House No. 405 near Market Street
Nathan Road o/s Mongkok Police Station
Nathan Road o/s House No. 760 near Allied Plaza
Nathan Road near Gascoigne Road L/P E0217-5
Nathan Road House No. 138 near St. Andrew's Church
Nathan Road o/s House No. 132 near The Mira Hong Kong
Olympic Station Bus Terminus
Prince Edward Road West o/s Prince Edward Road /Nullah Road Garden
Sai Yee Street o/s Queen Elizabeth Secondary School
Salisbury Road Middle Road Park [3]
Salisbury Road East Tsim Sha Tsui Railway Station [3]
Sham Mong Road o/s Metro Harbour View
Sham Mong Road near Hoi Fai Road
Tai Kok Tsui Road o/s House No. 9
Tai Kok Tsui Road opp. House No. 181 near Larch Street Sitting Out Area
Tsim Sha Tsui East Bus Terminus [3]
Tsim Sha Tsui East (Mody Road) Bus Terminus adjacent to Wing On Plaza [2]

Waterloo Road near Yau Ma Tei Fire Station
Wylie Road near Ho Man Tin Hill Road

* Note: At some locations, seats will be installed at more than one bus shelters. The numbers in the square brackets denote the number of bus shelters to be installed with seats at the location concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)169

(Question Serial No. 3056)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the items under Matters Requiring Special Attention of Programme (1) in 2018-19 is to conduct a review study on the operating conditions of public light buses (PLBs) after the increase in the maximum seating capacity. Will the Government inform this Committee of the current number of 19-seat light buses across the territory, the routes operated by such light buses, and whether the Government has any preliminary data regarding the improvement in passengers' waiting time after the modification of the light buses for the provision of 19 seats?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 38)

Reply:

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. As at 2 March 2018, 384 19-seat PLBs have been registered, accounting for about 9% of the total registered fleet of 4 350 PLBs. Among these 384 19-seat PLBs registered, 324 are GMBs deployed on 170 GMB routes, and 60 are red minibuses.

The Transport Department will launch a regular survey on the market occupancy rate of PLBs in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed.

-End-

CONTROLLING OFFICER'S REPLY

THB(T)170

(Question Serial No. 3057)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Estimates that the Transport Department (TD) will continue to conduct a study on the overall strategy and feasible options for traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin, with a view to putting toll adjustment proposals to the Legislative Council Panel on Transport for discussion. Will the Government inform this Committee of the number of licensed private cars in 2017?

According to the data compiled by the TD, the number of licensed private cars has increased drastically over the last decade from about 402 000 in 2006 to about 584 000 in 2016, representing an increase of 45%. The data reflect that the root of the current traffic congestion problem in Hong Kong is the rapid growth in the vehicle fleet size in Hong Kong, and adjusting the tolls will only have little effects on alleviating traffic congestion. Will the Government take reference from other countries and start exploring options for restricting the growth in the number of vehicles, including exploring the possibility of setting the annual growth rate of private cars? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 31)

Reply:

The number of licensed private cars (excluding van-type light goods vehicles) has increased from about 360 000 in 2006 to about 536 000 in 2016, representing an increase of 49%. By end-2017, there are about 552 710 licensed private cars (excluding van-type light goods vehicles).

The Government adopts a multi-pronged approach in tackling road traffic congestion. Apart from the TD's study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel), the Government has also been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of

Road Traffic Congestion in Hong Kong (TAC Report). We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)171

(Question Serial No. 3058)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in the Programme (1), the Government oversaw the commencement of an in-depth feasibility study for Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) to formulate detailed options for future public engagement. Would the Government inform this Committee the resource allocated to the aforementioned public engagement work in the coming financial year; the current progress of the study; and when the aforementioned detailed scheme options will be reported to the Legislative Council?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 39)

Reply:

The Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The estimated expenditure for the feasibility study in 2018-19 is \$6.4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)172****(Question Serial No. 0891)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the direct issue of Hong Kong full driving licences:

(a) Please provide the following figures:

Driving licence issuing countries or places	Total number of applications approved	Number of new applications approved in 2017

(b) What were the numbers of traffic accidents involving drivers with driving licence obtained by direct issue in the past three years (i.e. from 2015 to 2017)?

(c) How would the Government ensure that drivers with driving licence issued by direct issue are familiar with the road traffic rules and regulations in Hong Kong?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 33)Reply:

(a) The numbers of direct issue applications approved by the Transport Department (TD), with breakdown by major issuing countries/places of driving licences, are as follows:

Driving licence issuing countries or places	Total number of direct issue applications approved (from February 2007 to December 2017 ^{Note 1)}	Number of new direct issue applications approved in 2017
Mainland	267 476	35 765
United States	34 329	2 382
Canada	24 182	1 499
United Kingdom	20 750	1 870
Australia	17 663	1 107
Others	72 477	4 976

Driving licence issuing countries or places	Total number of direct issue applications approved (from February 2007 to December 2017^{Note 1})	Number of new direct issue applications approved in 2017
Total	436 877	47 599

Note 1: Prior to the upgrading of the Vehicles and Drivers Licensing Integrated Data System to the fourth generation in February 2007, the TD did not keep breakdown of applications for direct issue of a Hong Kong full driving licence according to the countries or places of issue of domestic driving licences held by applicants. As such, the figures shown in the table reflect the situation from February 2007 up to 31 December 2017.

- (b) The numbers of traffic accidents involving drivers with driving licence obtained by direct issue from 2015 to 2017 are as follows:-

Year	Number of traffic accidents involving direct issue drivers^{Note 2}
2015	376
2016	462
2017	469

Note 2: The figures shown in the table denote the number of traffic accidents involving drivers who obtained their Hong Kong full driving licences by way of direct issue after February 2007.

- (c) To promote road safety, the TD has published the “Road Users’ Code” which contains a wide range of rules, advice and information for all types of road users covering different road and traffic conditions. A copy is made available to those who obtain driving licence by way of direct issue, with a view to facilitating a better understanding of the road traffic rules and regulations in Hong Kong. They are also encouraged to read the leaflets and pamphlets published by the TD from time to time on road safety related issues. While hard copies of these publications, leaflets and pamphlets are available for collection at the Licensing Offices of the TD, the same materials have also been uploaded onto the TD’s website at <http://www.td.gov.hk> for public access.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)173

(Question Serial No. 3263)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise on the current number of registered vehicles in Hong Kong:

[illegible]

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 49)

Reply:

Information on the number of registered vehicles in Hong Kong (as at 13 March 2018) is provided at Annex.

Annex

Year of first registration	Number of registered vehicles as at 13 March 2018																					
	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others*
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	LPG	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990	121	0	418	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	404
1991	158	0	673	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	567
1992	106	0	715	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	643
1993	173	0	1 045	0	0	0	0	0	9	2	0	0	1	0	0	0	0	0	0	0	0	797
1994	179	0	1 531	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1 093
1995	198	0	1 488	0	0	0	2	0	9	3	0	0	0	0	0	0	0	0	0	0	0	1 193
1996	155	0	1 862	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	1	0	0	1 379
1997	251	0	5 818	0	0	0	10	0	3	0	0	0	1	0	0	17	0	0	5	0	0	1 730
1998	118	0	6 457	0	0	0	3	0	4	2	0	0	2	0	0	38	0	0	8	0	0	1 581
1999	1	0	8 013	0	13	0	10	0	6	4	0	0	0	0	0	4	0	0	37	0	0	1 800
2000	0	0	12 571	0	626	0	6	0	46	6	0	0	1	0	0	265	0	0	50	0	0	1 840
2001	0	0	15 946	0	3 124	0	14	169	29	4	131	0	0	13	0	253	74	0	63	0	17	2 356
2002	1	0	17 308	0	1 413	0	0	1 408	0	0	691	0	0	90	0	0	509	0	34	15	283	2 720
2003	1	0	15 360	0	1 066	0	0	1 314	0	0	850	0	0	67	0	0	331	0	19	117	335	2 995
2004	1	0	21 287	0	488	0	0	1 893	0	0	1 303	0	0	70	0	0	268	0	0	205	678	3 330
2005	0	0	22 636	0	398	0	0	2 975	0	0	1 419	0	0	25	0	0	190	0	0	106	1 086	3 246
2006	0	0	24 492	0	361	0	0	3 582	0	0	1 667	0	0	60	0	0	338	0	0	49	87	3 206
2007	0	0	30 714	0	318	0	0	4 378	0	0	1 997	0	0	78	0	0	485	0	0	132	98	3 428
2008	0	0	32 676	0	543	0	0	5 070	0	0	2 414	0	0	117	0	0	657	0	0	187	238	3 363
2009	83	0	26 751	0	336	0	0	2 276	0	0	886	0	0	134	0	0	497	0	0	56	154	2 345
2010	148	53	38 128	0	386	0	0	3 662	0	0	2 398	0	0	378	0	0	770	0	0	109	196	2 565
2011	104	99	40 341	0	268	4	0	4 331	1	0	2 435	1	0	530	0	0	856	0	0	140	91	3 068
2012	22	105	42 305	0	286	0	0	3 916	580	0	907	1 214	0	254	450	0	379	613	0	55	224	3 538
2013	0	67	43 837	0	670	4	0	0	5 762	0	0	2 770	0	0	678	0	0	1 002	0	0	339	4 404
2014	0	854	45 241	0	1 664	0	0	0	8 282	0	0	4 251	0	0	713	0	0	1 203	0	0	523	5 151
2015	0	2 601	47 380	0	2 278	0	0	0	8 704	0	0	4 727	0	0	1 021	0	0	1 664	0	0	566	6 114
2016	0	3 018	37 373	0	1 752	3	0	0	6 735	0	0	3 270	0	0	791	0	0	1 731	0	0	537	5 711

*Trailers are not included as they are not motor vehicles

- End -

CONTROLLING OFFICER'S REPLY

THB(T)174

(Question Serial No. 0270)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government strives to promote Hong Kong as a livable “walkable city” 「易行城市」. One of the initiatives is to add a walking route search function to the “Hong Kong e-Transport” mobile application. In this connection, please advise this Committee:

- (1) The cumulative number of users since the launching of the “Hong Kong e-Transport” application in 2011; the number of new users in the past three years;
- (2) The expenditure and manpower required for the development of the “Hong Kong e-Transport” application in the past three years;
- (3) At present, the walking route search function is limited to Causeway Bay. When will this function be extended to other busy areas and tourist areas such as Wan Chai, Sheung Wan and Yau Tsim Mong;
- (4) In addition to the existing “Regular” mode and “Elderly” mode, what is the progress of developing “Barrier-free” mode”?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. (LegCo use): 20)

Reply:

- (1) Since the launching of the “Hong Kong e-Transport” mobile application in 2011, the cumulative number of downloads has reached 1 820 000. There were a total of 557 000 new downloads in the past three years.
- (2) The development of the “Hong Kong e-Transport” mobile application was outsourced to a contractor at a cost of \$1.1 million. The operation and maintenance work of the mobile application has also been outsourced at an annual cost of about \$200,000 in the past three years. There is no separate breakdown of staff establishment in the Transport Department (TD) for supervising the contractors as such work is part of the regular duties of the staff involved.

- (3) The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the “Hong Kong e-Transport” mobile application in October 2017. The TD plans to extend the search function to cover Yau Tsim Mong district by end 2018. The TD is also planning to extend the function progressively to cover other districts in the coming two to three years.
- (4) In addition to the “Regular” and “Elderly” modes under the “Hong Kong e-Transport” mobile application, the TD is exploring new features to facilitate search for barrier-free walking routes. Such route search function covering major shopping areas in Causeway Bay will be available in mid-2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)175

(Question Serial No. 0287)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(3) District Traffic and Transport Services
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has closed down one after another several multi-storey car parks in urban areas and lowered the standards of provision of parking spaces for public and private housing in recent years, thereby aggravating the shortage of parking spaces. In this connection, will the Government inform this Committee of:

1. the names of the contracted operators and expiry dates of contracts of government public car parks as at 31 March 2018 in tabulated form;
2. the numbers of new parking spaces which will be provided by the Government and private developers in the coming five years, and the numbers of private car parking spaces among them, with a tabulated breakdown by District Council district;
3. the locations of government multi-storey car parks which will be completed and commissioned in the coming five years, the numbers of parking spaces which will be provided therein and estimated construction cost of each of the car parks in tabulated form; and
4. the numbers of government sites to be let by way of short-term tenancies (STTs) for use as temporary car parks in the coming five years, as well as the respective locations of such sites and the numbers of parking spaces to be provided therein in tabulated form?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. (LegCo use): 47)

Reply:

1. The government public car parks under management of the Transport Department (TD) are:

Car Park	Operator	Contract Period
Rumsey Street Car Park Kennedy Town Car Park Aberdeen Car Park Shau Kei Wan Car Park Sheung Fung Street Car Park Sheung Shui (Park-and-Ride) Car Park	Mack & Company Carpark Management Limited	1 May 2017 to 30 April 2020
Star Ferry Car Park City Hall Car Park Tin Hau Car Park Yau Ma Tei Car Park Kwai Fong Car Park Tsuen Wan Car Park	Wilson Parking (Holdings) Limited	1 May 2017 to 30 April 2020

2. The Government has been actively pursuing a number of measures to increase parking spaces. The numbers of new parking spaces arising from some of these measures are as follows:
 - (a) over 30 night-time parking spaces for commercial vehicles to be designated in 2018-19;
 - (b) over 2 000 public car parking spaces which have already planned to be provided in 10 new government, institution and community/public open space facilities in the coming few years; and
 - (c) over 80 parking spaces for coaches to be provided in 2018-19.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3. The TD is examining the feasibility of providing government multi-storey car parks at various locations, and the feasibility of adopting an automated parking system in suitable locations.
4. The Lands Department only draws up plan for STT sites to be tendered in the near future. As at March 2018, the number of STTs for public car parks to be tendered between March and August 2018 is as follows:

Location	STT car parks	Parking spaces*
Eastern	1	35
Kwun Tong	1	43
Sai Kung	2	188
North District	1	251
Shatin	1	48
Tai Po	1	58
Kwai Tsing	4	858
Total	11	1 481

* Estimated figures only, subject to the terms and conditions of the STT agreement.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)176

(Question Serial No. 1283)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Kai Leng Roundabout and Tai Tau Leng Roundabout, being the major traffic interchanges in North District, together with Fanling Highway, Fan Kam Road and Sha Tau Kok Road, play important roles in connecting the external and internal traffic of North District. In the past year, several serious accidents occurred at Kai Leng Roundabout and Tai Tau Leng Roundabout that nearly paralysed the internal and external traffic of North District. Would Transport Department (TD) please advise this Committee:

- (a) the (i) annual average daily traffic flow, (ii) average morning peak traffic flow, (iii) average evening peak traffic flow, (iv) average morning peak volume/capacity (V/C) ratio and (v) average evening peak V/C ratio of (1) Kai Leng Roundabout, (2) Tai Tau Leng Roundabout, (3) Fanling Highway, (4) Fan Kam Road, and (5) Sha Tau Kok Road between 2012 and 2017;
- (b) the (i) number of traffic accidents, (ii) number of traffic accidents which required handling time of more than 15 minutes, and (iii) average handling time for accidents that occurred at (1) Kai Leng Roundabout, (2) Tai Tau Leng Roundabout, (3) Fanling Highway, (4) Fan Kan Road, and (5) Sha Tau Kok Road between 2015 and 2017; and
- (c) the resources that the TD and other relevant government departments allocated to improve the handling speed of accidents occurred on relevant roads and roundabouts in North District between 2015 and 2017; and the resources that the TD will assign to improve the speed for handling relevant accidents in 2018-19. Please set out the details of the improvement measures that the TD will take.

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 26)

Reply:

- (a) The annual average daily traffic flows (total numbers of vehicles for both bounds) on Fanling Highway and Sha Tau Kok Road between 2012 and 2016* are:

Calendar Year	2012	2013	2014	2015	2016
Road Section					
Fanling Highway (section between Tai Tau Leng Roundabout and Kai Leng Roundabout)	77 280	83 410	73 030	76 410	80 720
Sha Tau Kok Road (section between On Kui Street and Ping Che Road)	27 060	27 280	26 990	30 380	33 580

* The traffic data for 2017 are still being compiled and are not yet available.

The TD does not have the average morning and evening peak traffic flows and corresponding V/C ratios of the above section of Fanling Highway. There is generally no traffic congestion along Fanling Highway except at Kai Leng Roundabout and Tai Tau Leng Roundabout.

According to the TD's survey conducted in 2017, the average morning and evening peak traffic flows on the section of Sha Tau Kok Road between On Kui Street and Ping Che Road were both 1 500, and the corresponding V/C ratio in the morning and evening peak was 0.9. The traffic flow on Sha Tau Kok Road is constrained by the operation of several signalised junctions along the road, resulting in occasional traffic congestion at junctions during peak hours.

The TD does not have the annual average daily traffic flows of Fan Kam Road. According to the TD's survey conducted in 2017, the average morning and evening peak traffic flows on the section of Fan Kam Road between Tai Tau Leng Roundabout and Castle Peak Road - Kwu Tung were 950 and 850 respectively, and the corresponding V/C ratios were 0.6 and 0.5.

The TD does not have the annual average daily traffic flows or V/C ratios of Kai Leng Roundabout and Tai Tau Leng Roundabout. The current design flow to capacity ratios of Kai Leng Roundabout and Tai Tau Leng Roundabout are both about 1.0 during morning and evening peak hours. Traffic congestion occurs at these two roundabouts during peak hours on weekdays, while normal traffic flow can generally be maintained during other periods.

- (b) The numbers of traffic accidents that occurred at Kai Leng Roundabout, Tai Tau Leng Roundabout, Fanling Highway, Fan Kam Road and Sha Tau Kok Road between 2015 and 2017 are:

Road	2015	2016	2017
Kai Leng Roundabout	4	3	5
Tai Tau Leng Roundabout	5	2	4
Fanling Highway	119	146	316
Fan Kam Road	73	64	54
Sha Tau Kok Road	46	52	164

The Police do not maintain statistics on the handling time of traffic accidents. The actual handling time of each traffic accident may vary considerably depending on the

nature and seriousness of the accident concerned, as well as the road conditions thereat. The police officers at the scene would endeavour to resume normal traffic as soon as practicable, provided that it does not jeopardise the investigation of traffic accidents.

- (c) The Police have assigned regular traffic patrol duties along the highways in North District with a view to monitoring the traffic situation and providing a prompt response to traffic accidents. Policing has been stepped up at strategic locations, especially during the peak hours. The Police do not have a specific breakdown on the expenditure involved in delivering the related duties.

Separately, as any delay in the clearance of accidents on major highways and roundabouts in North District may result in traffic congestion, the TD has been closely monitoring the traffic condition of the roads concerned. The TD's Emergency Transport Co-ordination Centre (ETCC) maintains close communication with the Police and public transport operators, and will make appropriate arrangements immediately, including traffic diversions. The ETCC will also release the latest traffic news and give appropriate advice to the public through the media and mobile applications so as to enable passengers to plan their journeys accordingly.

The TD has been adopting traffic management measures to improve traffic condition of North District. The TD has recently adjusted the traffic signals at Fan Kam Road/Castle Peak Road junction, and extended the duration in respect of the restricted zone on San Wan Road near Kai Leng Roundabout. Besides, the TD has been closely monitoring the lane-widening works at Kai Leng and Tai Tau Leng Roundabouts. The TD has also requested relevant departments to expedite the construction works of the connecting roads under the Liantang/Heung Yuen Wai Boundary Control Point project, which will help divert the traffic from Sha Tau Kok Road.

To resolve the traffic congestion of North District in the long run, the TD has been actively working with relevant departments on construction of new roads, and planning of new road projects. For example, the Civil Engineering and Development Department will commence a consultancy study to assess the feasibility of providing a North-South link to alleviate traffic congestion in the vicinity of Kai Leng Roundabout in mid-2018.

The work is undertaken by the existing staff of the TD as part of their normal duties. No additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)177

(Question Serial No. 1284)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On-street parking spaces are often motorists' first choice for parking their vehicles due to the lowest parking fees being charged. Will the Government inform this Committee of the following:

- (a) Between 2012 and 2017, what were the total numbers in Hong Kong of (1) on-street metered parking spaces; (2) on-street non-metered parking spaces; and (3) on-street metered parking spaces for private cars? Please list out the figures by year.
- (b) Using the latest data as at 2018, please list out the numbers of on-street metered parking spaces for private cars in each of the 18 districts in Hong Kong.
- (c) It is noted that the parking fees of some of the on-street metered parking spaces with relatively low utilisation are as low as \$2 for each 30 minutes. Using the latest data as at 2018, please provide the total number of such on-street parking spaces in Hong Kong and their distribution across the 18 districts.
- (d) The Government is going to launch the new parking meters, and by then the maximum parking meter fees to be charged may increase from \$8 per hour to \$20 per hour. What is the amount of provision earmarked by your department in 2018-19 for implementing the scheme? What is the estimated time for setting the actual levels of parking fees of the metered parking spaces in various districts? What factors will be taken into account when setting the fee levels?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 27)

Reply:

- (a) The number of on-street parking spaces (metered and non-metered) as at end-February for the years 2012 to 2018 is tabulated as follows:

Type	On-street Parking Spaces						
	Feb 2012	Feb 2013	Feb 2014	Feb 2015	Feb 2016	Feb 2017	Feb 2018
Metered	17 852 (14 974)	17 726 (14 879)	17 755 (14 931)	17 878 (15 020)	17 896 (15 040)	17 902 (15 072)	17 916 (15 085)
Non-metered	13 728	14 701	15 225	15 362	15 549	15 997	16 459

Note: Figures in parenthesis are the number of metered parking spaces for private cars.

- (b) As at end-February 2018, the number of on-street metered parking spaces in each of the 18 districts for private cars is tabulated as follows:

District	On-street metered parking spaces
Central and Western	443
Eastern	387
Southern	592
Wan Chai	954
Kowloon City	2 193
Kwun Tong	375
Sham Shui Po	1 166
Wong Tai Sin	277
Yau Tsim Mong	1 480
North	913
Sai Kung	925
Sha Tin	1 370
Tai Po	1 262
Islands	154
Kwai Tsing	385
Tsuen Wan	457
Tuen Mun	996
Yuen Long	756
Total	15 085

- (c) As at end-February 2018, the number of on-street metered parking spaces which charge \$2 per 30 minutes in 18 districts is tabulated as follows:

District	On-street metered parking spaces (parking fee at \$2 per 30 minutes)
Central and Western	62
Eastern	57
Southern	9
Wan Chai	87
Kowloon City	391
Kwun Tong	63
Sham Shui Po	361
Wong Tai Sin	122
Yau Tsim Mong	296
North	366
Sai Kung	0
Sha Tin	307
Tai Po	19
Islands	0
Kwai Tsing	118
Tsuen Wan	9
Tuen Mun	311
Yuen Long	124
Total	2 702

- (d) The Transport Department (TD) plans to replace the existing on-street parking meters by a new generation of parking meters starting from 2019-20. A total of 12 300 new meters will be procured at an estimated cost of \$304 million. The expenditure forecast for 2018-19 is about \$10 million. Revision of parking charge of on-street parking spaces will not take place before the new meters are installed and the relevant legislation amended. The TD will propose adjustments to the maximum level of parking fees in the legislation, such that the actual level of parking fee for individual on-street parking spaces will be set having regard to the traffic conditions and parking demands in individual areas. In the next stage, the TD will look into the feasibility of setting up an objective parking fee adjustment mechanism, having regard to the actual utilisation rate of parking spaces over a period of time as recorded by the new parking meters.

CONTROLLING OFFICER'S REPLY

THB(T)178

(Question Serial No. 1285)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government continues to promote policies for creating a “bicycle-friendly” environment in new towns, including that the Transport Department (TD) is undergoing a study to improve the cycle tracks and the associated facilities in nine new towns. The consultancy identified and proposed improvement to around 900 locations. As I know, the improvement works involving around 100 locations distributed at the cycle tracks in nine new towns in the New Territories have commenced in phases in 2016. Please advise on the following:

- (a) As at February 2018, what is the progress of the concerned improvement works? What is the Government expenditure for the concerned improvement works?
- (b) After the completion of improvement works involving 100 locations, how many additional bicycle parking spaces will be provided in the nine new towns? What will be the distribution of these additional bicycle parking spaces?
- (c) What will be the amount of funding to be allocated in 2018-19 to further improve and provide additional cycle tracks and the associated facilities in Hong Kong?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 28)

Reply:

- (a) Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of about \$2.4 million. The TD targets to complete the remainder of the first batch of improvement works by end 2018 at an estimated cost of \$1.6 million.

- (b) Upon completion of the first batch of improvement works, a total of 978 additional cycle parking spaces will be provided in the nine new towns as follows:

New Towns	Additional Parking Spaces
Tin Shui Wai	82
Yuen Long	236
Tuen Mun	132
Tsuen Wan	6
Tung Chung	18
Tseung Kwan O	54
Sha Tin/Ma On Shan	84
Tai Po	254
Sheung Shui/Fanling	112
Total	978

- (c) As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

Separately, the Civil Engineering and Development Department is constructing the remaining cycle section linking Yuen Long and Sheung Shui of the 60-km cycle track network between Tuen Mun and Ma On Shan, with anticipated completion in early 2020. A provision of \$207 million has been earmarked for the related works in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)179****(Question Serial No. 1286)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the conversion of red minibuses (RMBs) to green minibuses (GMBs), will your department inform this Committee of the following:

- (a) Between 2010 and 2017, what was the respective number of (1) RMBs and (2) GMBs in Hong Kong? Please list out the figures by year.
- (b) Between 2010 and 2017, what was the number of applications for conversion from RMBs to GMBs each year? Among them, what was the number of successful applications?
- (c) What helping measures does your department provide for applicants intending to have RMBs converted to GMBs? What is the amount of provision earmarked in 2018-19 for the measures?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 29)

Reply:

- (a) & (b) The number of RMBs and GMBs in Hong Kong at the end of each year between 2010 and 2017, and the number of RMBs converted to GMBs in each year, are tabulated below:

Year	No. of RMBs	No. of GMBs	No. of RMBs converted to GMBs in the year
2010	1 331	3 019	41
2011	1 293	3 057	38
2012	1 280	3 070	13
2013	1 240	3 110	40
2014	1 207	3 143	33
2015	1 146	3 204	61
2016	1 096	3 254	50
2017	1 069	3 281	27

- (c) It is the Government's established policy to encourage the conversion of RMBs to GMBs for the sake of ensuring service quality level and achieving effective monitoring. The Transport Department (TD) has been introducing new route packages suitable for GMB operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc., and inviting operators (including RMB operators) to apply for running these routes through open invitation. The applications will be assessed by the Green Minibus Operators Selection Board in accordance with a set of selection criteria and prescribed marking scheme. To encourage RMBs to convert to GMBs, applicants who are new entrants to the GMB trade (including the existing operators operating RMB services only) will be given full marks under the assessment item of "whether the applicant is a new entrant to the GMB trade". The percentage of this item, which originally accounted for 10% of the total score, was raised to 15% starting from 2004. At the same time, the Government has been encouraging the existing GMB operators to purchase RMB vehicles on the market so as to enlarge their fleet size for improvement of services.

The above work is part of the normal duties of TD and will be absorbed by existing resources of the Department. There is no separate breakdown of expenditure for these measures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)180

(Question Serial No. 0852)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the number of large scale railway disruptions happened in recent years, more often happened in morning and evening peak hours, causing delays in services, there is room for improvement on the aspects of incident handling and dissemination of information, which are of the public's concerns. Please advise whether the Transport Department (TD), the department regulating and monitoring the public transport services, will strengthen with resources and professional headcounts and take appropriate measures to enhance the level of regulation, including requesting MTR Corporation Limited (MTRCL) to comprehensively enhance the risk management over the hardware and software, improving the arrangement for handling the concerned incidents and identifying their root cause so as to minimise the effect to the general public? If yes, what are the details? If not, what is the reason?

Asked by: Hon LO Wai-kwok (Member Question No. (LegCo use): 40)

Reply:

The Railway Monitoring Team of the TD is mainly responsible for monitoring the service performance of railway operated by the MTRCL. In addition, the Emergency Transport Co-ordination Centre (ETCC) of the TD monitors and handles traffic and public transport incidents 24 hours a day. It liaises with the Government departments and public transport operators for arrangements of alternative public transport services and dissemination of information to the public as necessary. There is a well-established notification mechanism for the MTRCL to notify the TD in the event of railway disruptions. The MTRCL is required to notify the TD within eight minutes of any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. In the event of major service disruption, the TD will request the MTRCL to provide incident reports. The TD will also arrange review meetings with the MTRCL and other relevant government departments to seek further improvements in the notification, communications with passengers and emergency arrangements by drawing on the actual operational experiences gained.

The Electrical and Mechanical Services Department (EMSD) monitors railway safety and ensures that the MTRCL complies with all safety requirements in the operation and

maintenance of railway systems. The EMSD also investigates railway incidents concerning safety, examines incident investigation reports submitted by the MTRCL, follows up with the MTRCL to identify root cause of the incidents and monitors the MTRCL in implementing appropriate improvement measures to prevent recurrence.

The Railway Monitoring Team of the TD comprises one Chief Transport Officer, three Senior Transport Officers and three Transport Officers I/II. It is overseen by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include also operational and service matters related to franchised and non-franchised buses, as well as environmental schemes related to public transport.

In respect of the regulation of safety of existing railway lines, the Railways Branch (RB) of the EMSD is headed by one Assistant Director, assisted by one Chief Engineer, five Senior Engineers, eight Engineers/Assistant Engineers and two Inspectors. Besides, three posts including one Senior Engineer post and two Engineer/Assistant Engineer posts will be created in the RB to conduct in-depth audits on the Safety Management System and Asset Management System of the MTRCL to identify the high risk areas/items and root causes of incidents, check whether proper control measures and timely replacement of asset have been in place to mitigate risks, and make recommendations to enhance railway safety.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)181****(Question Serial No. 0433)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

On matters concerning the government Vehicle Examination Centres (VECs), will the Government inform this Committee:

- a. For the VECs operated by the government or the contractors, government's staffing establishment and expenditure involved;
- b. The number of inspections conducted in the past 5 years, the average failure rates and the major reasons of failure found, with breakdown by VEC and type of vehicle; and
- c. In view of the overall increase in the number of vehicles, the measures to cater the increasing demand for vehicle examination?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 31)Reply:

- a. The Transport Department (TD) operates four government VECs, including three operated by the TD and one by a management, operation and maintenance (MOM) contractor. There are also 41 Designated Car Testing Centres (DCTCs) for conducting annual vehicle examinations of private cars and light goods vehicles not exceeding 1.9 tonnes. The estimated total recurrent expenditure for the four VECs operated by the TD and the MOM contractor are about \$13.5 million in 2018-19. The staff establishment in TD for operating the VECs and for monitoring the VEC and DCTC contractors in financial year 2018-19 are tabulated as follows:

Grade	Establishment
Motor Vehicle Examiner	43
Vehicle Tester	45
Clerical Officer and other supporting staff	17

- b. The number of annual inspections conducted at Government VECs and DCTCs, the average failure rates and the major reasons of failing the inspections between 2013 and 2017 are tabulated as follows:

(I) Government VECs

Kowloon Bay VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Taxi (Urban)	15 500	14 900	14 700	15 100	14 500	97	3	A, D, E
Light Bus	7 100	7 300	7 500	7 500	7 200	96	4	A, C, E
Medium Goods Vehicle	8 600	8 200	7 400	7 300	6 500	90	10	A, C, D
Heavy Goods Vehicle	4 600	5 200	5 300	5 900	5 800	93	7	A, C, D
Special Purpose Vehicle	200	200	200	200	200	90	10	D, A, B
Sub-total	36 000	35 800	35 100	36 000	34 200			

New Kowloon Bay VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Light Goods Vehicle	73 900	72 100	68 700	69 800	69 600	96	4	D, A, E
Medium Goods Vehicle	31 000	30 300	28 800	29 600	29 500	95	5	A, D, E
Special Purpose Vehicle	900	1 000	1 000	1 000	1 100	93	7	A, D, E
Trailer	15 100	15 000	14 700	14 500	14 100	96	4	A, D, B
Sub-total	120 900	118 400	113 200	114 900	114 300			

To Kwa Wan VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Bus	13 500	13 000	13 000	13 500	13 400	97	3	A, D, E

Sheung Kwai Chung VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Taxi (New Territories)	2 800	2 700	2 600	2 700	2 700	92	8	A, D, C

(II) 41 DCTCs

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Private Car	296 000	312 000	347 000	323 000	326 000	91	9	C, D, E
Goods Vehicle ≤ 1.9 tonnes	340	260	70	30	30	82	18	C, D, E

- [#] Main Reasons for failure:
- (A) Braking System
 - (B) Road Wheel/Tyre
 - (C) Fuel & Exhaust System
 - (D) Bodywork/Interior
 - (E) Lighting & Electrical System

- c. The existing four VECs will be relocated to a new VEC located in Tsing Yi in 2021. By then, the annual vehicle inspection capacity of VEC will increase from 220 000 to around 250 000 vehicles per annum.

The highest number of vehicles inspected per annum by DCTCs over the past five years was some 347 000 vehicles in 2015. Since the existing DCTCs are able to handle about 700 000 vehicle inspections per annum, the vehicle examination services provided by DCTCs should be adequate to meet the projected increase in demand in the foreseeable future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)182

(Question Serial No. 0434)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the private driving instructor's (PDI) licences, will the Government inform this Committee of the following:

- (a) In the coming year, what is the estimated expenditure involved in the Government's biennial review on PDI licences?
- (b) In view that where the applicants for restricted driving instructor's (RDI) licences fail the written test/road test, they could be arranged for a re-test; on the contrary, applicants for PDI licences who undergo the test upon lot drawing could only have one chance for the test, will the Government consider reviewing the test arrangement for RDI and PDI licences in tandem with the review on the issuing of PDI licences, so as to narrow the gap between the test arrangement of RDI and PDI licences? If so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 29)

Reply:

- (a) The biennial review of driving instructor's licences is undertaken by the existing staff of the Transport Department (TD) as part of their normal duties. There are no additional expenses involved.
- (b) Under the "two-pronged approach" for driver training and pursuant to the driving instructor's licence issuing mechanisms under regulations 21 and 21A of the Road Traffic (Driving Licences) Regulations (Cap 374B), eligible persons who are interested in the field of driver training may apply for a PDI licence when the TD invites applications or a RDI licence through employment by a designated driving school (DDS). For the latter case, applications should be submitted with the support of the concerned DDS. PDI and RDI licences are issued to cater for the demand for driver training under two different training approaches. Notwithstanding that, the standard and requirement of the tests imposed by the TD for applicants of PDI and RDI licences are identical.

Under the current arrangement, candidates for the PDI licence tests are drawn from the general public by lot as required by the law. If the number of applications exceeds that of new PDI licences to be issued in the particular exercise, all eligible applicants will be arranged to take the PDI licence test according to their balloted order. Each selected candidate will be eligible for testing once. This is to ensure that all selected candidates be given fair chance to be tested according to their balloted order.

As regards the RDIs, the applicant is selected on the premise that he/she can provide proof of long term employment by a DDS. The DDS is required to provide adequate and suitable training to the applicant prior to the driving test. In case the applicant fails the RDI test, the DDS may, having regard to its own operational needs and assessment on whether the applicant may still be suitable to take up a driving instructor position, re-nominate the applicant to attend the test again.

The Government has no plan to change the existing test arrangements for PDI and RDI licences.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)183****(Question Serial No. 1048)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the tram related issues, will the Government inform this Council:

- a. What is the amount of manpower and expenditure involved by the Government in monitoring tram related issues;
- b. List out the annual patronage of tram services in the past five years;
- c. What is the amount of expenditure involved by the Government in subsidizing Hong Kong Tramways Limited (HKT) to replace parts of the existing tram tracks with the use of the rail jacket technology? List out the expenditure and required time for tram track replacement by district; and
- d. In view of the competition from railway in recent years, the tram patronage has been affected. What measures have been taken by the Government to increase the tram patronage to strike a balance on the transport operation environment on Hong Kong Island?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 28)Reply:

- a. The work which involved monitoring tram-related matters is undertaken by the Railway Monitoring Division and the Transport Operations (Urban) Division of the Transport Department. These two divisions have an establishment of about 65 staff. Monitoring tram-related matters, among others, is part of their normal duties and there is no separate breakdown on the manpower and expenditure involved.
- b. The annual patronage of tram services in the past five years is set out below:

Year	Annual patronage (million)
2013	72.3
2014	66.3
2015	64.9

Year	Annual patronage (million)
2016	64.8
2017	62.8

- c. The Government has made a total provision of \$19.7 million to subsidise HKT to expedite the tram track replacement of the key bends and junctions with the use of the rail jacket technology on a matching basis in the three years from 2017-18 to 2019-20. Under the matching basis, for every metre of the track (in a pair) which HKT has committed to replace, the Government will provide funding for installation for another metre of the track on a reimbursement basis. Upon the completion of the works in three years, a total of 2 350 metres of tram track would be replaced. The breakdown of expenditure and length of tram track to be replaced is set out below:

District	Length of Tram Track Replaced (metre)	Expenditure (\$million)
Central & Western	1 084	9.1
Wan Chai	676	5.7
Eastern	590	4.9
Total	2 350	19.7

- d. The subsidy scheme for replacing tram tracks mentioned in (c) above is one of the Government's measure to assist HKT in maintaining its patronage since the scheme will help provide more comfortable service to passengers. Furthermore, the Government has been examining the feasibility of traffic management measures to facilitate more efficient tram operation, such as extending or adjusting existing tram lanes, designation of new tram lanes, adjustments of tram stops, and junction signal adjustments, etc.

Meanwhile, HKT is planning to undertake a number of improvement schemes to maintain the competitiveness of the tram service, which include modifying the tramcars (by replacing the wooden tram body with aluminum structure, installing electronic destination display panels, and enhancing the ventilation and lighting systems in the compartment, etc.), installing a newly designed bogie to the modified tramcars, upgrading the tram tracking system in its control room, and adopting new systems to capture more reliable real-time data information, with a view to enhancing passenger comfort and operational efficiency.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)184

(Question Serial No. 1049)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding operation of franchised bus services, please provide the following information:

- (a) the staff establishment and expenditure involved in monitoring of the performance of franchised bus services;
- (b) the rate of fare adjustment of franchised bus services in the past five years;
- (c) whether the Government will review the Fare Adjustment Arrangement for franchised buses; if yes, what are the details and the timetable; if not, what are the reasons?
- (d) At present, any return achieved by a franchised bus operator exceeding the rate of return on the average net fixed asset of 9.7% shall be shared equally on a 50/50 basis between the operator and passengers. Would the Government consider adjusting downwards this rate of return to further benefit the citizens? If yes, what are the details and the timetable; if not, what are the reasons?
- (e) The new long-haul services (commonly known as premium bus services) are expected to be introduced in the fourth quarter of this year. The Kowloon Motor Bus Company (1933) Limited (KMB) will operate two long-haul routes, but their fares will be 50% higher than those of the comparable ordinary routes. Will the Government consider reviewing the fares of the two new long-haul services to see whether they are in line with public affordability?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 27)

Reply:

- (a) Monitoring of the performance of franchised bus services is undertaken by the staff of the Bus and Railway Branch, the Transport Operations (Urban) Division and the Transport Operations (New Territories) Division of the Transport Department (TD). The three Branch/Divisions are each headed by an Assistant Commissioner, and supported by a total of 107 officers of various ranks, including three Principal

Transport Officers, 10 Chief Transport Officers, 30 Senior Transport Officers, 44 Transport Officers, three Transport Executives, four Senior Transport Inspectors and 10 Transport Inspectors. The monitoring tasks are part of their normal duties. There is no separate breakdown of expenditure for the tasks involved.

- (b) In the past five years, KMB was the only franchised bus operator that had its fare adjusted. The rates of the two fare adjustments approved are set out below:

Franchised Bus Company	Overall Average Rate of Fare Adjustment	Effective Date
KMB	4.9%	17 March 2013
KMB	3.9%	6 July 2014

- (c) and (d)

The Government is conducting a review of the Fare Adjustment Arrangement for franchised buses (FAA). The initial findings indicate that the arrangement should be kept intact, while the productivity gain value in the fare adjustment formula and the triggering threshold for the passenger reward arrangement could be updated. The initial data suggests that the value of productivity gain may revert from a negative value computed in the last review to a positive value, while the triggering threshold of 9.7% may be adjusted downwards slightly having regard to the latest changes in the overall economic situation and investment environment. We expect to conclude the exercise and implement the updated FAA in 2018 upon approval by the Chief Executive-in-Council.

- (e) The new long-haul services proposed by the KMB are different from the existing franchised bus services in terms of service nature and passenger facilities to be provided. Unlike ordinary services, the new long-haul services are seat-only services without standees. They are express services operating along expressways or trunk routes with fewer stops. The buses are provided with more spacious and comfortable seating environment as well as passenger facilities such as USB charging dockets and free Wi-Fi services. The operating cost of these new long-haul services per passenger will be higher than that of the existing ordinary services. The introduction of new long-haul services should not have impact on existing ordinary services, e.g. in terms of the schedules and frequencies of the latter. In proposing the new long-haul services, KMB has taken into account both public acceptability and financial sustainability of the services; KMB will ensure that the proposed services will not adversely affect its overall financial situation and will not put pressure on the fares for its ordinary services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)185****(Question Serial No. 2716)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The performance measures adopted by the Transport Department (TD) in respect of planning and development include public transport forward planning programmes processed, bus service rationalisation packages processed and bus-bus interchange schemes introduced. The TD is also responsible for enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators. Please advise this Committee of the following:

The staff resources and expenditure involved in enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators in the past three years. Please reply in the following table:

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Information collected from the bus companies pursuant to Cap 230, including the number and capacity of the buses in use on each specified route, the date of site inspection, and the expenditure involved between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)				
Route number	Number of buses	Capacity	Date of site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the number of journeys, the total kilometres travelled, and the number of journeys originating from en-route stops by each such bus on each such route; the date of site inspection and the expenditure involved between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Number of journeys per day	Total kilometres travelled	Number of bus trips originating from en-route stops	Date of site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the number of passengers carried by each such bus on each day on each such route; the receipts of each such route; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Number of passengers carried per day	Revenue	Date of site inspection	Number of staff involved in site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the total kilometres lost each day in relation to each such route due to accidents, vehicle breakdowns and vehicle and staff shortages respectively; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Total kilometres lost due to accidents	Total kilometres lost due to vehicle breakdowns	Total kilometres lost due to vehicle and staff shortages	Number of staff involved in site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the average occupancy of each bus route, lost trip rate and the number of accidents, on a monthly basis between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Average occupancy	Lost trip rate	Percentage of bus trips with the whole journey completed	Number of Accidents	Number of Casualties

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 77)

Reply:

The planning, regulation and monitoring of public transport services, including the statutory duties as stipulated under the Public Bus Services Ordinance (Cap 230) and the Road Traffic Ordinance (Cap 374), are undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions are each headed by an Assistant Commissioner, and supported by a total of about 150 staff of various ranks, namely Principal Transport Officer, Chief Engineer, Chief Transport Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. The planning, regulation and monitoring tasks are undertaken by the above staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

The franchised bus companies are required to provide a proper and efficient public bus service. To facilitate the TD to closely monitor the bus service level, the franchised bus companies are required to submit their operating records on each route, including the number of buses and bus types in use, number of passengers carried, number of trips, operating mileages/kilometres, operating revenue and number of lost trips and their causes, and, on a need basis, accident reports, etc. to the TD. The TD closely monitors the level of franchised bus services through scrutinising the operating records and reports provided by the franchised bus companies, and conducting site inspections and field surveys, and would follow up with the franchised bus companies for improvement measures as and when necessary. On the other hand, the TD and the Hong Kong Police Force also maintain statistics on accidents involving franchised buses reported to the Police. The TD and the Hong Kong Police Force analyse the accident figures and would take follow-up actions as appropriate and necessary.

In addition, the TD engages contractors to conduct regular surveys to monitor the performance of the bus companies (e.g. surveys on bus availability and passenger occupancy). Ad-hoc surveys (e.g. termini surveys, en-route stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out to monitor bus service level, adequacy in meeting passenger demand and in response to complaints/suggestions from the public or problems identified from the regular returns of bus companies. The number of surveys and site inspections conducted in each year from 2013 to 2017 and the expenditure involved are as follows:

Survey types	Monitoring Surveys					Site Inspections				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Number of surveys/ site inspections conducted	2 207	2 933	3 346	3 009	4 008	168	459	869	847	983
Total expenditure (\$ million)	3.1	3.6	3.9	3.5	3.9	Absorbed by existing resources of the TD				

Some surveys and site inspections are conducted on an area or district basis for multiple purposes. There is no breakdown of the survey expenditure on the basis of route and data type. There are about 600 franchised bus routes in Hong Kong. Details of the operating data on each route requested are not readily available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)186

(Question Serial No. 2717)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the locations and numbers of bicycle parking spaces at the covered public transport interchanges (PTIs) and those near railway stations managed by the Transport Department (TD), the numbers of bicycles removed by the TD (and under joint-departmental operations) in the vicinity of the above locations due to parking problems, and the number of such enforcement operations in the past five years.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 78)

Reply:

There are currently 176 bicycle parking spaces at the covered PTIs and about 13 400 bicycle parking spaces in the vicinity of MTR stations managed by the TD. In the past five years, 71 joint-departmental clearance operations against illegally parked bicycles were conducted at or in the vicinity of the above locations, and a total of 1 465 bicycles were removed.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)187

(Question Serial No. 2718)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves regulating and monitoring the operation of public transport services. Last year, the Government proposed disbursing subsidies to franchised bus operators for installation of display panels for disseminating real-time bus arrival information and provision of seats at bus stops. In this connection, please advise on:

- (a) the locations of bus stops to be installed with display panels and seats, installation progress and expenditure involved, as well as the numbers of display panels and seats to be installed at bus stops and the associated subsidy amount received with breakdown by franchised bus operator; and
- (b) the operating and maintenance expenses in the last three years after the installation of the display panels, and the party who will pocket the advertising revenue from the display panels?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 79)

Reply:

The Government has earmarked \$88.27 million to subsidise franchised bus companies to install seats at about 2 600 covered bus stops, and to install real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations on a matching basis. Given that a large number of bus stops are involved, the installation will be completed in phases for completion by 2019-20.

In the first phase of the subsidy scheme, franchised bus companies will install seats at about 800 bus stops and display panels at about 340 bus stops. The total amount of subsidies involved is estimated to be about \$9 million. Franchised bus companies have started the installation of seats since November 2017; up to 15 March 2018, 316 bus stops have been installed with seats. The first phase seat installation works is expected to be completed by June 2018. As for the installation of display panels, the first phase installation works is expected to commence in late March 2018 for completion by end 2018.

Details of the locations of the bus stops covered by the subsidy scheme are set out in the paper submitted by the TD to the Traffic and Transport Committees of the 18 District Councils in Hong Kong in early 2017. The paper is available at the TD's website of the following link:

http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

Under the subsidy scheme, the Government's subsidies are only used for meeting the capital costs for installation of seats and display panels (together with the installation costs involved). The expenditure of daily maintenance, repair and data transfer (if applicable) in relation to these facilities will be absorbed by the franchised bus companies. According to section 26 of the Public Bus Service Ordinance, any other revenue, including revenue from advertisements, derived from the use of fixed assets by a grantee, is to be regarded as operating receipts and shall be included in the Franchise Accounts. The above provision is applicable to the revenue of all the franchised bus companies from advertisements broadcast on display panels which are subsidised by the Government for their installation. The advertisement revenue can help franchised bus companies meet its overall expenditure, including the daily maintenance/repair and operation of the display panels. Generally speaking, non-fare box revenue will help ease the pressure for fare increases.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)188****(Question Serial No. 2719)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not specifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) has indicated that it will continue to encourage franchised bus companies (FBCs) to deploy environment-friendly buses at busy corridors and continue to support the Environmental Protection Department to carry out environmental initiatives including retrofitting selective catalytic reduction devices (SCRs) on eligible in-service franchised buses, as well as trial of hybrid buses and electric buses. Please provide the following information:

- (a) In the past three years, what were the locations and details of franchised bus low emission zones (LEZs)? Please provide the information using the table below:

Location of LEZ	Number of bus routes operating in LEZs	Number of bus trips made by low emission buses in three LEZs	Number of trips made by temporarily deployed non-low emission buses in LEZs	Proportion of bus trips made by low emission buses in LEZs

- (b) Is there any quota system governing the number of franchised buses deployed to ply major trunk roads in the urban area? What were the upper limits on the numbers of vehicles deployed by various FBCs under the vehicle quota system in the past three years? What are the actual fleet sizes of various FBCs?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 80)

Reply:

- (a) The Government has set up franchised bus LEZs since 31 December 2015. The three LEZs are located at Yee Wo Street in Causeway Bay, the junction of Des Voeux Road Central and Pedder Street in Central, and the junction of Nathan Road and Lai Chi Kok Road in Mong Kok respectively. In order to improve roadside air quality, the

FBCs are required to deploy low emission buses (i.e. buses meeting Euro IV or higher emission standards or Euro II and III buses retrofitted with SCRs and diesel particulate filters) to routes running through the LEZs. As at December 2017, 91, 69 and 93 bus routes are operating^(Note 1) in LEZs in Central, Causeway Bay and Mongkok respectively. Details of bus deployment status in LEZs as at end 2016 and end 2017 are tabulated below:

Month	Number of bus trips passing the three LEZs	Number of bus trips made by temporarily deployed non-low emission buses in LEZs ^(Note 2)	Proportion of bus trip made by low emission buses in LEZs
December 2016	652 967	3 726	99.4%
December 2017	628 451	1 701	99.7%

Notes:

- (1) Some bus routes operate in more than one LEZs.
 - (2) In case of unexpected service disruptions due to traffic congestion, vehicle breakdowns, traffic accidents, etc., the FBCs may need to deploy non-low emission buses to ply the LEZs occasionally in order to maintain normal bus services.
- (b) Different districts have different demands for franchised bus service connecting to urban areas and no limit is imposed on the number of franchised buses plying major trunk roads in the urban area. That said, if any existing or new bus routes are inevitably required to pass through busy areas, the bus service operators may have to reduce the same number of trips of other bus routes operating in these areas as far as practicable. Moreover, the TD has been collaborating with FBCs to contain the growth in the number of franchised buses plying major truck roads through bus route rationalisation so as to cancel routes with low utilisation, rationalise duplicating services, divert circuitous routeings, or cut down the bus trips with significantly low utilisation. Between 2015 and 2017, the number of daily bus trips plying busy trunk roads in Central, Causeway Bay and Mong Kok was reduced by about 2 290 as a result of bus route rationalisation. At the same time, as mentioned above, the Government has also set up LEZs in three areas and requested bus companies to deploy low emission buses to operate at busy road sections with a view to further improving roadside air quality.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)189

(Question Serial No. 2720)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves designing and implementing road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. In this connection, please advise on:

- (a) the details of the locations, directions and operation hours of existing bus-only lanes and bus gates in Hong Kong and the applicable vehicle types; and
- (b) whether the Department has any plan to introduce more bus-only lanes and bus gates in Hong Kong, and if yes, please advise the relevant details.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 81)

Reply:

- (a) Details of the existing bus-only lanes and bus gates in Hong Kong are set out in Annex 1 and Annex 2 respectively.
- (b) According priority use of roads to public transport services is an established transport policy in Hong Kong. Yet, the implementation of bus priority measures shall have due regard to the actual road situation and traffic conditions. Since the implementation of these measures would reduce the number of lanes for use by other vehicles on the relevant road section, the usage and travelling speed of other vehicles may be affected. Therefore, when planning for bus priority measures in any particular road section, the TD must carefully assess the feasibility to strike a proper balance.

The TD will implement a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel with target completion in end 2018. The TD will also explore the feasibility of setting up new bus-only lanes at road sections of Yuen Long Main Road (westbound and eastbound) and a road section of Connaught Road Central eastbound (outside Jardine House), and extending the operating hours of

existing bus-only lanes at Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road in Tai Wai.

**Bus only lane
(As at March 2018)**

Locations	Operation hours	Applicable vehicle type
Hong Kong Island		
Connaught Road West westbound (between Tung Loi Lane and Hong Kong Macau Ferry Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Des Voeux Road Central westbound (between Man Wa Lane and Hillier Street)	<u>Daily</u> 24 hours	Franchised buses
Man Yiu Street (between Man Kwong Street Roundabout and Central Ferry Pier Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Pok Fu Lam Road eastbound (between Mount Davis Road and Pok Fu Lam Road Playground)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Queensway westbound (between Murray Road and Jackson Road)	<u>Daily</u> 24 hours	Franchised buses
Gloucester Road westbound (between O'Brien Road and Fenwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Cross-Harbour Tunnel Egress to Central westbound (between Tunnel Exit and Hung Hing Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover underneath southbound (between Hennessy Road and Yiu Wa Street)	<u>Daily</u> 24 hours	Franchised buses
Morrison Hill Road southbound (between Sports Road and Queen's Road East)	<u>Weekdays</u> 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hennessy Road westbound (between Jardine's Bazaar and Lee Garden Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Hennessy Road westbound (between Tang Lung Street and Canal Road East)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Hennessy Road westbound (between Tin Lok Lane and Tonnochy Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
Hennessy Road westbound (between Fleming Road and Luard Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Shau Kei Wan Road westbound (between Tai On Street and Tai Hong	<u>Daily</u> 24 hours	Franchised buses
Fu Yee Road southbound (between Cheerful Garden and Siu Sai Wan Road)	<u>Daily</u> 07:00 – 09:00	Franchised buses
King's Road eastbound (between Ngan Mok Street and Fortress Hill Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between North Point Road and Tin Chiu Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between Man Hong Street and Java Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Siu Sai Wan Road westbound (between The Chinese Foundation Secondary School and Harmony Road)	<u>Daily</u> 24 hours	Franchised buses
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	<u>Weekdays</u> 16:00 – 20:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (between Gramtham Hospital and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road up-ramp to Aberdeen Tunnel northbound (between Shouson Hill Road and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (near Nam Long Shan Road)	<u>Daily</u> 24 hours	Franchised buses
Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Heung Yip Road eastbound near Nam Long Shan Road	<u>Daily</u> 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Kowloon		
Nathan Road southbound (between Playing Field Road and Bute Street)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
Nathan Road southbound (between Fife Street and Nelson Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
Nathan Road northbound (between Dundas Street and Nelson Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	<u>Weekdays</u> 07:00 – 10:00; 17:00 – 19:00 <u>Except public holidays</u>	Franchised buses
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Shek Tong Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 19:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
New Clear Water Bay Road northbound (outside United Christian College)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound (between Ap Liu Street and Yu Chau)	<u>Daily</u> 24 hours	Franchised buses
Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road)	<u>Daily</u> 24 hours	Franchised buses
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hammer Hill Road southbound (between Choi Hung Road Roundabout and Prince Edward Road East)	<u>Daily</u> 07:00 – 24:00	Franchised buses

Locations	Operation hours	Applicable vehicle type
Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Prince Edward Road East westbound (near Rhythm Garden)	<u>Daily</u> 24 hours	Franchised buses
Lung Cheung Road eastbound (near Wong Tai Sin MTR Station)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hong Chong Road southbound (outside Cross-Harbour Tunnel Administrative Building)	<u>Daily</u> 24 hours	Franchised buses
Hong Chong Road northbound (near Cross-Harbour Tunnel Toll Plaza)	<u>Daily</u> 24 hours	Franchised buses
Junction Road southbound (from Carpenter Road to Prince Edward Road West)	<u>Daily</u> 07:00 – 10:00; 16:00 – 19:00	Franchised and non-franchised buses
Nam Cheong Street southbound (from Woh Chai Street to Berwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Nathan Road southbound (from near Shantung Street to near Hamilton Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Cherry Street eastbound (from Palm Street to Tong Mi Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Lai Chi Kok Road eastbound (from Arran Street to Nathan Road)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
New Territories		
Che Kung Miu Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hung Mui Kuk Road southbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lion Rock Tunnel Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Siu Lek Yuen Road eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway southbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway slip road southbound (near Siu Lek Yuen Road)	<u>Weekdays</u> 08:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tai Po Road - Yuen Chau Tsai eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised buses
On Po Road near On Tai Road	<u>Daily</u> 24 hours	Franchised buses
Tuen Mun Road eastbound (from Harrow International School to Sham Tseng Interchange)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tuen Mun Road southbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses
Tuen Mun Road northbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses
Sam Shing Street westbound	<u>Daily</u> 24 hours	Franchised buses
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	<u>Daily</u> 24 hours	Franchised buses

Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	<u>Daily</u> 24 hours	Franchised buses
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	<u>Daily</u> 24 hours	Franchised buses
Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road)	<u>Daily</u> 24 hours	Franchised buses
Ma Miu Road southbound outside Yuen Long District Office Building	<u>Daily</u> 24 hours	Franchised buses
Cheung Pei Shan Road eastbound (next to Shing Mun Tunnel Bus-to-bus Interchange)	<u>Daily</u> 24 hours	Franchised buses
Kai King Road westbound (entry road to Po Lam Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Po Shun Road northbound near the slip road leading to Tseung Kwan O Tunnel Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Tai Ho Road southbound (near Tsuen Wan West MTR Station)	<u>Daily</u> 24 hours	Franchised buses

Bus gates
(As at March 2018)

Location	Operation hours	Applicable vehicle type
Hong Kong Island		
Gloucester Road westbound near Canal Road Flyover upramp	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover northbound exit to Cross Harbour Tunnel	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Hung Hing Road eastbound to Cross Harbour Tunnel portal	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Kowloon		
The right-hand lane of the slip road linking Lung Cheung Road westbound and Waterloo Road northbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
The Chatham Road North slip road from Chatham Road North westbound to Hong Chong Road southbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound from Berwick Street to Tai Po Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
New Territories		
The slip road of Hang Tai Road to Ma On Shan Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Po Hong Road northbound right turning onto Wan Lung Road	<u>Daily</u> 24 hours	Franchised buses
On Chee Road near On Po Road	<u>Daily</u> 24 hours	Franchised buses
San Wan Road near Landmark North	<u>Daily</u> 24 hours	Franchised buses
Fanling Station Road near Fanling Station Playground	<u>Daily</u> 24 hours	Franchised buses
Luen On Street right turning onto Wo Mun Street Regentville Bus Terminus	<u>Daily</u> 24 hours	Franchised buses
Cheung Shan Estate Road West near Cheung Shan Estate Road East	<u>Daily</u> 24 hours	Franchised buses
Access Road from Siu Sheung Road to Yuen Long Highway	<u>Daily</u> 24 hours	Franchised buses

CONTROLLING OFFICER'S REPLY**THB(T)190****(Question Serial No. 2721)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) launched the first phase of “Driving on Lantau Island” Scheme (the Scheme) and permitted additional number of coaches and a limited number of private cars to enter South Lantau on weekdays for leisure and recreational purposes. In this connection, please advise on:

- (a) the utilisation rates, numbers of vehicles joining the first phase of the Scheme and relevant details in the past two years by completing the table below:

	Number of non-electric private cars	Utilisation rate of the quota for non-electric private cars	Number of electric private cars	Utilisation rate of the quota for electric private cars	Number of accidents and casualties involving private cars	Number of coaches	Number of accidents and casualties involving coaches
March 2016							
April 2016							

- (b) when the TD will review the effectiveness of the Scheme, the details and implementation timetable of the second phase, as well as the manpower and expenditure involved; and
- (c) the traffic flows of major roads and daily capacities of related roads on Lantau Island in the past three calendar years (i.e. from 2014 to 2016).

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 82)Reply:

The TD introduced the first phase of the Scheme on 26 February 2016. Members of the public may submit online application for driving their own private cars on the closed roads

in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars.

The TD also launched the first phase of traffic relaxation measure for tour coaches on 25 December 2015. Since then, the number of tour coaches permitted to enter South Lantau each day has increased from 30 to 40.

The utilisation of the quota for private cars, the number of private cars joining the Scheme and the number of tour coaches entering South Lantau under the traffic relaxation measure, and relevant details in each month of the past two years are tabulated below:

	Number of non electric private cars	Utilisation rate of places for non electric private cars ^{Note 1}	Number of electric private cars	Utilisation rate of places for electric private cars ^{Note 1}	Number of accidents and casualties involving private cars	Number of coaches ^{Note 3}	Number of accidents and casualties involving coaches
March 2016	424 ^{Note 2}	100%	104	99%	0	442(26)	1 ^{Note 4}
April 2016	401 ^{Note 2}	100%	88	88%	0	408(27)	0
May 2016	420	100%	51	49%	0	511(15)	0
June 2016	420	100%	47	45%	0	446(12)	0
July 2016	400	100%	68	68%	0	425(9)	0
August 2016	460	100%	74	64%	0	397(8)	0
September 2016	420	100%	39	37%	0	323(0)	0
October 2016	400	100%	39	39%	0	543(36)	0
November 2016	440	100%	33	30%	0	678(46)	0
December 2016	400	100%	59	59%	0	665(28)	0
January 2017	380	100%	29	31%	0	514(10)	1 ^{Note 4}
February 2017	400	100%	52	52%	0	579(74)	0
March 2017	460	100%	54	47%	0	573(43)	0
April 2017	340	100%	75	88%	0	715(30)	0
May 2017	400	100%	66	66%	0	714(46)	0
June 2017	440	100%	85	77%	0	588(15)	0
July 2017	420	100%	84	80%	0	627(12)	0
August 2017	460	100%	99	86%	0	537(23)	0
September 2017	420	100%	38	36%	0	614(11)	0

	Number of non electric private cars	Utilisation rate of places for non electric private cars <small>Note 1</small>	Number of electric private cars	Utilisation rate of places for electric private cars <small>Note 1</small>	Number of accidents and casualties involving private cars	Number of coaches <small>Note 3</small>	Number of accidents and casualties involving coaches
October 2017	400	100%	61	61%	0	715(30)	1 <small>Note 5</small>
November 2017	440	100%	63	57%	0	644(32)	0
December 2017	380	100%	69	73%	0	667(27)	0
January 2018	440	100%	64	58%	0	695(51)	0
February 2018	360	100%	73	81%	0	606(22)	0

Note 1: The total numbers of places in a month for non-electric private cars and electric private cars are calculated by the total number of days of Mondays to Fridays (excluding public holidays) of a month multiplied by 20 and 5 respectively. The utilisation rate is calculated by the number of approved applications divided by the number of places available.

Note 2: Teething problems occurred in the online application system during the initial period. Twenty-one places, instead of 20, were granted to non-electric cars on four days in March 2016 and one day in April 2016 respectively. The fault was later rectified.

Note 3: The numbers preceding the brackets are the total numbers of tour coaches entering the closed roads in South Lantau in the month. The numbers in the brackets are the additional number of tour coaches over the original quota (i.e. 30 coaches per day) after it was increased to 40. Although there were days when the number of tour coaches entering the closed roads in South Lantau were over 30, and benefited from the first phase of the traffic relaxation measure, the number of vehicles entering the closed roads in South Lantau during ordinary weekdays remains low. As such, the monthly numbers do not exceed 900 (30 vehicles x 30 days), 930 (30 vehicles x 31 day) or 840 (30 vehicles x 28 days).

Note 4: In each of the two traffic accidents, one person was injured.

Note 5: In this traffic accident, two people were injured.

The TD will review the implementation timetable for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) and traffic relaxation measure for tour coaches (i.e. increasing the quota of coaches from 40 to 50) having regard to the traffic condition and supply and utilisation of parking spaces in South Lantau as well as relevant stakeholders' views. The review is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses involved.

The daily traffic flows and capacities of major roads on Lantau Island in the past three calendar years (i.e. between 2014 and 2016) are tabulated below:

	Daily Capacity (Number of vehicles)	Average daily traffic flows in 2014 (Number of vehicles)	Average daily traffic flows in 2015 (Number of vehicles)	Average daily traffic flows in 2016 (Number of vehicles)
Tung Chung Road	10 000	4 740	4 820	4 880
South Lantau Road	8 000	3 160	2 910	3 340
Keung Shan Road (from South Lantau Road to Shum Wat Road)	8 000	2 560	2 610	2 620
Keung Shan Road (from Shum Wat Road to Tai O Road)	8 000	1 110	1 080	1 150
North Lantau Highway (from Tung Chung Eastern Interchange to Chek Lap Kok West)	120 000	49 200	51 270	54 410

- End -

CONTROLLING OFFICER'S REPLY**THB(T)191****(Question Serial No. 2722)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the duties of the Transport Department (TD) is to design and implement road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. Would the TD please advise:

- (a) the numbers of traffic accidents involving roadside skips and related casualties in the past three years;
- (b) the numbers of applications for placement of roadside skips received by the TD and the numbers of approved cases in the past three years. Please tabulate the figures by District Councils;
- (c) the numbers of complaints received related to roadside skips received by the TD in the past three years. Please tabulate the figures by District Councils; and
- (d) the numbers of prosecutions instituted against operators of roadside skips, the numbers of convicted cases and the relevant penalties in the past three years.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 83)Reply:

- (a) The numbers of traffic accidents involving roadside skips and related casualties in the past three years are shown below. All accidents were minor ones with no death or serious injuries.

Year	Number of traffic accidents with personal injury and involving roadside skips	Number of casualties
2015	4	4
2016	4	6
2017	3	5

- (b) A skip owner may apply for a licence from the Lands Department (LandsD) for temporary occupation of unleased government land including roads under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). The TD does not have information about the number of applications received or approved in the past three years.
- (c) Complaints received by 1823 against roadside skips will be referred to the LandsD for enforcement and copied to the TD in parallel. The numbers of complaints copied to the TD in the past three years are shown in the table below. The TD will examine the cases, and if the skips concerned are found to be causing obstruction or imposing risk of traffic accidents, the TD will refer such cases to the Police for enforcement actions.

District	Year		
	2015	2016	2017
North	3	7	1
Wan Chai	14	20	30
Eastern	6	14	37
Southern	6	4	9
Kowloon City	4	2	4
Sham Shui Po	11	9	4
Kwun Tong	22	9	4
Central & Western	11	15	20
Yau Tsim Mong	8	10	6
Wong Tai Sin	0	0	0
Island	1	2	2
Kwai Tsing	8	8	24
Sai Kung	23	24	6
Shatin	4	14	6
Tai Po	2	10	9
Tsuen Wan	8	7	15
Tuen Mun	0	2	4
Yuen Long	2	5	4
Total	133	162	185

- (d) According to the Police, they made 31 prosecutions against skip operators in the past three years, of which 28 have been convicted with fines imposed ranging from \$500 to \$3,500. The statistics are shown below:

Year	2015	2016	2017
No. of summons	10	1	20
No. of convicted cases	10	1	17*

*three cases pending court result

CONTROLLING OFFICER'S REPLY

THB(T)192

(Question Serial No. 2723)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it would conduct a study to identify improvements on existing cycle tracks and associated facilities in nine new towns in the New Territories and review pre-selected bicycle prohibition zones (BPZs) on roads in Hong Kong. In this connection, please advise on:

- (a) the details, locations and timetable of and the manpower and expenditure involved in the improvements on existing cycle tracks and associated facilities in nine new towns in the New Territories; and
- (b) the details, locations and timetable of and the manpower and expenditure involved in reviewing pre-selected BPZs on roads in Hong Kong.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 84)

Reply:

Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are set out in Annex.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to

entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

As regards BPZs, the TD has identified about ten BPZs which could be lifted, after reviewing the impacts on road safety and traffic. The TD consulted the views of cycling associations in 2017 and has commenced consultation with relevant District Councils in January 2018. The TD plans to implement the lifting of BPZs after securing local support, and will work out the detailed programme and estimated expenditure having regard to the results of the consultation exercise.

The above work is managed by the existing staff of the TD. There is no separate breakdown of expenditure for such work.

**Locations for the First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Near Tin Shui Wai Hospital • Yan Ying House, Tin Yan Estate • Chak Sun House, Tin Chak Estate • Wetland Park Road • Tin Yip Road Community Health Centre • Tin Shing Road • Tin Shui Road • Tin Shui Wai Park 	<ul style="list-style-type: none"> • Hung Tai Road • Near LRT Tin Shui Station • Tin Yan Estate near Yan Ying House • Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> • Long Tin Road, Ping Shan • Kam Tin Bypass • Near Pok Oi Interchange 	<ul style="list-style-type: none"> • Ping Yee Road • Near MTR Yuen Long Station • Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> • Near MTR Siu Hong Station • Tsing Tin Road across Tsun Wen Road • Junction of Hoi Wong Road / Wu Shan Road • Wu Shan Road near Wu Shan Recreation Playground • Wu Shan Road near Lung Mun Road • Ming Kum Road • Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> • Near Glorious Garden • Near LRT Lam Tei Station
Tsuen Wan		<ul style="list-style-type: none"> • Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Shun Tung Road • Tat Tung Road • Tung Chung Waterfront Road • Chek Lap Kok South Road 	<ul style="list-style-type: none"> • Tat Tung Road outside Tung Chung Crescent
Tseung Kwan O	<ul style="list-style-type: none"> • Tong Ming Court • Choi Ming Court • Chi Shin Street • On Ning Garden 	<ul style="list-style-type: none"> • Near Tseung Kwan O Hospital • Choi Ming Court

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> • Chung Ming Court • Po Shun Road • Po Lam Road North • Po Ning Road • Ngan O Road 	
Sha Tin / Ma On Shan	<ul style="list-style-type: none"> • Tai Po Road (Tai Wai section) • Che Kung Miu Road • Sha Tin Rural Committee Road • Sha Kok Street • Siu Lek Yuen Road • Tai Po Road (Sha Tin section) • Near Hong Kong Sports Institute • Hang Fai Road Roundabout • Junction between Sai Sha Road / On Luk Street • Near MTR Che Kung Temple Station • Junction between Ning Tai Road / Sui Tai Road • Science Park Road 	<ul style="list-style-type: none"> • Yiu On Estate • Sun Chui Estate • Near Holford Garden • Hang Hong Street near Hang Kam Street • Lok King Street near MTR Fo Tan Station • Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> • Nga Wan Road • Junction between Nam Wan Road / Tai Po Tai Wo Road • Subway across Nam Wan Road • Subway across Yuen Shin Road near Dai Fuk Street • Subway across Tai Po Tai Wo Road near Kai Wo Road; and • Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> • On Cheung Road • On Po Road • Near Tai Wo Neighbourhood Community Centre
Fanling / Sheung Shui	<ul style="list-style-type: none"> • Jockey Club Road • Sha Tau Kok Road (Lung Yeuk Tau section) • Pak Wo Road near Pak Fuk Tin Sum Playground • Chi Wa Lane • Near Cheerful Park • Pak Wo Road outside Tai Ping Estate • Choi Yuen Road • Po Shek Wu Road outside KMB depot • Po Shek Wu Road outside Hing 	<ul style="list-style-type: none"> • Near MTR Fanling Station • Ching Ho Estate PTI • Near MTR Sheung Shui Station Exit A3 opposite GMB terminus • Near MTR Sheung Shui Station opposite North District Town Hall • Choi Yuen Road opposite Choi Yuen Estate

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
	Yan Tsuen <ul style="list-style-type: none"> • Outside Cheung Wah Estate • Outside Choi Yuen Estate • Yip Fung Street • Near MTR Sheung Shui Station 	

For example, the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)193

(Question Serial No. 2724)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has mentioned that it will continue to update and enhance the transport model for planning purposes. In this connection, please advise:

- a. when the current transport model was first used, the set-up fee and the annual operating cost;
- b. when the data used for setting up the current transport model were collected;
- c. when the enhanced transport model was put into use; and
- d. whether the transport model will be made available for use by members of the public and private companies, and whether there is any mechanism for releasing the data contained in the transport model to private companies.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 85)

Reply:

The current Comprehensive Transport Study (CTS) Model was set up by the TD in 1999. The TD engaged a consultant to comprehensively update and enhance the CTS Model in July 2010 at a consultancy fee of \$6.87 million. The updating work was mainly based on the travel data collected from the "Travel Characteristics Survey 2011" and "Survey on Goods Vehicle Trip Characteristics 2011". The enhanced and updated CTS Model was put into use in early 2015.

Moreover, the TD updates and enhances the CTS Model in the light of the latest Hong Kong population and employment data, economic situation, land use, planning of transport infrastructure and traffic data to ensure the provision of robust and reliable traffic forecasts for transport planning purposes.

Such updating and enhancement work is an ongoing task of the TD. However, the operation of the CTS Model requires specific computer software as a platform and the

annual licence fee for using the software is about \$90,000.

The CTS Model was set up by the TD with the intention of using it as a tool for transport planning by professional staff within the Government; and is not intended to be open for public use.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)194****(Question Serial No. 3135)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The work of the Transport Department (TD) involves conducting studies for transport planning for Hong Kong, which forms the basis for formulating transport policies and strategies and developing transport infrastructure, public transport development programmes and measures to deal with traffic congestion. In this connection, please advise on:

- (a) the numbers of first registered and licensed diesel private cars, hybrid private cars, electric private cars and petrol private cars, as well as their cumulative numbers in the past three years;
- (b) the numbers of hybrid private cars and electric private cars granted with First Registration Tax (FRT) concessions and the amounts involved in the past three years;
- (c) the figures in relation to the ownership of more than one private car and at the same time hybrid private car(s) or electric private car(s) in the past three years; and
- (d) the TD's plan to contain the growth of private car fleet size in the future, as well as relevant details and the expenditure involved.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 86)Reply:

- (a) The number of first registered private cars and the number of registered private cars broken down by fuel type in the past 3 years are tabulated as follows:

Year	Fuel Type	Number of first registered private cars	Cumulative number of registered private cars as at year end
2015	Diesel	1 593	5 655
	Hybrid	2 246	13 930
	Electric	2 607	3 806
	Petrol*	43 876	544 495

Year	Fuel Type	Number of first registered private cars	Cumulative number of registered private cars as at year end
2016	Diesel	1 896	7 532
	Hybrid	1 818	15 699
	Electric	3 020	6 829
	Petrol*	34 448	552 977
2017	Diesel	4 246	11 760
	Hybrid	2 076	17 737
	Electric	3 860	10 666
	Petrol*	33 460	560 280

* Not including hybrid private cars and Government vehicles.

- (b) The number of hybrid and electric private cars with FRT concession granted and the associated amount of FRT foregone in the past three years are tabulated as follows:

Year	Fuel Type	Number of private cars with FRT concession granted	Associated amount of FRT forgone (\$ million)
2015	Hybrid^	784	41.5
	Electric	2 607	1,743.5
2016	Hybrid	0	0
	Electric	3 020	1,975.4
2017	Hybrid	0	0
	Electric	3 860	3,149.4

^ To encourage the use of environment-friendly petrol private cars with low emissions and high fuel efficiency, reduction in the FRT was offered to buyers of newly registered environment-friendly petrol private cars from 1 April 2007 to 31 March 2015. The concession in FRT was 30% with a cap of HK\$50,000 when the scheme was launched in April 2007. In June 2011, the concession in FRT and cap were raised to 45% and HK\$75,000 respectively. The review in 2014 considered that as the emission control technology of petrol private cars has advanced to such a mature stage that further emission reduction is limited. The scheme was terminated on 1 April 2015.

- (c) The TD does not compile regular statistics on registered car owners possessing more than one car and the fuel type of their owned cars; the information sought is not readily available.
- (d) The Government attaches great importance to alleviating traffic congestion and has also been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report). The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures. The above work is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)195

(Question Serial No. 2302)

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-Recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Some residents of remote districts hope that the Government will review the regulation of the use of personal mobility devices (PMDs) such as pedelecs, electric scooters, self-balancing scooters and electric unicycles, and allow PMDs to be used legally in suitable districts for commuting to the public transport system. Regarding the “Consultancy Study on Enhancing the Walkability in Hong Kong” (Consultancy Study), please advise on the following:

1. What are the name of consultant, scope of study and timetable of the Consultancy Study as well as the expenditure and manpower involved?
2. Will the consultant study the regulation of PMDs in overseas regions, such as allowing PMDs meeting safety requirements to be used on designated road sections at low speed? If yes, what are the details?
3. It is mentioned in the Smart City Blueprint for Hong Kong that the Government will “select two areas in Hong Kong for pilot study to test out innovative measures for a comfortable walking environment, etc.” What are the details and timetable as well as the expenditure and manpower involved?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 33)

Reply:

1. Under the “Walk in HK” initiative, the Transport Department (TD) commenced the Consultancy Study in December 2017. The study will review and update the relevant planning and design standards in relation to pedestrian environment and facilities, explore the possibility of relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning and Design Manual, enhance accessibility of pedestrian networks so that footways, footbridges and subways will be connected in a coherent manner, study the feasibility of the use of PMDs in Hong Kong, and select two pilot areas to showcase benefits of the study findings and recommendations.

The Consultancy Study was awarded to Mott MacDonald Hong Kong Limited for a study fee of approximately \$13.9 million. The study is supervised by one Senior Engineer and two Engineers, and is scheduled to be completed in 30 months.

2. The consultant will review the regulation of PMDs in overseas regions and the suitability of their use in Hong Kong for short commuting purpose, having regard to various aspects including road safety, impacts on other road users, legal requirements, and management and implementation matters.
3. The two areas to be selected for pilot study will be examined under the Consultancy Study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposals have been worked out within 2018, the TD will conduct local consultation in the two concerned areas. There is no separate breakdown of supervisory manpower in the TD, and the study fee for this task to be performed by the consultant is subsumed under the fee for the overall Consultancy Study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)196

(Question Serial No. 2303)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the “Smart Mobility” section of the “Smart City Blueprint” that the Government will facilitate public transport (PT) operators’ plans in introducing new electronic payment systems for PT fare collection, having regard to the systems’ reliability, user friendliness and efficiency. Please advise on the following:

1. In 2018-19, regarding facilitating PT operators’ plans in introducing new electronic payment systems, what are the Government’s policies, plans, specific targets and timetable, as well as the expenditure and manpower involved?
2. Will any feasibility/consultancy studies be conducted on the above issue? If yes, what will be the scope of study and timetable, as well as the expenditure and manpower involved?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 35)

Reply:

The Government welcomes the introduction of new technology to facilitate fare collection in the PT sector. At the same time, the Government needs to ensure that, apart from complying with any legal requirements for operating an electronic payment system, any new electronic payment system to be adopted in the PT sector for fare collection should be reliable, user friendly and efficient and would not cause disruption to the operation of the PT and the road or traffic conditions, so as to protect the interest of passengers and road users. In this connection, the Transport Department (TD) issued “Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the PT Sector” in June 2017.

The PT operators are generally open to adopting new electronic payment systems for fare collection. For example, the MTR Corporation Limited is conducting a trial on payment of single ride ticket by WeChat Pay at Lo Wu and Lok Ma Chau stations. Some taxi operators have adopted electronic payment systems such as Tap&Go, WeChat Pay, Alipay and Master PayPass.

The Government has no plan to conduct feasibility/consultancy studies on the use of new electronic payment systems for PT fare collection at the moment. However, the TD will continue to encourage PT operators to explore alternative electronic payment systems for use in their respective public transport systems.

The work related to this subject is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)197****(Question Serial No. 2304)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

On encouraging existing public car parks owners or operators to provide real-time parking vacancy information using technology solution, please advise:

1. In 2017-18 (up to 28 February 2018), information regarding provision of real-time parking vacancy information through "data.gov.hk"

District	Name of car park	Owner or Operator	Information uploaded to "HKeRouting"	Information uploaded to "data.gov.hk" using machine readable format	Number of parking spaces in the car park	Indicate whether vacant parking space is available	Provide real-time number of parking vacancies
			(Yes/No)	(Yes/No)		(Yes/No)	(Yes/No)

2. In 2018-19, information regarding car parks to be expected to provide real-time parking vacancy information for uploading to "data.gov.hk".

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting"	Information uploaded to "data.gov.hk" using machine readable format	Number of parking spaces in the car park	Indicate whether vacant parking space is available	Provide real-time number of parking vacancies
			(Yes/No)	(Yes/No)		(Yes/No)	(Yes/No)

3. Please advise whether the Government will set a target for increasing the amount of real-time parking vacancy information available in “data.gov.hk”. Is there any plan for requiring the new commercial parking development to provide real-time parking vacancy information in machine readable format for uploading in “data.gov.hk”, or for introducing incentive scheme to encourage owners or operators of commercial car parks to share real-time parking vacancy information? If yes, please give the details, expenditure and staff required.

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 37)

Reply:

1. A list of car parks which provides real-time parking vacancy as at 28 February 2018 is at the Annex.
2. and 3. The Transport Department (TD) has been encouraging car park operators to provide real-time parking vacancy information for dissemination to the public through “Hong Kong eRouting” mobile application and the Government’s information portal at the “data.gov.hk” website. Currently, parking vacancy information of about 70 government and commercial public car parks is disseminated to the public through “Hong Kong eRouting” mobile application. The TD will examine practicable measures to require operators of newly developed public car parks or short-term tenancy fee-paying public car parks to provide real-time parking vacancy information. Practical technology solutions will be introduced to car park operators to facilitate them to adopt suitable options to collect and disseminate relevant data. As the work mentioned above is undertaken by the staff in the TD as part of their normal duties, there is no breakdown of the expenditure involved.

Annex

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Central & Western	City Hall Car Park	TD	Yes	Yes	170	Yes	No
Central & Western	Kennedy Town Car Park	TD	Yes	Yes	195	Yes	No
Central & Western	MTR Hong Kong Station Car Park	MTR	Yes	No	293	Yes	Yes
Central & Western	Rumsey Street Car Park	TD	Yes	Yes	835	Yes	No
Central & Western	Star Ferry Car Park	TD	Yes	Yes	380	Yes	No
Central & Western	Three Garden Road	Great Eagle	Yes	No	500	Yes	No
Eastern	Paradise Mall Car Park	MTR	Yes	No	113	Yes	Yes
Eastern	Shau Kei Wan Car Park	TD	Yes	Yes	386	Yes	No
Islands	Airport Car Park 1	Airport Authority (AA)	Yes	No	334	Yes	Yes
Islands	Airport Car Park 4	AA	Yes	No	1630	Yes	Yes
Kowloon City	Ho Man Tin Park and Sports Centre	Leisure and Cultural Services Department (LCSD)	Yes	No	50	Yes	Yes
Kowloon City	Kai Tak Cruise Terminal Car Park 1	Kai Tak Cruise Terminal	Yes	Yes	120	Yes	Yes
Kowloon City	Kai Tak Cruise Terminal Car Park 2	Kai Tak Cruise Terminal	Yes	Yes	40	Yes	Yes
Kwai Tsing	Kwai Fong Car Park	TD	Yes	Yes	552	Yes	No

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Kwai Tsing	Maritime Square Car Park	MTR	Yes	No	220	Yes	Yes
Kwai Tsing	MTR Tsing Yi Station Car Park	MTR	Yes	No	405	Yes	Yes
Kwun Tong	Amoy Plaza	Hang Lung Properties	Yes	Yes	570	Yes	Yes
Kwun Tong	APM	APM	Yes	No	240	Yes	Yes
Kwun Tong	Choi Tak Estate Car Park	Wilson Parking	Yes	Yes	66	Yes	Yes
Kwun Tong	Domain Mall	Hong Yip Service Co. Ltd.	Yes	Yes	190	Yes	Yes
Kwun Tong	Kowloon Bay International Trade & Exhibition Centre	Hopewell	Yes	Yes	761	Yes	Yes
Kwun Tong	Kwun Tong Harbour Plaza	Sino Parking Services Limited	Yes	No	406	Yes	Yes
Kwun Tong	Kwun Tong Plaza	Sino Parking Services Limited	Yes	No	365	Yes	Yes
Kwun Tong	Manhattan Place	Manhattan Place	Yes	Yes	264	Yes	Yes
Kwun Tong	Megabox	Megabox	Yes	No	750	Yes	Yes
Kwun Tong	Metro Centre I	Sino Parking Services Limited	Yes	No	18	Yes	Yes
Kwun Tong	Metro Centre II	Sino Parking Services Limited	Yes	No	48	Yes	Yes
Kwun Tong	Millennium City 2 & 3	Wilson Parking	Yes	Yes	90	Yes	Yes
Kwun Tong	Millennium City 1	Wilson Parking	Yes	Yes	499	Yes	Yes

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Kwun Tong	Millennium City 6	Wilson Parking	Yes	Yes	133	Yes	Yes
Kwun Tong	One Pacific Centre	One Pacific Centre	Yes	Yes	34	Yes	Yes
Kwun Tong	Pacific Trade Centre	Sino Parking Services Limited	Yes	No	47	Yes	Yes
Kwun Tong	Paul Y. Centre	Wilson Parking	Yes	Yes	39	Yes	Yes
Kwun Tong	Skyline Tower	Sino Parking Services Limited	Yes	No	293	Yes	Yes
Kwun Tong	Telford Plaza Phase I Car Park	MTR	Yes	Yes	240	Yes	Yes
Kwun Tong	Telford Plaza Phase II Car Park	MTR	Yes	Yes	123	Yes	Yes
Kwun Tong	Telford Plaza Car Park D	MTR	Yes	Yes	70	Yes	Yes
Kwun Tong	Westin Centre	Sino Parking Services Limited	Yes	No	22	Yes	Yes
Kwun Tong	Westley Square	Sino Parking Services Limited	Yes	No	88	Yes	Yes
Kwun Tong	Yau Lai Shopping Centre Car Park	Hong Yip Service Co. Ltd.	Yes	Yes	31	Yes	Yes
Kwun Tong	Yau Tong Industrial City	Sino Parking Services Limited	Yes	No	56	Yes	Yes
North	Ching Ho Estate	Housing Department (HD)	Yes	Yes	349	Yes	No
North	Po Wing Road Sports Centre	LCSD	Yes	No	24	Yes	No
North	Sheung Shui Park-And-Ride Car Park	TD	Yes	Yes	91	Yes	No

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Sai Kung	Popcorn I Car Park	MTR	Yes	No	32	Yes	Yes
Sai Kung	Sai Kung Government Offices Car Park	Government Property Agency	Yes	No	70	Yes	No
Sha Tin	Pok Hong Estate	HD	Yes	Yes	429	Yes	No
Sha Tin	Yue Tin Court	HD	Yes	Yes	341	Yes	No
Southern	Aberdeen Car Park	TD	Yes	Yes	293	Yes	No
Southern	MTR Ocean Park Station Car Park	MTR	Yes	No	71	Yes	Yes
Southern	Ocean Park	Ocean Park	Yes	No	395	Yes	Yes
Tsuen Wan	Panda Place	Hopewell	Yes	No	402	Yes	No
Tsuen Wan	Tsuen Wan Car Park	TD	Yes	Yes	545	Yes	No
Tuen Mun	Siu Hong Court	HD	Yes	Yes	964	Yes	No
Wan Chai	Eagle Harbour Public Car Park	Great Eagle	Yes	No	496	Yes	Yes
Wan Chai	Hysan Place	Hysan	Yes	No	66	Yes	Yes
Wan Chai	Hopewell Centre	Hopewell	Yes	No	430	Yes	No
Wan Chai	Lee Garden One Car Park	Hysan	Yes	No	209	Yes	Yes

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Wan Chai	Lee Garden Two Car Park	Hysan	Yes	No	170	Yes	Yes
Wan Chai	Leighton Car Park	Hysan	Yes	No	100	Yes	Yes
Wan Chai	Tin Hau Car Park	TD	Yes	Yes	429	Yes	No
Wan Chai	Wu Chung House	Hopewell	Yes	No	80	Yes	No
Wong Tai Sin	Sheung Fung Street Car Park	TD	Yes	Yes	268	Yes	No
Yau Tsim Mong	ELEMENTS Car Park	MTR	Yes	No	889	Yes	Yes
Yau Tsim Mong	MTR Kowloon Station Car Park	MTR	Yes	No	252	Yes	Yes
Yau Tsim Mong	Yau Ma Tei Car Park	TD	Yes	Yes	770	Yes	No
Yuen Long	Tin Yan Estate	HD	Yes	Yes	233	Yes	No

- End -

CONTROLLING OFFICER'S REPLY

THB(T)198

(Question Serial No. 2305)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the Smart Mobility section of the Hong Kong Smart City Blueprint, the Government's long term goal is to facilitate the achievement of technology advancement and industry development in vehicle-to-everything (V2X) and autonomous vehicles (AV) and ultimately introduction of AV with integrated Internet access. Will the Government inform this Committee:

- (1) The number of vehicles, the trial locations of the AV trials that were granted temporary permits in 2017-2018?
- (2) In 2018-19, what are the Government's policy, plans, specific targets, timetables regarding the facilitation of V2X and AV? What are the manpower and expenditure estimates in 2018-19? Will the Government study allowing the trial AV to be used in a restricted area or roads?
- (3) What are the locations of the AV trials in 2018-19? Will the Government encourage government departments to cooperate with the local startup enterprises to conduct research on AV technology that is suitable for use in Hong Kong and to draw up technological standards? If yes, what are the details?
- (4) In 2018-19, would the Government allocate resources to encourage the transport sector to test mixed manual/AV technology on commercial vehicles, such as van, goods vehicle, taxi, bus and light bus? If yes, what are the details and expenses?
- (5) Would the Government conduct a research on the legislation concerning AV technology, with a view to amending the relevant legislation to relax the requirements concerning AV, as well as reviewing compensation mechanism for accidents involving AV? If yes, what are the details, timetables, expenses and manpower?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 39)

Reply:

(1)

In the 2017-18, the Transport Department (TD) approved seven trials of AV technology involving four AV. Details of the trials are tabulated as follows:

Trials	Trial Period	Location	No. of autonomous vehicles involved
1.	Jun - Jul 2017	Zero Carbon Building	One
2.	Jun - Jul 2017	West Kowloon Cultural District	One
3.	Oct 2017 - Jun 2018		
4.	Sep 2017	Hong Kong Science Park	One
5.	Sep - Dec 2017	Zero Carbon Building	
6.	Jan - Jun 2018		
7.	Jan - Nov 2018	Campus of Hong Kong University of Science and Technology	One

(2) and (5)

In 2018-19, the TD will continue to study the development of V2X communications as well as review the experience and regulatory framework in overseas jurisdictions in relation to AV and examine their applicability in Hong Kong. The study will recommend possible means to facilitate development or implementation of AV technology in Hong Kong. We expect that by end-2018, preliminary findings of the study will be available which will also throw light on how TD can facilitate trials in designated public areas and roads.

(3) and (4)

The TD will continue to facilitate trials of AV technology at suitable locations in Hong Kong. The TD will also continue to maintain close liaison with, and render facilitation measures to, organisations which have expressed interest in setting up testing facilities for AV technology or conducting trials of AV. Each application for trial of AV is assessed on a case-by-case basis having regard to a number of factors, such as vehicle design and construction; vehicle testing and operation record in the past; competency of the testing team and test route conditions, etc. Based on the latest available information, trials of AV technology will continue at Zero Carbon Building, the West Kowloon Cultural District and

the Hong Kong University of Science and Technology. The TD does not have any plan at this juncture to allocate funding to facilitate trials by the transport sector on commercial vehicles and private start-up enterprises. However, there are other funding schemes (e.g. the Innovation and Technology Fund) that may provide financial support to projects meeting their eligibility criteria.

The work involved in facilitating trials of AV technology is currently undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)199

(Question Serial No. 2306)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiatives of intelligent transport system and traffic management in the “Smart City Blueprint”, please advise:

1. details, objectives, expenditure and manpower for formulation of plan to install in-vehicle units (IVUs) for allowing motorists to receive real-time traffic information and pay tunnel fees by remote means in 2018-19;
2. details, objectives, expenditure and manpower for installation of about 1 200 traffic detectors in all strategic routes to provide real-time traffic information by 2020;
3. details, objectives, expenditure and manpower for implementing Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in 2018-19; and
4. details, objectives, expenditure and manpower for introducing pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions in 2018-19; and the number of usage after the pilot system is launched.

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 41)

Reply:

1. The Transport Department (TD) commenced a feasibility study in August 2017 on the installation of IVUs with the aim of facilitating the collection of traffic data and payment of tunnel fees by remote means. The study comprises a desktop review of overseas experience of installing IVUs, the functionalities, technologies and effectiveness of different types of IVUs and their applicability to Hong Kong. The TD targets to complete the study within 2018. The estimated expenditure of the study in 2018-19 is about \$0.5 million. Supervision of the study is undertaken by the existing staff of the TD as part of their normal duties. There is no breakdown of the expenditure involved.

2. The TD will install traffic detectors in all strategic routes for collection of traffic data in two phases. The TD targets to complete the installation by end-2020. The first phase of installation of about 550 traffic detectors will commence in mid-2018 at a cost of about \$194 million. For the second phase, additional traffic detectors will be installed to cover the remaining strategic routes. The TD's consultant is now working on the detailed design at a fee of about \$2.2 million. The work involved in the supervision of the related consultancies is undertaken by the existing staff of the TD. There is no breakdown of the expenditure involved.
3. The TD commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. In 2018-19, the estimated expenditure of the feasibility study on the ERP Pilot Scheme is \$6.4 million. Supervision of the study is undertaken by the existing staff of the TD as part of their normal duties. There is no breakdown of the expenditure involved.
4. The TD commenced a preliminary desktop study in early 2018 to review overseas experiences, technologies and effectiveness of different traffic signal systems making use of sensors to optimise pedestrian and vehicular flows at road junctions. The TD targets to introduce a pilot scheme in 2021. The preliminary review is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)200

(Question Serial No. 2307)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On encouraging public transport (PT) operators to open up their data, please advise on the following:

- (1) In 2017-18, what is the total number of real-time bus arrival information display panels installed, and the amount of subsidy (listed by franchised bus operators), including the number and location of display panels (by region and location)?
- (2) In 2017-18, what is the progress of encouraging the PT operators to support the Government's overall policy of opening up data through "data.gov.hk" co-ordinated by the Office of the Government Chief Information Officer (OGCIO)?
- (3) In 2018-19, is there any plan to encourage the PT operators to open up real-time data on estimated time of arrival in machine-readable format through "data.gov.hk"? What are the details of work, specific goals, expenditure and manpower involved?
- (4) In 2018-19, will the Transport Department (TD) provide the "Intelligent Road Network" transport application system for free so as to match with the policy of facilitating the private sector to develop more innovative application programs for the convenience of the public? If yes, what are the details? If no, what are the reasons?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 43)

Reply:

(1)

The Government subsidises franchised bus companies to install real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations on a matching basis in phases for completion by 2019-20. The first phase installation will involve about 340 bus stops and the total estimated amount of subsidies involved is about \$4.6 million. It is expected that the first phase installation works will be completed by end 2018. Details of the locations of the bus stops covered by the subsidy scheme are set out in the paper submitted by the TD to the Traffic and Transport Committees of the 18 District

Councils in Hong Kong in early 2017. The paper is available at the TD's website of the following link:

http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

(2)&(3)

At present, the MTR Corporation Limited, franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Moreover, the franchised bus companies partner with the TD to provide real-time arrival information under TD's "Hong Kong eTransport" mobile application and website to facilitate passengers' travel. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications. The Government will continue to encourage PT operators to actively respond to the overall policy on opening up data by making the data in their possession available at the "data.gov.hk" co-ordinated by the OGCIO, and to open up real-time data in machine-readable format as far as practicable in order to achieve wider application.

The above work is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

(4)

The TD already opened up the Intelligent Road Network Package (viz. Road Network, Traffic Aids Drawings and Traffic Flow Census datasets) at "data.gov.hk" for free access in November 2017 to enable private sectors and value-added service providers to make use of the datasets available to develop intelligent transport application systems.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)201

(Question Serial No. 2308)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the New Parking Meter System Trial Scheme (the Scheme) and the “Stop-and-go” e-payment facilities at the manual toll booths of the Government tolled roads, please advise:

- (1) The average daily usage of payment means of the new parking meters (i.e. Octopus and contactless credit cards) in the four districts under the first and second phases of field trials of the Scheme, as well as the numbers of complaints and defect reports in relation to the new parking meters (by reasons), in table form;
- (2) What is the expenditure involved in the development and production of the new parking meters which are able to provide parking space vacancy information and support remote payment through mobile applications? What is the replacement plan of existing parking meters in 2018-19?
- (3) What is the expenditure involved in the installation of the “Stop-and-go” e-payment facilities at the manual toll booths of the Government tolled roads and tunnels? Will the facilities support payment through mobile applications, in addition to Octopus cards and contactless credit cards?
- (4) Will the Government study to provide medium speed charging facilities for electric vehicles on on-street parking meters at suitable locations?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 45)

Reply:

- (1) The field trial of the Scheme was launched in two phases from October 2016 to January 2018. The field trials covered four districts, namely Yuen Long and Mong Kok in the first phase, and Sai Kung and Wan Chai in the second phase. During the field trials, new parking meters accepted payment of parking fees by Octopus and contactless credit cards (including Visa payWave, MasterCard Contactless and UnionPay QuickPass) which support offline payment transactions. The average daily usage of different payment means of the new parking meters during the field

trials, as well as the numbers of complaints and defect reports in relation to the new parking meters are provided in the following tables:

(i) Average Daily Usage of Different Payment Means of the New Parking Meters

Payment Means	Average Daily Usage During Field Trials (Number of transactions)			
	First Phase		Second Phase	
	Yuen Long	Mong Kok	Sai Kung	Wan Chai
Octopus	231	484	250	232
Contactless Credit Cards	3	6	5	8
Total	234	490	255	240

(ii) Number of Complaints in relation to the New Parking Meters on Trial

Nature of Complaints	Total Number of Complaints received during the Field Trials	
	First Phase	Second Phase
Failing to improve the situation of prolonged occupation of parking spaces	3	0
Payment and operation procedures	5	2
Arrangements for suspension of parking spaces installed with new parking meters	1	0
Total:	9	2

(iii) Number of Defect Reports on the New Parking Meters on Trial

Nature of Defects	Total Number of Defect Reports received during Field Trials	
	First Phase	Second Phase
Meter out of order	14	19
Screen display problem	37	15
Card reader fault	8	24
Malfunction of buttons on the meter	3	3
Loose instruction plate on casing of the meter	0	1
Total:	62	62

- (2) The estimated total non-recurrent expenditure for the procurement of a total of about 12 300 new generation of parking meters is about \$304 million. According to the current plan, the new generation of parking meters will commence service by phases from 2019-20 with full replacement of existing parking meters by end-2021.
- (3) The Government has obtained funding of \$54.35 million for introducing “stop-and-go” electronic payment (e-payment) facilities at all the manual toll booths of eight government tolled tunnels and roads, namely Aberdeen Tunnel, Cross-Harbour Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Tseung Kwan O Tunnel, Eastern Harbour Crossing, Lantau Link and Tsing Sha Highway.

To meet public expectation and for the convenience of motorists, the “stop-and-go” e-payment facilities aim to provide motorists with an additional and convenient toll

payment means. The current “stop-and-go” e-payment service providers, which were selected through open tender, can process toll payment by Octopus and other contactless credit cards (including Visa, MasterCard and UnionPay) issued by local banks. To avoid any adverse impact on the traffic, the “stop-and-go” e-payment service providers are required to complete one transaction within five seconds (i.e. not longer than a cash transaction which does not involve cash-changing).

At this stage, the TD has no plan to introduce payment of tolls through mobile applications, but will keep in view the technological development relating to electronic toll collection. For instance, the TD is studying the feasibility of implementing a free flow tolling system for the Tseung Kwan O – Lam Tin Tunnel which will not have a toll plaza due to its geographical constraints.

- (4) The provision of on-street parking spaces by the TD is to cater for temporary parking needs and such spaces are usually installed with parking meters to increase the circulation of parking spaces, so that more drivers can use on-street parking spaces. Against this consideration, providing charging facilities at on-street parking meters should not give rise to prolonged occupation of such parking spaces by electric vehicle (EV) drivers for charging purpose, thereby affecting other drivers with parking needs or causing the queuing of EVs in the vicinity, resulting in road traffic congestion. The Government will give careful consideration in identifying suitable parking spaces for the provision of EV chargers. The Environmental Protection Department will study whether trial for EV charging is possible at suitable on-street parking spaces and will liaise with relevant departments.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)202****(Question Serial No. 2309)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the approval of hire car permits (HCPs), please provide information using the tables below:

(1) The issue of HCPs in 2017-18

5 types of HCPs issued under the Regulations	Maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 28 February 2018)	Percentage of number of HCPs issued over the statutory maximum number that can be issued

(2) The issue of Private Service (Limousine) HCPs

Year	Number of enquiries about Private Service (Limousine) HCPs	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2017						
2018 (as at 28 February 2018)						

(3) The age of vehicles issued with Private Service (Limousine) HCPs

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2017				
2018 (as at 28 February 2018)				

(4) The issue of Private Service HCPs

Year	Number of enquiries about Private Service HCPs	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2017					
2018 (as at 28 February 2018)					

- (5) Given that there is an actual public demand for using information technology (IT) (including the Internet or mobile applications) to call hire cars for point-to-point personalised transport service, will the Government consider updating the HCP regime where appropriate and provide regulatory guidelines for operators of those platforms in 2018-19, so as to strike a balance among IT application, public demand and passenger safety?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 47)

Reply:

- (1) The issue of HCPs as at 28 February 2018:

5 types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued ^{Note 1}	Number of HCPs issued by the TD (as at 28 February 2018)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service ^{Note 2}	1 500	696	46.4%
Hotel Hire Car Service	400	174	43.5%
Tour Hire Car Service	400	132	33%
Airport Hire Car Service	60	0 ^{Note 3}	Not applicable
School Hire Car Service	1 500	0 ^{Note 3}	Not applicable

Note 1: The statutory limits imposed on the number of HCPs are stipulated in Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L).

Note 2: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

Note 3: According to the information of the TD, airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while at the

same time school hire cars were also replaced by school private light buses. The TD thus no longer receives applications for these two types of HCPs.

- (2) The issue of Private Service (Limousine) HCPs between 2017 and 2018 (as at 28 February 2018):

Year (Calendar year)	Number of enquiries about Private Service (Limousine) HCPs Note 4	Number of requests for “pre-application assessment” Note 5	Number of applications received	Number of applications approved in the year Note 6	Number of applications rejected in the year Note 6	Number of applications approved on grounds of special considerations in the year Note 7
2017	38	16	34	43	34	18
2018 (as at 28 February)	5	2	12	9	3	2

Note 4: Figures include written enquiries or those received via 1823 call centre, whereas there are no statistics on enquiries made in person or by phone to the TD.

Note 5: “Pre-application assessment” was introduced on 1 February 2017.

Note 6: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 7: The figures have been included in the “number of applications approved in the year”.

- (3) The age of vehicles with Private Service (Limousine) HCPs issued in 2017 (as at 31 December) and 2018 (as at 28 February):

Year	Average taxable value (HK\$)	Average vehicle age (Year)	Number of brand new vehicles Note 8	Number of vehicles replaced
2017 (as at 31 December)	527,406	4.4	33	94
2018 (as at 28 February)	526,436	4.4	36	22

Note 8: A vehicle should be less than one year old from the date of first registration as a “brand new vehicles” in Hong Kong at the time of the application. For a vehicle not first registered in Hong Kong, it should be within one year from the “Year of Manufacture” at the time of the application.

- (4) Between 1 January 2017 and 28 February 2018, the TD has not received any enquiry or application regarding Private Service HCPs.

- (5) There are clear provisions in the existing laws stipulating the use of private cars for the carriage of passengers for hire or reward. Under section 52(3) of the Road Traffic Ordinance (Cap 374), a person who drives or uses a motor vehicle without an HCP for the carriage of passengers for hire or reward commits an offence.

The Government is open-minded on the application of different types of technologies, including the use of Internet or mobile applications, for calling hire cars. However, existing laws and regulations must be followed in using new technology or new platform to protect the interests and safety of passengers. When a person or an organisation (including the operator for a car hailing platform based on smartphone applications) arranges private cars for the carriage of passengers for hire or reward by whatever means (including the Internet and mobile applications), the hire car service concerned must have valid HCPs, and comply with the relevant statutory requirements and HCP conditions.

In response to the views of the community on hire cars and the market demand for hire car service, the TD introduced new measures on 1 February 2017 to facilitate new entrants to the hire car market and ensure the quality of vehicles. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, giving special consideration to the merits of individual applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service contracts, and introducing new requirements for vehicle age of Private Service (Limousine) hire cars.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)203****(Question Serial No. 2660)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of first registered private cars over the past five years with breakdown by electric, petrol and diesel vehicles. Has the Government evaluated the effects of a significant reduction of first registration tax (FRT) concessions for electric private cars on curbing the growth in private car fleet? If yes, what are the results of evaluation? If no, what are the reasons?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. (LegCo use): 39)Reply:

The numbers of first registered private cars in Hong Kong over the past five years by types are tabulated as follows:

Year	Number of first registered private cars		
	Petrol	Diesel	Electric
2013	44 998	349	35
2014	44 245	1 546	845
2015	46 122	1 593	2 607
2016	36 266	1 896	3 020
2017	35 536	4 246	3 860

The Government has been promoting the use of electric vehicles (EVs) to improve roadside air quality through various measures, including providing FRT concessions for EVs. On 28 February 2018, the Government announced a new “One-for-One Replacement Scheme” under the new arrangements for FRT concession for EV, allowing private car owners who arrange to scrap and de-register their own eligible old private cars and then first register a new electric private car to enjoy a higher FRT concession up to \$250,000. There is a host of factors affecting decisions in the purchase of new cars, such as household incomes, vehicle prices and the promotion strategy of car suppliers. Given the relatively small market share of EVs, it is difficult to carry out meaningful assessment as regards the impact of FRT concession for EVs on car growth.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)204

(Question Serial No. 0501)

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-Recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure for 2017-18 on Item 897 “Consultancy study on parking for commercial vehicles” was revised to \$440,000 under the Transport Department (TD)’s General non-recurrent expenses. What is the study progress? How will the Government utilise the estimated expenditure to proceed with the study in the remaining period of this financial year?

Asked by: Hon POON Siu-ping (Member Question No. (LegCo use): 30)

Reply:

TD commenced a consultancy study on parking for commercial vehicles (CV) in December 2017 for completion in 2019. The study includes assessing the CV parking demand by districts and will formulate short to long term measures to address the demand. The estimated expenditure of \$440,000 in 2017-18 refers to the related consultancy fee estimated to be payable in that financial year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)205

(Question Serial No. 0502)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Of the 1 397 route modification and other improvement items by non-franchised operators handled by the Transport Department in 2017, how many were route modification items approved upon receiving applications from operators of non-franchised buses (NFB)?

Asked by: Hon POON Siu-ping (Member Question No. (LegCo use): 31)

Reply:

Among the 1 397 route modification and other improvement items by non-franchised operators (including green minibus and residents' service, etc.) in 2017, 20 of them were route modification items in respect of residents' service proposed by NFB operators.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)206****(Question Serial No. 0503)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Government's work in exploring and introducing measures to provide parking spaces in the short, medium and long term, please advise on the following:

- (1) Please provide the current number of parking spaces in Hong Kong with breakdown by vehicle type and district. How many of these parking spaces, including on-street metered parking spaces, are for public use?
- (2) The Chief Executive stated in her Policy Address in October last year that a series of short, medium to long-term measures would be implemented to meet the demand for parking spaces. What related measures have the Government introduced since then?

Asked by: Hon POON Siu-ping (Member Question No. (LegCo use): 32)Reply:

- (1) The number of parking spaces in each of the districts by vehicle type as at February 2018, with the number of parking spaces for public use shown in brackets, is tabulated as follows:

District	Private Cars	Goods Vehicles	Buses / Coaches	Motorcycles	Total*
Central and Western	37 988 (10 471)	1 216 (936)	84 (44)	1 348 (932)	40 636 (12 383)
Wan Chai	35 293 (10 264)	142 (67)	116 (28)	1 042 (666)	36 593 (11 025)
Eastern	48 918 (13 694)	2 133 (617)	306 (178)	2 518 (1 264)	53 875 (15 753)
Southern	38 953 (8 295)	1 205 (628)	262 (216)	1 832 (655)	42 252 (9 794)

District	Private Cars	Goods Vehicles	Buses / Coaches	Motorcycles	Total*
Yau Tsim Mong	33 135 (15 474)	2 428 (2 140)	261 (192)	2 025 (1 551)	37 849 (19 357)
Sham Shui Po	28 641 (10 329)	3 201 (2 470)	422 (86)	1 886 (892)	34 150 (13 777)
Kowloon City	49 171 (10 429)	1 641 (1 096)	715 (671)	1 875 (932)	53 402 (13 128)
Wong Tai Sin	20 859 (6 301)	1 254 (296)	136 (98)	2 257 (624)	24 506 (7 319)
Kwun Tong	46 055 (14 425)	4 195 (1 187)	200 (91)	3 892 (1 076)	54 342 (16 779)
Tsuen Wan	35 787 (10 891)	1 947 (833)	426 (412)	1 281 (638)	39 441 (12 774)
Tuen Mun	40 709 (10 201)	2 523 (1 507)	175 (111)	1 644 (815)	45 051 (12 634)
Yuen Long	40 857 (10 137)	2 108 (900)	346 (114)	1 677 (557)	44 988 (11 708)
North	21 290 (6 731)	1 818 (1 075)	79 (32)	781 (425)	23 968 (8 263)
Tai Po	28 499 (7 365)	1 194 (644)	140 (103)	966 (275)	30 799 (8 387)
Sai Kung	39 819 (12 805)	1 585 (730)	339 (202)	2 783 (871)	44 526 (14 608)
Sha Tin	72 189 (18 637)	2 740 (1 415)	215 (93)	2 803 (746)	77 947 (20 891)
Kwai Tsing	35 473 (11 287)	10 954 (7 640)	252 (224)	2 629 (832)	49 308 (19 983)
Islands	15 565 (6 691)	779 (262)	226 (217)	520 (250)	17 090 (7 420)
Total	669 201 (194 427)	43 063 (24 443)	4 700 (3 112)	33 759 (14 001)	750 723 (235 983)

* The figures exclude about 300 parking spaces that are reserved for special public services, such as refuse collection or post offices' vehicles.

- (2) The Government has been actively pursuing a number of measures to increase parking spaces since October 2017. These measures include:
- (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;

- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which was commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)207

(Question Serial No. 3424)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

An additional 187 closed circuit television (CCTV) cameras for monitoring traffic conditions will be installed in 2018-19. Please advise:

1. the locations of the cameras to be installed and the cost incurred;
2. the effects of the installation on traffic management;
3. whether consideration has been given to disseminating more traffic information to the public with the use of the cameras; if yes, the details; if no, the reasons; and
4. how this is conducive to building a smart city.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. (LegCo use): 88)

Reply:

1. and 2. In 2018-19, the Transport Department (TD) plans to commission 187 CCTV cameras under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project and the Liantang/Heung Yuen Wai Boundary Control Point (BCP) project. The cost of the works is about \$30 million. These new cameras will be installed within the boundaries of the two projects for traffic surveillance, traffic control, and incident management of associated roads and tunnels.
3. Whilst the new CCTV cameras installed under the above projects are specifically used by the HZMB and the new BCP at Heung Yuen Wai for operational need, CCTV cameras will be installed along the strategic routes leading to the HZMB and the new BCP at Heung Yuen Wai to disseminate real time road traffic images to the public via the TD's webpage and mobile applications and the Government's information portal at the "data.gov.hk" website.
4. The CCTV cameras enhance the TD's capability and efficiency to collect real-time information on road traffic conditions. Where necessary, for example,

in case of traffic incidents, the TD can inform the public at the earliest opportunity so as to facilitate the public to plan their trips ahead. This streamlined process of disseminating useful information to the public will contribute to developing Hong Kong into a smart city.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)208

(Question Serial No. 1729)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide average vehicular speeds, vehicular flows and pedestrian flows in the following table (by hour in weekday and weekend). If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons at the notes:

Weekday in 2017:

[illegible]

[illegible]

Weekend in 2017: (same as above table)
Weekday in 2016: (same as above table)
Weekend in 2016: (same as above table)
Weekday in 2015: (same as above table)
Weekend in 2015: (same as above table)

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 300)

Reply:

The Transport Department (TD) conducts the CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The CJTS does not cover weekends when traffic is generally less critical. Vehicular flow and pedestrian flow are also not covered by the CJTS. Average vehicular speeds of Cheung Sha Wan Road, which is a major road covered by the CJTS, in 2015, 2016 and 2017 are listed at the Annex. Yen Chow Street, Tonkin Street and Nam Cheong Street are not covered by the CJTS, and the TD does not have information on their average speeds.

It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning peak hours [@] kilometres/hour		
	2017	2016	2015
Cheung Sha Wan Road (Hing Wah Street to Tonkin Street) (east bound)	25	19	25
Cheung Sha Wan Road (Hing Wah Street to Tonkin Street) (west bound)	17	14	20
Cheung Sha Wan Road (Tonkin Street to Yen Chow Street) (east bound)	17	23	17
Cheung Sha Wan Road (Tonkin Street to Yen Chow Street) (west bound)	14	14	17
Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street) (east bound)	28	19	19
Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street) (west bound)	12	15	19

@ They refer to morning peak hours (8:00am - 9:30am) on weekdays

- End -

CONTROLLING OFFICER'S REPLY**THB(T)209****(Question Serial No. 1730)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for processing applications for Hire Car Permits (HCPs). In this connection, will the Government inform this Committee of the following:

- (1) What is the number of outstanding HCP applications which are yet to be processed by the TD? Regarding the outstanding applications, please list out the shortest and longest waiting time.
- (2) The number of Private Service HCPs which can be issued by the TD is capped at 1 500. Please provide the following figures.

		2015	2016	2017
(a) Hotel Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

		2015	2016	2017
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(e) Private Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

- (3) Has the Government reviewed why the quotas for HCPs have not been fully utilised all along? If yes, what are the findings of the review? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 408)

Reply:

- (1) As of 28 February 2018, there were five HCP applications under processing, among which the earliest application was received six weeks before, and the latest one was received on 28 February 2018.
- (2) The required figures in relation to the issuing of HCPs are tabulated below:

		2015 (Calendar year)	2016 (Calendar year)	2017 (Calendar year)
(a) Hotel Service Hire Car	Number of new applications in the year	8	3	8
	Number of HCPs issued to new applications in the year ^{Note 1}	15	4	9
	Shortest processing time (months) ^{Note 2}	1	7	5
	Longest processing time (months) ^{Note 2}	9	11	7
	Average processing time (months) ^{Note 2}	4.6	9.0	6.2
	Cumulative number of HCPs issued at year-end ^{Note 3}	162	162	168
(b) Tour Service Hire Car	Number of new applications in the year	23	14	18
	Number of HCPs issued to new applications in the year ^{Note 1}	3	1	13

		2015 (Calendar year)	2016 (Calendar year)	2017 (Calendar year)
	Shortest processing time (months) ^{Note 2}	2	4	1
	Longest processing time (months) ^{Notes 2}	8	10	16 ^{Note 4}
	Average processing time (months) ^{Note 2}	4.8	6.3	6.7
	Cumulative number of HCPs issued at year-end ^{Note 3}	109	109	119
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	25	46	34
	Number of HCPs issued to new applications in the year ^{Note 1}	11	13	44
	Shortest processing time (months) ^{Note 2}	3	1	1
	Longest processing time (months) ^{Notes 2}	9	11	16 ^{Note 4}
	Average processing time (months) ^{Note 2}	6.1	5.4	6.3
	Cumulative number of HCPs issued at year-end ^{Note 3}	254	267	311
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	3	0	2
	Number of HCPs issued to new applications in the year ^{Note 1}	15	0	0
	Shortest processing time (months) ^{Note 2}	1	Not applicable	4
	Longest processing time (months) ^{Note 2}	4	Not applicable	4
	Average processing time (months) ^{Note 2}	2.7	Not applicable	4.0
	Cumulative number of HCPs issued at year-end ^{Note 3}	365	365	355
(e) Private Service Hire Car (Ordinary)	Number of new applications in the year	0	0	0
	Number of HCPs issued to new applications in the year ^{Note 1}	Not applicable	Not applicable	Not applicable
	Shortest processing time (months) ^{Note 2}	Not applicable	Not applicable	Not applicable
	Longest processing time (months) ^{Note 2}	Not applicable	Not applicable	Not applicable

		2015 (Calendar year)	2016 (Calendar year)	2017 (Calendar year)
	Average processing time (months) ^{Note 2}	Not applicable	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end ^{Note 3}	12	12	12

Note 1: Depending on the application submission date and timely submission of the required information, the approval of HCP(s) may not be granted in the same calendar year as the submission of application.

Note 2: The calculations on the shortest, longest and average processing time are based on all HCP applications completed (i.e. approved or rejected) within the specified year, irrespective of whether the TD received the applications in that specified year. The processing time is calculated from the date of receipt of all required information/supporting documents of the application.

Note 3: Including new and renewal applications, the number of valid HCPs as at 31 December of the year.

Note 4: The relatively long processing time was due to more time required for clarification on complicated cases, etc.

- (3) Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L) stipulates the statutory limits on the number of various categories of HCPs, which are the maximum number of hire car permits that can be issued. The Commissioner for Transport (the Commissioner) is not obliged to issue the HCPs up to the prescribed limits. The Commissioner will consider the requirements prescribed in the relevant legislation and have to be satisfied, amongst other factors, that the proposed hire car service is “reasonably required” before approving each and every HCP.

In response to the views of the community on hire cars and the market demand for hire car service, the TD has reviewed the HCP issuing mechanism in 2016-17 and implemented two key measures to suitably relax the requirements for the issue of HCPs since February 2017. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, and giving special consideration to the merits of individual applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service contracts.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)210

(Question Serial No. 1732)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department is responsible for the planning and development of transport services in Hong Kong. In this connection, will the Government inform this Committee of the following:

The Government has always believed that there is a need to control the growth of the vehicle fleet. However, the Government's proposed introduction of franchised taxis will add 600 new vehicles. Has the Government assessed the impact of the proposal on the burden of traffic on roads? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 410)

Reply:

The Government completed a comprehensive review on the demand for personalised and point-to-point transport services, including taxis and hire car services, under the Public Transport Strategy Study (PTSS) in June 2017. In the light of the results of consultation with the Legislative Council Panel on Transport and the general support from the public, the Government will introduce franchised taxis with "online hailing" features to meet the new demand in the community.

Under the trial scheme, 600 franchised taxis in total (i.e. about 3% of the 18000-odd taxis in Hong Kong) will be introduced. This modest number can strike a balance between various considerations, including the overall supply and demand of taxis in the territory, the operating environment of taxi trade and the impact on traffic management. The number of franchised taxis (i.e. 600 vehicles) will be stipulated in the law. In the course of taking forward the legislative amendments, the Government will thoroughly consult various stakeholders, including the taxi trade.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)211

(Question Serial No. 1734)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has all along claimed that there was a need to contain the growth of private car fleet size to avoid causing traffic congestion. What measures will the Government take (such as considering increasing the first registration tax for petrol private cars) to discourage the residents from acquiring new cars and alleviate the worsening roadside air pollution? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 412)

Reply:

The Government attaches great importance to alleviating traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of

loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- End -

THB(T)212[illegible]

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Average speed at morning and evening peak hours [km/hr]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

- (2) Does the Government have any measures for improving the vehicular speeds? If yes, what are these measures? What are the expenditure involved and the anticipated completion date for each of these measures?
- (3) Has the Government conducted any study on the reasons for individual roads to have slow vehicular speeds? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 301)

Reply:

(1)

The Transport Department (TD) conducts the CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The CJTS does not cover weekends when traffic is generally less critical. The average vehicular speeds during the

morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the concerned roads and tunnels from 2013 to 2017 are at Annex 1 and Annex 2 respectively.

It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

(2) & (3)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to

manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2018-19, the estimated expenditures for the feasibility study on the ERP Pilot Scheme, the consultancy study on parking for commercial vehicles and the toll rationalisation study are \$6.4 million, \$2.52 million and \$2.22 million respectively. Other work will be absorbed by the Transport and Housing Bureau, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

Annex 1

Road	Average speed at morning and evening peak hours [@] [kilometres(km) / hour(hr)]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound) [#]	50	-	38	-	34	-	31	-	47	-
Canal Road Flyover (north bound) [#]	10	-	7	-	10	-	10	-	12	-
Gloucester Road (east bound) ⁺	15	26	19	25	19	17	15	14	28	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	55	-	46	-	60	-	53	-	68	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	25	-	22	-	20	-	28	-	29	-
Connaught Road West (east bound)	28	42	37	47	40	39	38	42	19	24
Connaught Road West (west bound)*	56	56	61	52	56	50	61	53	-	-
Connaught Road Central (east bound) ⁺	21	16	19	23	22	19	21	14	16	-
Connaught Road Central (west bound) ⁺	22	15	26	25	25	24	28	20	19	-
Pedder Street [§]	6	7	7	9	-	-	-	-	5	8
Harcourt Road (Central bound) ⁺	43	22	46	33	45	40	48	39	46	-
Hennessy Road (Central bound)	12	12	15	11	14	12	15	10	15	12
Queen's Road Central (Central bound)	18	10	18	12	19	9	19	10	19	10
Kowloon										
Chatham Road North (south bound) [#]	4	-	5	-	4	-	6	-	5	-
Chatham Road North (north bound) [#]	45	-	39	-	32	-	34	-	37	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	7	49	8	59	16	49	9	43	14	52
Gascoigne Road (east bound) [#]	8	-	20	-	12	-	10	-	14	-
Gascoigne Road (west bound) [#]	18	-	24	-	18	-	25	-	15	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	52	-	55	-	64	-	59	-	64	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	64	-	68	-	61	-	66	-

[@] They refer to morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

[#] The CJTS did not cover the evening peak hours.

⁺ The CJTS only covered the morning peak hours before 2014.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

[§] The CJTS only covered Pedder Street in 2017, 2016 and before 2014.

Annex 2

Tunnel	Average speed at morning and evening peak hours [@] [km/hr]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	32	29	34	32	31	37	34	32	32	29
Eastern Harbour Crossing	31	43	32	48	33	46	28	43	29	48
Western Harbour Crossing	49	59	56	60	56	56	55	51	57	58
Lion Rock Tunnel	36	40	35	39	35	39	32	37	36	44
Tate's Cairn Tunnel	33	51	34	51	34	49	32	54	43	58
Route 8 (section between Cheung Sha Wan and Sha Tin) [#]	56	-	61	-	55	-	54	-	58	-

[@] They refer to morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

[#] The CJTS did not cover the evening peak hours.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)213****(Question Serial No. 1736)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the respective number of buses owned by each franchised bus company with the following table and when these buses will retire?

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI	Electric buses	Total
	With SCR	Without SCR						With SCR	Without SCR
KMB									
CTB									
NWFB									
LW									
NLB									

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 302)

Reply:

The number of buses of each franchised bus company with breakdown by emission standards as at the end of December 2017 is set out below:

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI*	Electric buses*	Total
	With SCR**	Without SCR	With SCR**	Without SCR					
KMB	54	341	621	471	93	2 369	4	14	3 967
CTB	1	0	8	1	23	903	2	6	944
NWFB	60	24	74	0	38	496	6	4	702
LW	0	0	8	10	31	192	0	4	245
NLB	0	0	0	31	23	70	0	0	124

- * Six out of the 12 buses of Euro VI emission standards are hybrid buses. These six buses and the 28 electric buses were fully subsidised by the Environmental Protection Department for trial operation by the franchised bus companies in Hong Kong.
- ** The Government fully subsidised the franchised bus companies to retrofit their Euro II and III buses with selective catalytic reduction (SCR) devices to upgrade their emission performance to that of Euro IV or above level. A total of 1 030 eligible buses (some bus models are not technically feasible for SCR retrofit) were retrofitted upon completion of the programme in December 2017. 204 of these buses have been retired or put out of service.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantao Bus Company (1973) Limited

Franchised bus companies are required to provide their services with buses under the age of 18. Newly purchased buses are also required to comply with the prevailing statutory emission standards. As such, we expect that all in-service buses of Euro II, Euro III and Euro IV emission standards will be retired by end 2019, 2026 and 2029 respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)214

(Question Serial No. 1737)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please list out vehicle proportions and average occupancy of various vehicle types in peak hours at the ten counting stations which have the highest traffic volumes recorded across the survey cordon.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 303)

Reply:

The vehicle proportions and average occupancy by vehicle types during morning and evening peak hours on weekdays at the ten counting stations with the highest traffic volume across the survey cordon in the 2016 Annual Traffic Census are at the Annex.

Annex

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)											
0700-0800	Proportion ^{Note 1} (%)	5.2	29.5	21.4	3.2	6.4	19.1	4.9	3.4	0.2	6.7
	Occupancy ^{Note 2}	1.0	1.5	2.1	8.0	12.0	1.7	1.1	20.5	26.4	51.8
0800-0900	Proportion (%)	4.2	41.7	18.2	1.9	5.0	16.5	4.4	2.0	0.1	5.9
	Occupancy	1.1	1.3	2.1	5.3	15.2	1.5	1.3	25.5	35.8	61.0
0900-1000	Proportion (%)	2.7	34.1	18.5	0.9	3.5	25.0	7.9	1.2	0.1	6.1
	Occupancy	1.0	1.3	2.0	2.1	11.8	1.3	1.2	12.1	20.6	34.5
1600-1700	Proportion (%)	3.1	35.5	16.4	1.6	3.2	26.1	7.1	2.0	0.2	4.9
	Occupancy	1.1	1.4	2.0	2.8	10.6	1.5	1.3	8.1	15.5	35.9
1700-1800	Proportion (%)	5.5	40.0	17.4	2.0	3.6	19.9	3.5	1.8	0.2	6.2
	Occupancy	1.0	1.5	1.8	2.1	12.5	1.4	1.3	8.2	29.6	47.6
1800-1900	Proportion (%)	5.0	52.5	14.5	0.3	5.0	12.4	2.4	1.7	0.1	6.1
	Occupancy	1.1	1.4	2.2	2.0	14.7	1.4	1.2	19.4	29.0	61.3
2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)											
0700-0800	Proportion (%)	5.6	34.2	31.7	3.4	0.6	12.2	2.3	6.5	0.0	3.6
	Occupancy	1.0	1.5	1.9	7.2	10.6	1.3	1.2	20.9	0.0	55.4
0800-0900	Proportion (%)	3.6	50.7	26.5	1.5	0.3	8.5	2.3	2.5	0.0	4.1
	Occupancy	1.1	1.3	2.1	5.4	11.5	1.5	1.3	23.1	0.0	63.8
0900-1000	Proportion (%)	3.2	39.2	30.1	0.9	0.2	17.3	3.4	2.1	0.1	3.6
	Occupancy	1.1	1.3	2.0	1.9	10.3	1.5	1.3	9.1	1.0	36.5
1600-1700	Proportion (%)	3.5	41.5	26.0	1.6	0.3	17.3	3.3	3.5	0.1	3.0
	Occupancy	1.1	1.4	1.9	3.3	6.5	1.6	1.3	9.3	1.0	28.6
1700-1800	Proportion (%)	5.1	47.8	22.3	1.3	0.3	14.0	2.0	4.0	0.1	3.3
	Occupancy	1.1	1.3	2.0	4.0	8.8	1.4	1.4	9.7	1.0	36.1
1800-1900	Proportion (%)	4.6	58.4	19.1	0.2	0.5	8.9	1.4	3.5	0.0	3.4
	Occupancy	1.1	1.4	2.2	1.3	17.0	1.4	1.2	17.0	0.0	52.9
3. Harcourt Road (Tamar Street to Arsenal Street)											
0700-0800	Proportion (%)	2.9	32.1	39.6	3.8	1.2	10.1	1.8	4.5	0.1	4.0
	Occupancy	1.0	1.3	2.1	6.1	8.8	1.3	1.4	14.2	15.0	27.8
0800-0900	Proportion (%)	2.9	39.7	35.9	0.7	0.5	9.3	1.3	4.1	0.1	5.4
	Occupancy	1.1	1.3	2.2	7.2	10.0	1.5	1.5	14.2	32.0	39.6
0900-1000	Proportion (%)	1.6	39.7	32.1	0.4	0.4	17.2	2.7	1.9	0.1	4.0
	Occupancy	1.1	1.3	2.1	2.8	7.1	1.6	1.5	8.9	3.7	21.9
1600-1700	Proportion (%)	1.9	47.8	30.1	0.6	0.3	13.0	1.5	2.3	0.1	2.5
	Occupancy	1.0	1.4	2.2	3.6	12.6	1.5	1.4	15.2	1.0	19.1
1700-1800	Proportion (%)	3.2	51.9	29.5	0.6	0.2	9.3	0.7	1.9	0.0	2.8
	Occupancy	1.0	1.4	2.3	5.3	14.7	1.5	1.6	22.1	0.0	18.5
1800-1900	Proportion (%)	2.8	55.6	29.8	0.2	0.4	4.6	0.7	3.2	0.1	2.8
	Occupancy	1.0	1.4	2.2	4.0	15.0	1.6	1.4	26.4	1.0	28.3

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway — Ting Kau Bridge)											
0700-0800	Proportion (%)	3.6	48.3	9.2	0.8	0.5	16.5	10.8	5.2	0.1	5.1
	Occupancy	1.0	1.4	1.8	7.3	13.1	1.2	1.2	25.0	1.0	61.8
0800-0900	Proportion (%)	3.3	43.0	7.5	0.3	0.5	22.0	13.8	4.3	0.0	5.3
	Occupancy	1.1	1.3	1.9	1.3	12.1	1.4	1.1	29.7	0.0	66.4
0900-1000	Proportion (%)	1.7	37.5	7.4	0.2	0.4	21.4	21.8	3.8	0.0	5.6
	Occupancy	1.1	1.3	1.9	1.5	9.1	1.5	1.1	18.5	0.0	31.5
1600-1700	Proportion (%)	1.6	39.3	6.0	0.9	0.5	23.7	19.6	3.5	0.0	4.9
	Occupancy	1.1	1.3	2.1	2.8	9.2	1.3	1.1	10.7	0.0	35.9
1700-1800	Proportion (%)	3.2	46.3	5.5	1.0	0.4	21.0	14.3	2.9	0.0	5.4
	Occupancy	1.0	1.5	2.1	4.3	14.4	1.3	1.2	22.1	0.0	50.4
1800-1900	Proportion (%)	3.6	60.5	5.6	0.3	0.5	12.6	7.5	4.5	0.0	5.1
	Occupancy	1.1	1.2	2.2	1.6	12.9	1.5	1.1	20.2	0.0	68.2
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)											
0700-0800	Proportion (%)	2.4	60.5	6.9	0.6	0.2	17.5	7.5	2.3	0.0	2.1
	Occupancy	1.1	1.2	2.2	6.1	13.4	1.4	1.2	14.5	0.0	62.2
0800-0900	Proportion (%)	2.2	58.2	7.4	0.4	0.2	17.8	8.7	3.1	0.1	1.9
	Occupancy	1.1	1.2	2.0	3.8	11.0	1.4	1.2	11.0	4.0	62.9
0900-1000	Proportion (%)	1.7	50.7	7.9	0.3	0.1	23.9	11.8	1.7	0.0	2.0
	Occupancy	1.1	1.3	2.1	4.4	14.0	1.4	1.3	9.3	0.0	34.2
1600-1700	Proportion (%)	1.9	47.2	5.8	0.7	0.3	28.2	12.0	2.0	0.0	1.9
	Occupancy	1.1	1.6	1.9	3.6	10.0	1.4	1.2	7.3	0.0	35.7
1700-1800	Proportion (%)	3.2	51.4	7.1	0.6	0.3	24.2	8.9	2.3	0.1	2.1
	Occupancy	1.1	1.3	1.8	3.6	12.9	1.3	1.1	11.5	1.0	47.9
1800-1900	Proportion (%)	2.3	68.3	5.7	0.4	0.2	12.8	5.6	2.7	0.0	1.8
	Occupancy	1.1	1.2	2.1	1.1	15.7	1.2	1.0	26.4	0.0	68.6
6. Cross Harbour Tunnel (Toll Plaza to South Portal)											
0700-0800	Proportion (%)	5.5	46.0	12.9	1.5	1.1	17.7	5.8	4.2	0.0	5.4
	Occupancy	1.0	1.4	2.0	9.9	13.9	1.4	1.1	8.1	0.0	57.3
0800-0900	Proportion (%)	7.0	50.9	6.4	0.6	0.3	19.5	4.7	3.7	0.0	6.9
	Occupancy	1.1	1.2	2.0	4.6	2.5	1.4	1.1	6.3	0.0	72.7
0900-1000	Proportion (%)	5.2	37.8	6.9	0.2	0.4	29.4	7.8	3.9	0.0	8.3
	Occupancy	1.0	1.2	2.2	1.7	4.2	1.6	1.3	9.6	0.0	43.9
1600-1700	Proportion (%)	3.9	47.9	8.4	0.7	0.0	24.7	3.9	4.8	0.0	5.6
	Occupancy	1.1	1.4	2.1	5.6	0.0	1.4	1.1	7.8	0.0	45.5
1700-1800	Proportion (%)	6.3	52.9	4.3	1.2	0.5	21.5	2.9	4.5	0.0	5.9
	Occupancy	1.0	1.3	2.4	2.9	3.0	1.2	1.1	9.3	0.0	60.6
1800-1900	Proportion (%)	7.4	55.0	8.8	0.6	0.7	17.4	1.3	2.7	0.0	6.1
	Occupancy	1.0	1.2	2.4	2.1	13.4	1.2	1.1	7.9	0.0	85.2

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
7. Chatham Road North (Wuhu Street to Hong Chong Road)											
0700-0800	Proportion (%)	5.3	32.8	21.0	3.0	3.8	14.4	7.4	5.8	0.1	6.4
	Occupancy	1.0	1.4	2.1	8.5	11.6	1.4	1.2	17.0	64.0	42.9
0800-0900	Proportion (%)	4.5	46.5	17.8	1.4	1.9	13.7	4.5	3.9	0.1	5.6
	Occupancy	1.1	1.3	2.1	3.4	12.3	1.5	1.2	22.1	9.0	58.0
0900-1000	Proportion (%)	3.3	38.7	21.1	0.8	2.0	18.9	5.3	2.9	0.0	7.0
	Occupancy	1.0	1.3	2.0	4.4	10.3	1.5	1.2	14.7	0.0	33.4
1600-1700	Proportion (%)	3.1	33.4	25.2	1.4	2.3	20.5	4.7	3.8	0.0	5.5
	Occupancy	1.0	1.4	1.9	4.5	9.5	1.5	1.1	13.7	0.0	40.3
1700-1800	Proportion (%)	5.3	32.2	23.2	1.2	2.9	19.7	2.8	5.2	0.0	7.4
	Occupancy	1.0	1.4	2.1	3.1	11.9	1.5	1.3	16.4	0.0	47.0
1800-1900	Proportion (%)	6.9	43.7	22.5	0.3	2.1	11.1	1.4	6.2	0.0	5.9
	Occupancy	1.1	1.4	2.2	4.8	14.2	1.5	1.3	24.0	0.0	61.4
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)											
0700-0800	Proportion (%)	6.1	29.7	16.9	2.0	2.6	23.0	12.2	3.7	0.1	3.7
	Occupancy	1.1	1.3	2.0	6.1	11.8	1.3	1.3	19.4	26.0	55.1
0800-0900	Proportion (%)	4.9	38.8	14.8	0.5	3.5	22.5	9.1	2.9	0.1	3.1
	Occupancy	1.0	1.3	2.1	5.4	12.7	1.4	1.4	17.9	59.0	63.0
0900-1000	Proportion (%)	2.6	33.9	15.0	0.5	2.2	29.5	11.8	1.2	0.1	3.4
	Occupancy	1.0	1.3	1.9	1.8	9.3	1.4	1.3	10.9	18.0	34.8
1600-1700	Proportion (%)	3.6	29.8	13.9	1.5	1.5	31.8	11.8	2.5	0.0	3.4
	Occupancy	1.1	1.3	1.9	4.3	10.3	1.4	1.3	5.8	0.0	45.0
1700-1800	Proportion (%)	5.2	37.7	11.7	1.2	2.3	26.8	9.3	2.0	0.1	3.7
	Occupancy	1.1	1.3	1.8	4.1	12.4	1.3	1.2	14.5	1.0	58.8
1800-1900	Proportion (%)	5.9	49.3	10.3	0.5	4.1	19.0	5.5	2.2	0.0	3.3
	Occupancy	1.1	1.2	1.9	3.2	14.6	1.3	1.2	21.1	0.0	73.5
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)											
0700-0800	Proportion (%)	1.9	41.3	11.2	0.8	2.1	19.2	17.1	5.2	0.1	1.1
	Occupancy	1.0	1.3	2.2	6.3	14.1	1.3	1.1	17.3	31.2	21.8
0800-0900	Proportion (%)	1.9	41.7	9.0	0.7	2.1	19.7	20.9	3.3	0.1	0.6
	Occupancy	1.0	1.3	2.2	3.3	14.4	1.3	1.1	18.3	35.9	36.1
0900-1000	Proportion (%)	1.2	35.2	8.0	0.8	1.4	24.5	25.0	2.7	0.1	1.1
	Occupancy	1.0	1.4	2.0	2.2	14.6	1.3	1.2	10.0	22.5	19.7
1600-1700	Proportion (%)	1.0	38.0	8.4	1.2	1.0	22.2	23.2	3.6	0.1	1.3
	Occupancy	1.2	1.5	2.2	3.4	14.1	1.4	1.1	15.7	26.6	26.6
1700-1800	Proportion (%)	1.6	40.7	9.1	1.4	0.9	22.4	18.3	4.5	0.1	1.0
	Occupancy	1.0	1.4	2.3	2.4	15.0	1.3	1.1	11.4	33.9	34.9
1800-1900	Proportion (%)	2.3	59.9	7.0	0.5	2.0	15.6	9.3	2.5	0.1	0.8
	Occupancy	1.1	1.5	2.2	1.5	16.3	1.2	1.2	19.2	34.3	46.1

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)											
0700-0800	Proportion (%)	6.5	36.1	18.3	2.0	2.3	21.5	8.3	2.5	0.0	2.5
	Occupancy	1.0	1.4	2.1	4.1	13.6	1.4	1.3	16.0	0.0	82.4
0800-0900	Proportion (%)	4.8	48.2	14.6	0.9	2.1	18.5	5.3	2.7	0.0	2.7
	Occupancy	1.1	1.3	2.2	6.3	14.7	1.5	1.3	23.8	0.0	79.8
0900-1000	Proportion (%)	4.9	30.4	16.0	0.5	1.1	33.6	7.6	2.5	0.0	3.4
	Occupancy	1.0	1.3	2.0	3.3	12.5	1.6	1.4	7.6	0.0	41.2
1600-1700	Proportion (%)	2.7	33.1	14.1	2.0	0.4	33.3	10.0	2.1	0.0	2.2
	Occupancy	1.1	1.4	1.6	3.5	12.4	1.5	1.4	10.3	0.0	44.4
1700-1800	Proportion (%)	5.3	39.7	11.7	1.4	0.7	30.0	6.5	1.8	0.0	2.8
	Occupancy	1.0	1.4	1.9	2.4	15.4	1.5	1.4	7.2	0.0	59.7
1800-1900	Proportion (%)	5.7	53.4	9.8	0.2	1.6	21.2	4.3	1.2	0.0	2.6
	Occupancy	1.1	1.4	2.1	2.3	16.4	1.5	1.3	22.0	0.0	83.9

#S.D. - single-decked; D.D. - double-decked.

Notes 1. The proportion refers to the percentage of vehicles among the total number of vehicles (Sum may not add up to 100% due to rounding).
2. The occupancy of a vehicle (in persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)215****(Question Serial No. 1738)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past three years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 304)Reply:

The numbers of vehicles in respect of which the Transport Department refused to issue vehicle licences or cancelled vehicle licences pursuant to section 25(1) of the Road Traffic Ordinance (Cap 374) in the past three years with breakdown by vehicle class and reason are tabulated below:

Vehicle class	2017	2016	2015
(a) Vehicle examination notice, examination order or vehicle repair order not complied with			
Motorcycle/motor tricycle	19	7	15
Private car	256	141	228
Taxi	10	5	30
Non-franchised public bus	19	13	3
Private bus	1	1	0
Public light bus	1	5	8
Private light bus	0	0	1
Light goods vehicle	33	23	36
Medium goods vehicle	8	5	6
Heavy goods vehicle	2	2	0
Special purpose vehicle	0	0	0
(b) Failing to have the vehicle tested at a vehicle emission testing centre when required to do so or vehicle found not to comply with vehicle emission standards			
Private car	51	71	206
Taxi	3	5	24

Vehicle class	2017	2016	2015
Non-franchised public bus	2	6	4
Public light bus	0	2	0
Private light bus	1	0	0
Light goods vehicle	11	10	24
Medium goods vehicle	9	10	12
Heavy goods vehicle	0	1	3
Special purpose vehicle	4	0	1
(c) Regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles not complied with			
Private car	1	0	0

- End -

CONTROLLING OFFICER'S REPLY

THB(T)216

(Question Serial No. 1092)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “to implement and administer effectively the Public Transport Fare Subsidy Scheme (the Scheme)”, will the Government inform this Committee of the following:

- (1) How will the provision of \$825 million for 2018-19 be used?
- (2) It is stated in paragraph 12 of the Legislative Council Finance Committee paper FCR(2017-18)55 on the new item “developing a new system to process subsidy amount, modifying relevant software and hardware and installing dedicated readers for subsidy collection and registration of expenses on monthly/day passes for implementing the Public Transport Fare Subsidy Scheme” which was approved on 2 February 2018 that “for the subsidy amount, the Government estimates that the annual subsidy will be around \$2.3 billion and over 2.2 million Octopus card holders will benefit from the Scheme. If the Scheme can be implemented in the first quarter of 2019, the subsidy amount in 2018-19 will be around \$575 million”. Why is it that the provision for 2018-19 is \$825 million? What is the amount of annual administrative fees payable to the operators, including the Octopus Cards Limited (OCL)?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 11)

Reply:

- (1) The estimated expenditure of \$825 million for the Scheme in 2018-19 covers \$775 million for the subsidy amount and \$50 million for recurrent expenditure (including staff cost, expenditure required for conducting transport surveys, auditing fee of systems of internal control, service fee for subsidy calculation and collection, relevant system operating and maintenance fee, etc.).
- (2) As mentioned in the Legislative Council Finance Committee paper FCR(2017-18)55, we expect to launch the Scheme in the first quarter of 2019; on that basis the estimated subsidy amount and recurrent expenditure in 2018-19 is around \$575 million and \$45 million respectively. The Transport Department (TD) is actively taking forward the preparatory work of the Scheme and striving to implement the Scheme as early as

possible. Based on the latest assessment, the estimated subsidy amount in 2018-19 has been increased from \$575 million to \$775 million while the recurrent expenditure has been increased from \$45 million to \$50 million. This revised estimate includes contingency to cater for possible early implementation of the scheme subject to actual work progress.

The Government will strive to lower the administrative fee of the Scheme as far as possible. Based on the latest estimate, the annual administrative fee payable to the OCL is around 1% of the annual subsidy amount. The fee includes administrative fee payable to OCL for data analysis and regular submission of reports to the Government for monitoring purpose, service fee payable to other third-party service providers entrusted by OCL, such as arranging service ambassadors to assist commuters in using the dedicated Octopus readers to collect subsidy and register their monthly/day passes during early stage of implementation, setting up and operating dedicated customer service hotline for the Scheme, etc.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)217****(Question Serial No. 2439)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Referring to the ferry operation matter, would the Government inform this Committee:

- (a) the daily patronage of the major in-harbour ferry routes for Kowloon East in the past three years;
- (b) whether the Government will consider introducing route with distinguishing feature of the above-mentioned in-harbour ferry routes for enhancing tourism and patronage. If yes, what are the details? If no, what are the reasons?

Asked by: Hon WONG Kwok-kin (Member Question No. (LegCo use): 16)Reply:

- (a) Currently, there are three in-harbour licensed passenger ferry routes serving Kowloon East. The average daily patronage of these ferry routes in 2015, 2016 and 2017 is tabulated below:

Ferry Route	2015	2016	2017
Kwun Tong (via Kai Tak) - North Point	1 410	1 450	1 360
Kwun Tong - Sai Wan Ho	720	820	920
Sam Ka Tsuen - Sai Wan Ho	470	460	520

- (b) The Government welcomes applications from operators who are interested in providing new in-harbour licensed ferry services. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, availability of berthing facilities and financial viability, etc. For tour service, it is exempted under the Ferry Services Ordinance (Cap. 104) and is not regulated by the TD.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)218****(Question Serial No. 1345)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Since 2017, the Transport Department (TD) has been assisting the Transport and Housing Bureau in conducting a review on parking policy and standards, and has been conducting the "Study on Parking for Commercial Vehicles". Please advise on:

1. the TD's current definition of commercial vehicles (CVs);
2. the numbers of parking spaces, their utilisation rates, as well as the prescribed numbers of parking spaces according to the Hong Kong Planning Standards and Guidelines in the 18 districts in the past five years, with breakdown by district and vehicle type; and
3. whether any consultant will be engaged for conducting the "Study on Parking for Commercial Vehicles"; and if yes, the estimated expenditures for engaging consultant(s) in the coming five years.

Year	Name of consultant	Scope of study	Expenditure for consultancy service
2018-2019			
2019-2020			
2020-2021			
2021-2022			
2022-2023			

Asked by: Hon YEUNG Alvin (Member Question No. (LegCo use): 51)Reply:

1. While there is no definition for CVs under the Road Traffic Ordinance, the TD generally refers to CVs as vehicles used in business operations, including taxis, light goods vehicles, medium/heavy goods vehicles, buses and light buses.
2. The number of parking spaces over the past five years, by district and vehicle type is as follows:

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
<i>As at February 2018</i>					
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Island	15 565	779	226	520	17 090
TOTAL	669 201	43 063	4 700	33 759	750 723
<i>As at February 2017</i>					
Central & Western	38 837	1 221	89	1 362	41 509
Wan Chai	34 995	142	116	1 018	36 271
Eastern	48 583	2 197	390	2 504	53 674
Southern	38 815	1 203	279	1 810	42 107
Yau Tsim Mong	32 992	2 430	266	2 007	37 695
Sham Shui Po	28 519	3 217	472	1 800	34 008
Kowloon City	48 115	1 668	834	1 750	52 367
Wong Tai Sin	21 102	1 291	136	2 211	24 740
Kwun Tong	45 568	4 181	353	3 779	53 881
Tsuen Wan	34 981	1 919	396	1 230	38 526
Tuen Mun	39 891	2 529	175	1 614	44 209
Yuen Long	39 590	1 998	328	1 554	43 470
North	21 468	1 835	79	778	24 160
Tai Po	28 279	1 319	141	955	30 694
Sai Kung	38 720	1 567	373	2 746	43 406
Sha Tin	70 346	2 726	214	2 768	76 054
Kwai Tsing	35 452	10 585	321	2 614	48 972
Island	16 479	829	226	516	18 050
TOTAL	662 732	42 857	5 188	33 016	743 793

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
<i>As at February 2016</i>					
Central & Western	37 778	1 238	77	1 301	40 394
Wan Chai	35 057	139	118	1 024	36 338
Eastern	47 690	2 164	385	2 407	52 646
Southern	37 794	1 063	287	1 765	40 909
Yau Tsim Mong	31 665	2 473	257	1 943	36 338
Sham Shui Po	28 585	3 031	427	1 646	33 689
Kowloon City	45 613	1 676	975	1 554	49 818
Wong Tai Sin	20 822	1 312	151	2 125	24 410
Kwun Tong	45 112	4 482	352	3 611	53 557
Tsuen Wan	34 590	1 852	396	1 152	37 990
Tuen Mun	39 376	2 506	169	1 543	43 594
Yuen Long	38 206	1 852	353	1 475	41 886
North	20 846	1 737	74	754	23 411
Tai Po	28 072	1 329	160	927	30 488
Sai Kung	35 772	1 511	395	2 516	40 194
Sha Tin	70 033	2 697	233	2 669	75 632
Kwai Tsing	34 413	10 039	342	2 493	47 287
Island	15 188	852	101	415	16 556
TOTAL	646 612	41 953	5 252	31 320	725 137
<i>As at February 2015</i>					
Central & Western	37 641	1 220	67	1 278	40 206
Wan Chai	34 793	132	118	1 006	36 049
Eastern	47 763	2 174	326	2 409	52 672
Southern	37 824	1 019	257	1 758	40 858
Yau Tsim Mong	31 131	2 534	257	1 867	35 789
Sham Shui Po	28 514	3 512	491	1 581	34 098
Kowloon City	46 042	1 953	907	1 591	50 493
Wong Tai Sin	20 758	1 348	169	2 057	24 332
Kwun Tong	45 354	4 696	377	3 530	53 957
Tsuen Wan	33 332	1 846	374	1 107	36 659
Tuen Mun	39 131	2 475	177	1 523	43 306
Yuen Long	38 198	1 930	353	1 457	41 938
North	20 622	1 772	74	711	23 179
Tai Po	27 100	1 426	205	879	29 610
Sai Kung	34 979	1 414	598	2 453	39 444
Sha Tin	69 610	2 793	251	2 588	75 242
Kwai Tsing	34 469	10 380	260	2 455	47 564
Island	15 063	857	101	411	16 432
TOTAL	642 324	43 481	5 362	30 661	721 828

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
<i>As at February 2014</i>					
Central & Western	37 620	1 220	67	1 260	40 167
Wan Chai	34 890	131	118	989	36 128
Eastern	47 816	2 181	326	2 407	52 730
Southern	37 983	1 012	251	1 815	41 061
Yau Tsim Mong	31 778	2 462	280	1 989	36 509
Sham Shui Po	27 917	3 506	491	1 947	33 861
Kowloon City	45 292	1 785	804	1 551	49 432
Wong Tai Sin	20 775	1 378	169	2 141	24 463
Kwun Tong	44 923	4 538	377	3 443	53 281
Tsuen Wan	33 456	1 934	388	1 070	36 848
Tuen Mun	38 880	2 470	177	1 485	43 012
Yuen Long	37 932	1 920	339	1 501	41 692
North	20 661	1 749	74	703	23 187
Tai Po	26 368	1 420	205	821	28 814
Sai Kung	34 773	1 436	597	2 438	39 244
Sha Tin	69 142	2 795	251	2 514	74 702
Kwai Tsing	34 193	10 206	260	2 328	46 987
Island	14 519	939	113	376	15 947
TOTAL	638 918	43 082	5 287	30 778	718 065

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

The TD does not have records on the numbers of parking spaces of each development provided according to the Hong Kong Planning Standards and Guidelines and has not conducted surveys on the usage of all car parks in Hong Kong. For government multi-storey public car parks under the management of the TD, their average utilisation rates as at December 2017 are as follows:

Car Park	No. of Parking Spaces [@]	Average utilization rate [^]		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%

Car Park	No. of Parking Spaces [@]	Average utilization rate [^]		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

[^] Excluding motorcycles.

- The TD commenced a consultancy study on parking for CVs (covering goods vehicles, public and private light buses, private buses and non-franchised buses) in December 2017 for completion in 2019. The relevant details and estimated expenditure for the study are:

Year	Consultants	Study scope	Consultancy fee
2018-19	AECOM Asia Company Ltd.	To assess the CV parking demand by districts and formulate short to long term measures to address the demand	\$2.52 million
2019-20			\$1.0 million

- End -

CONTROLLING OFFICER'S REPLY**THB(T)219****(Question Serial No. 1744)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the information on additional parking spaces in 2017-18 with breakdown by commercial vehicle (CV) type (including container vehicle, heavy goods vehicle, public light bus, nanny van and taxi) and location and number of parking spaces. In 2018-19, what is the Transport Department (TD)'s work plan for increasing the number of the above CV parking spaces and the estimated expenditure involved for such work?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 4)Reply:

In 2017-18, the provision of additional parking spaces for various types of vehicles by district is as follows:

District	Provision of additional parking spaces				
	Private Car / Taxi / Van-type Light Goods Vehicle	Light Goods Vehicle	Medium / Heavy Goods Vehicle	Container Vehicle	Coach/Bus/ Light Bus
Central & Western	116	-	-	-	-
Eastern	177	-	-	-	109
Southern	68	-	-	-	-
Wan Chai	270	-	-	-	-
Kowloon City	932	5	-	-	-
Kwun Tong	725	18	-	-	-
Sham Shui Po	617	7	-	-	-
Wong Tai Sin	76	3	-	-	-
Yau Tsim Mong	170	-	-	-	-
Island	567	4	-	-	11
Kwai Tsing	272	47	101	121	15
North	59	11	3	-	1
Sai Kung	1 175	-	11	-	1
Sha Tin	550	13	-	-	5

District	Provision of additional parking spaces				
	Private Car / Taxi / Van-type Light Goods Vehicle	Light Goods Vehicle	Medium / Heavy Goods Vehicle	Container Vehicle	Coach/Bus/ Light Bus
Tai Po	136	1	-	-	-
Tsuen Wan	5	-	-	-	-
Tuen Mun	763	-	-	-	-
Yuen Long	1 183	19	5	1	9
Total	7 861	128	120	122	151

The Government has been actively pursuing a number of measures to increase parking spaces in particular for CVs. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;
- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in 2019, to assess the parking demand of CVs by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

The consultancy fee of the study on parking for CVs is about \$4 million. Increasing the provision for parking is an ongoing task of the TD and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)220

(Question Serial No. 1751)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) is conducting a study on parking for commercial vehicles (CV). Does the TD need to deploy additional resources and manpower to conduct the study?

Besides, the study only covers light, medium and heavy goods vehicles, coaches and non-franchised buses, but excludes taxis, light buses, container vehicles and trailers in which they do not all operate round-the-clock. Whilst taxis and public light buses should reasonably be allowed to be parked at their stands, they are prosecuted for illegal parking. If taxis are required to park at privately operated car parks, taxi drivers can hardly afford the monthly parking fees amounting to several thousand dollars given the income level of taxi drivers. The increase in maximum seating capacity of public light buses means the increase in vehicle length, causing difficulty to look for parking spaces. Parking spaces for container vehicles and trailers are in tight supply, as many of the short-term tenancy car parks have been taken back for housing developments. Will the Government reconsider including these CVs in the study? If yes, what are the details? If no, what measures will be taken by the Government to address the parking demands of these CVs?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 11)

Reply:

The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019 at a consultancy fee of about \$4 million. The study is managed by the existing staff of the TD, and there are no additional resources involved.

The study will examine the parking demand of CVs including goods vehicles, public and private light buses, private buses and non-franchised buses. Taxis and container vehicles are not included in the study. Taxis generally operate on the road round-the-clock and their parking demand is mainly for short duration and can be met by parking spaces for private cars. As regards container vehicles, the majority of them are parked at port back-up land or brownfield sites in the New Territories. Notwithstanding that, the TD will closely monitor any change in their parking demand and study the issue in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)221

(Question Serial No. 1752)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the pilot renovation project to enhance the design and facilities of a covered public transport interchange (PTI), please inform this Committee on:

- (1) the latest progress of the concerned project and the items for renovation;
- (2) the details of the PTI renovation project including the location of the covered PTI to be renovated, scope of the renovation, timetable and expenditures in 2018-19; and
- (3) on the other hand, the progress and estimated spending on the provision of toilet facilities and improvement of ventilation systems inside PTIs in 2017-18.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 12)

Reply:

The Transport Department (TD) will carry out a pilot renovation project for enhancing an existing PTI with a view to providing passengers with a more comfortable waiting environment. The TD, supported by the Architectural Services Department, has identified Ma On Shan Town Centre Public Transport Terminus as the pilot site, and is actively taking forward the preparation works. The pilot project would include the provision of air-conditioned passenger waiting halls and passenger's facilities (such as toilets, Wi-Fi services, electronic passenger information display panels and passenger seats at waiting areas, etc.), as well as replacement of lighting. Upon completion of the pilot project, we will consider renovating more covered PTIs in the light of the project outcome and passengers' feedback.

The TD plans to consult the Sha Tin District Council on the design of the renovation works in the second quarter of 2018. The construction works is targeted to commence in early 2019 for completion by end 2020. The estimated total expenditure of the project is about \$29 million, and the estimated spending in 2018-19 is about \$2 million.

Regarding the provision of toilet facilities, we are making it a standard provision in newly-constructed PTIs during the planning stage. There is no breakdown of the financial provision involved. As for ventilation of covered PTIs managed by the Government, the Electrical and Mechanical Services Department conducts regular inspections and

maintenance on ventilation of various covered PTIs. In 2017-18, improvement works to the ventilation systems at nine PTIs were carried out with a total expenditure of about \$5.3 million. The works mainly involved installation of oscillation fans as well as replacement of ventilation fans and associated electrical installations of ventilation system.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)222

(Question Serial No. 1753)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will carry out renovation works to enhance the design and facilities of existing ferry piers on a pilot project basis. What are the details of the project (including the location of the ferry pier to be renovated, scope of renovation and commencement and completion dates of renovation) and its progress? What is the works plan for the renovation works and the estimated expenditure involved in 2018-19?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 13)

Reply:

The TD will carry out renovation projects for enhancing ferry piers with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by Architectural Services Department, has identified Yung Shue Wan Ferry Pier as the pilot project, having considered factors such as the conditions and utilisation rates of the pier, as well as the design and technical feasibility. The scope of the pilot project would include provision of passengers' facilities such as additional toilet facilities, new baby care room with facilities for breastfeeding, more seats as well as other interior refurbishment and better lighting facilities.

The TD plans to consult the Islands District Council on the design of the renovation works in the second quarter of 2018. The project is targeted to commence in early 2019 for completion in end 2020. The estimated total expenditure of this minor works project is around \$29 million, and the spending in 2018-19 is about \$2 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)223****(Question Serial No. 1754)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In light of the shortfall in parking spaces over recent years, in particular those for commercial vehicles (CVs), please provide the latest information on identifying on-street overnight parking spaces and the latest progress in providing additional on-street overnight parking spaces in 2017-18 with breakdown by vehicle type, location and number of parking spaces. Please also provide the details of the work plan for providing additional overnight parking spaces in 2018-19, as well as the manpower and expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 14)Reply:

Since 2015-16, the Transport Department (TD) has identified and proposed a total of 457 on-street overnight CV parking spaces. As at February 2018, the status of these proposed parking spaces is as follows:

Status	Number of spaces
(a) Completed	137
(b) Shelved due to local objections	117
(c) Local consultation/resolution of objection in progress	168
(d) Pending completion of related works	35
Total	457

In 2017-18, a total of 49 CV on-street overnight parking spaces were provided, with details below:

District	Location	Vehicle type	Number of parking spaces
North	Choi Yuen Road On Fuk Street Yip Wo Street	Goods Vehicles	7

District	Location	Vehicle type	Number of parking spaces
Sha Tin	On Kwan Street Yuen Wo Road	Goods Vehicles/Buses	8
Kwai Tsing	Tsing Sheung Road Tsing Yi Hong Wan Road Ta Chuen Ping Street Tam Kon Shan Road Ka Hing Road	Goods Vehicles	30
Islands	Yu Tung Road	Goods Vehicles	4
Total			49

In 2018-19, the TD will continue to identify more on-street spaces for night time parking where traffic condition permits. The work involved is undertaken by the existing staff of the TD. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)224****(Question Serial No. 1755)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

To enhance the efficiency of the Licensing Offices, the Transport Department (TD) has implemented a number of measures including encouraging the use of application methods other than counter service (i.e. by drop box, post and online application) as well as appointment booking service, etc. Please inform this Committee of:

1. In the past three years, the number of members of public who applied for licences through the above methods;
2. In the past three years, the daily average number of licensing applications processed by the Licensing Offices;
3. Since the creation of 50 time-limited posts, the improvement in the number of licensing applications processed and the waiting time for counter services; and
4. In 2018-19, the TD will continue to conduct process re-engineering of licensing services to improve efficiency and customer service. What are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 15)Reply:

1. The numbers of licensing applications processed through non-counter means in the past three years between 2015 and 2017 are tabulated below:

Year	2015	2016	2017
Vehicle-related licensing applications			
Drop box	503	528	638
Postal	21 511	21 886	22 903
Online application	23 500	20 661	19 425
Driver-related licensing applications			
Drop box	3 323	3 238	14 459
Postal	53 156	46 511	101 420
Online application	16 401	15 317	74 479

As the appointment booking service is to facilitate booking of the time slot for making application at counters, relevant processing statistics are subsumed under the statistics of counter processing. There is no separate statistics on the numbers of applications processed at counters by way of prior booking.

2. In the past three years between 2015 and 2017, the daily average number of licence applications processed by the TD submitted through non-counter and counter means, is set out as below:

Daily average number of applications processed by the TD	2015	2016	2017
Vehicle-related licensing applications	6 433	6 308	6 526
Driver-related licensing application	4 324	4 441	5 571
Total daily average number of applications processed by the TD	10 757	10 749	12 097

3. To cope with the upsurge in applications for renewal of full driving licences, 50 time-limited posts have been created in the TD's Licensing Offices in phases since 2017 to strengthen the manpower for processing counter and non-counter applications. Dedicated counters have also been set up to expedite the processing of renewal of full driving licences for applicants submitting not more than two renewal applications. In 2017, 99% of the full driving licence renewal cases processed in the counters at the TD's Licensing Offices were completed within 70 minutes and 100% of those cases submitted via non-counter means were completed within 10 working days according to the TD's performance target. The number of applications for renewal of full driving licences processed by the TD increased from around 67 000 in 2016 to around 290 000 in 2017.
4. In order to cope with the increasing demand for counter service at the Licensing Offices, the TD will continue to implement process re-engineering measures, such as strengthening publicity to encourage the use of application methods other than counter service and promoting the use of the appointment booking service, with a view to enhancing the service capacity of the Licensing Offices without expanding the office space. We will also keep in view the ongoing development of a digital personal identification authentication platform to provide an electronic identity for all Hong Kong residents allowing them to use a single digital identity and authentication to conduct government and commercial transactions online as announced in the 2017 Policy Address, with a view to further enhancing the efficiency and user-friendliness of the TD's online application arrangements.

As process re-engineering work is an ongoing process undertaken by the existing staff of the TD as part of their normal duties, there is no separate breakdown of expenditure for this purpose.

CONTROLLING OFFICER'S REPLY

THB(T)225

(Question Serial No. 1756)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On the work pertaining to processing of vehicle and driving licences by the Transport Department (TD), please provide the reason(s) for the TD to refuse to issue the vehicle and driving licences of various types, and the associated numbers of refusal in the past three years. Moreover, in the light of the numbers of vehicle licences cancelled by the TD, please provide the numbers of vehicle licences cancelled for illegal carriage of passengers for hire or reward without a valid hire car permit in the past three years.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 16)

Reply:

In 2015, 2016 and 2017, the numbers of vehicle licences cancelled or suspended by the TD were about 990, 730 and 840 respectively^(Note). The main reasons for cancellation or suspension of vehicle licences were vehicles failing to comply with construction, maintenance or emission standards, as well as vehicles involved in illegal carriage of passengers for hire or reward without a valid hire car permit.

In 2015, 2016 and 2017, the numbers of driving licences cancelled or suspended by the TD were about 5 900, 6 100 and 6 600 respectively^(Note). The reasons for cancellation or suspension of driving licences were mainly because the driving licence holders were disqualified from holding or obtaining driving licences on conviction of traffic offences or on having incurred 15 or more driving offence points; as well as because of physical fitness problems.

Under Section 52 of the Road Traffic Ordinance (Cap. 374), if a person is convicted of an offence concerning illegal carriage of passengers for hire or reward without a valid hire car permit, the Commissioner for Transport may suspend the vehicle licence for a period of three months for the first offence and six months for subsequent offence in respect of the same vehicle. From 2015 to 2017, the TD suspended a total of 36 licences of motor vehicles due to conviction of such offences.

Note: The figures do not include applications for vehicle or driving licences which were rejected due to various reasons. For example, applicants' failure to meet the application criteria, vehicles owned by a company with a winding-up order made by the Court, applicants with outstanding fixed penalty, etc. As these applications, together with all supporting documents, would be returned to the applicants, the TD does not maintain statistics on the above rejected applications.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)226

(Question Serial No. 1757)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding hire car permits (HCPs), please inform this Committee of the following:

1. What were the numbers of applications for different types of HCPs received by the Transport Department (TD) in 2017 and how many of them were successfully approved?
2. As the use of vehicles without HCPs for carrying passengers for reward will render their third party risks insurance void, the TD, in order to protect passengers and other road users, launched the Online Checking System for HCP last year. What is the estimated expenditure involved in maintaining the system?
3. What is the utilisation of the Online Checking System for HCP since its launch (including the number of users, the number of vehicles checked to be without HCPs and the number of vehicles checked to have HCPs)?
4. Will the TD step up publicity of the Online Checking System for HCP to enable more members of the public to be aware of the system? If yes, what are the details, including the estimated expenditure involved? If no, what are the reasons?
5. As for the vehicles without HCPs which are engaged in illegal carriage of passengers for reward, what further measures will be taken by the TD to enhance the identification of such vehicles to prevent members of the public from inadvertently riding on vehicles without HCPs?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 17)

Reply:

1. The numbers of new applications (i.e. excluding permit renewal) received and approved for different types of HCPs by the TD in 2017 are as follows:

	Number of new applications received	Number of approved applications ^{Note}
Hotel service hire car	8	9
Tour service hire car	18	13
Private service (limousine) hire car	34	43
Private service (limousine - cross boundary) hire car	2	1

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

2. The Online Checking System for HCP is developed on the existing online platform for licensing services offered by the TD for which the total recurrent maintenance cost is \$2.6 million in 2017-18. No separate breakdown in cost is available for the Online Checking system.
3. Since the launch of the Online Checking System on 29 May 2017 up to 31 December 2017, the number of access counts is 7 552. The Online Checking System does not log the outcome of each enquiry. We are therefore unable to provide the number of vehicles with or without HCPs upon online checking.
4. The TD has been publicising the Online Checking System through a number of channels, including the GovHK, the one-stop portal of the HKSAR Government as well as the TD website. The TD will also review the publicity efforts in due course with a view to promoting the System to more members of the public (such as by means of the TD's mobile applications). The estimated expenditure will be absorbed by existing resources.
5. The TD has put in place a number of measures to prevent members of the public from inadvertently riding on private cars that carry passengers for hire or reward without valid HCPs. HCP holders are required to display the HCP on the left-hand side of the vehicle's windscreen and in such a manner that the permit is clearly visible from the front of the vehicle for easy inspection. Since the end of 2015, the size of an HCP has been increased by almost ten per cent (i.e. with a size of 13 cm x 14 cm), and the words “出租汽車許可證 Hire Car Permit” are displayed in large red print so that the public can identify authorised hire cars easily.

In addition, the TD has been making vigorous publicity efforts through various channels, including broadcasting announcements on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts serve to further enhance the awareness of the public that when they use hire car service, they should ensure that the private car concerned is issued with a valid HCP, as well as to educate them on the means to identify such vehicle. Members of the public who intend to use hire car service should enquire with the service operator or make use of the above-mentioned Online Checking System to ascertain whether an HCP has been issued in respect of the private car concerned before the journey starts.

CONTROLLING OFFICER'S REPLY**THB(T)227****(Question Serial No. 1758)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The provision for 2018-19 is \$42.4 million (10.9%) higher than the revised estimate for 2017-18 mainly due to a net increase of 41 posts in 2018-19. Please provide the details of the ranks, duties and salaries of these additional posts.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 18)Reply:

There will be a net increase of 41 non-directorate posts in 2018-19 as a result of the creation of 55 posts (including permanent and time-limited posts) to be offset by the deletion of 14 time-limited posts. The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Duties	Rank	Number of Post	Annual Staff Cost (\$)
To take forward specific initiatives			
To cope with the increasing workload relating to licensing, enforcement and prosecution matters upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge and the Liantang/Heung Yuen Wai Boundary Control Point project.	Senior Transport Officer	1	989,100
	Transport Officer II	1	464,100
	Executive Officer I	1	734,040
	Executive Officer II	3	1,458,180
	Senior Transport Inspector	1	486,060
	Clerical Officer	4	1,684,080
	Assistant Clerical Officer	5	1,312,800
	Clerical Assistant	10	2,049,600

Duties	Rank	Number of Post	Annual Staff Cost (\$)
To cope with the increasing workload relating to vehicle examination and driving test matters, including Driving Improvement Course cases	Motor Vehicle Examiner II	3	2,009,700
	Driving Examiner I	1	557,340
	Assistant Clerical Officer	2	525,120
	Clerical Assistant	1	204,960
To enhance support for the implementation of the Ex-gratia Payment Scheme for phasing out pre-Euro IV diesel commercial vehicles	Clerical Officer	1	421,020
	Assistant Clerical Officer	1	262,560
	Motor Vehicle Examiner I	1	862,920
	Motor Vehicle Examiner II	1	669,900
	Vehicle Tester	3	836,100
To enhance support for licensing and administrative work relating to implementation of the First Registration Tax and processing of Hire Car Permits	Executive Officer II	2	972,120
	Clerical Officer	1	421,020
	Assistant Clerical Officer	4	1,050,240
To handle the increasing workload relating to enforcement actions on unauthorised operation of vehicles in the Central-Wan Chai Bypass Tunnel and the Island Eastern Corridor Link	Transport Officer I	1	734,040
	Assistant Clerical Officer	1	262,560
To handle workload relating to the relocation of Vehicle Examination Centres	Senior Electrical & Mechanical Engineer	1	1,389,540
	Electrical & Mechanical Engineer/ Assistant Electrical & Mechanical Engineer	1	749,010

Duties	Rank	Number of Post	Annual Staff Cost (\$)
To assist in the legislative amendment exercise on reviewing the eligibility requirements for applications of commercial vehicle driving licences, and continue with the preparation work for extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers	Executive Officer I	1	734,040
	Driving Examiner I	1	557,340
	Assistant Clerical Officer	1	262,560
To replace non-civil service contract position			
To provide support to handle the permit applications for cross-boundary vehicles	Clerical Officer	1	421,020
Total:		55	23,081,070

- End -

CONTROLLING OFFICER'S REPLY

THB(T)228

(Question Serial No. 1759)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) once indicated that the utilisation of existing driving test centres (DTCs) and test routes have almost reached saturation. As regards the search for suitable lands for setting up DTCs or mobile DTCs, will the Government inform this Committee of the latest progress, including the commissioning dates of any new DTCs or mobile DTCs, the manpower involved and the estimated expenditure?

Before the availability of new DTCs or mobile DTCs, will the TD increase the number of driving examiners (DEs) in order to satisfy the public demand for driving tests? What is the progress of the DE recruitment exercise? With the additional DEs, how many additional road tests can be handled a day?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 19)

Reply:

At present, there are a total of 17 DTCs across Hong Kong Island, Kowloon, and the New Territories. The TD has searched for sites for setting up DTCs or mobile DTCs, but no additional suitable site could be located for use in 2017. The TD will continue its effort on this front. The work in this respect is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

Although no new DTC will be available in the near future, the TD has implemented various measures in recent years to enhance the service level of driving tests. Major ones include enhancing the Repeater Early Test Appointment Booking Service system to better utilise vacant test slots available from cancellation or postponement of driving tests and allocating additional resources to recruit short term DEs under the Post-Retirement Service Contract Scheme as a temporary stop-gap measure.

The number of permanent establishment of DE posts in the TD has increased from 62 in 2016-17 to 69 in 2017-18, and it will further increase to 76 from 2019-20 onwards. Of these 14 additional permanent posts, 11 have been approved to serve as long term replacement of the time-limited DE posts to be lapsed on 1 April 2019, and three will be

created as additional permanent DE posts for meeting new demand relating to driving services. With the increased permanent establishment of DEs, the TD would have a more stable workforce to maintain an output of around 170 000 driving tests per annum.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)229****(Question Serial No. 1760)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

How many driving licences have been issued by the Transport Department (TD) for public light bus, taxi, public bus, medium goods vehicle, heavy goods vehicle, articulated vehicle and special purpose vehicle in 2017-18? In view of the shortage of commercial vehicle drivers, will the TD consider conducting surveys on the supply and demand of commercial vehicle drivers, the proportion of related driving licence holders joining the trade and the reasons for those not joining, so as to formulate measures to relieve shortage of commercial vehicle drivers? If yes, when will the survey commence; if no, what are the reasons. What measures will the government take to relieve the shortage, what are the associated budget and expected effectiveness?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 20)Reply:

The numbers of new full driving licences in respect of the following classes of vehicles issued by the TD in 2017-18 (up to February 2018) are tabulated as follows:

Vehicle class	Total number of new full driving licences issued in 2017-18 (up to February 2018)
Public light bus	1 206
Taxi	3 160
Public bus	2 385
Medium goods vehicle	2 358
Heavy goods vehicle	1 129
Articulated vehicle	431
Special purpose vehicle	829

Franchised bus operators are required under the franchise to submit reports on their driver establishment and strength on a regular basis. For green minibus (GMB) operators, the TD sends questionnaire surveys to GMB operators to gather information on their driver establishment and strength when considered necessary. The last survey was conducted in 2017 and the TD will conduct another one in the first half of 2018. For other commercial

vehicles such as taxi, red minibus, non-franchised bus and goods vehicle, the TD gathers views from the relevant transport trades on the demand and supply situations of drivers through the TD's regular trade meetings and day-to-day communication with the trades.

To help increase the potential new work force to join the commercial vehicle driver profession, the Government proposes to relax the present eligibility requirement to apply for a full driving licence to drive commercial vehicles. It is an existing requirement that a person shall be eligible for a full driving licence to drive commercial vehicles only if he/she has held a valid driving licence to drive a private car/light goods vehicle for three years. The Government is working on the legislative amendment exercise to relax the requirement from three years to one year. The Government plans to introduce the relevant legislative proposals into the Legislative Council within 2018.

The TD is also assisting the transport trades to recruit drivers where possible. For example, in order to facilitate the franchised bus companies and public light bus operators to recruit drivers, the TD has liaised with the Labour Department (LD) to organise franchised bus drivers joint recruitment day in different districts and to assist public light bus operators in participating in job fairs organised by the LD. The TD will continue to work with the LD to organise similar recruitment activities. Besides, the TD will continue to work with the Correctional Services Department and the ethnic minority organisations to attract new recruits for GMB drivers from different backgrounds.

The TD also encourages franchised bus companies and GMB operators to consider implementing other measures, including enhancing their remuneration package, staff welfare and working environment, etc. with a view to attracting new drivers to join the franchised bus and GMB industry.

The above work is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)230****(Question Serial No. 1761)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the taxi written test passing rates of first-attempt candidates and repeaters in the past three years? It is learnt that the passing rate is now in general lower than 40%. Has the Government studied the reason(s) for the low passing rate? If yes, what are the details? If no, what are the reasons? As regards the arrangement for taxi written tests, what is the estimated expenditure in 2018-19?

Under the technological development nowadays, navigation systems are widely used. Taxi drivers may make use of mobile apps to search for the best travelling route. As such, those questions about the street names and the whereabouts of locations that would be asked in the taxi written test have become untimely. Will the Transport Department (TD) consider reviewing the existing content of the taxi written test, and getting it to focus on driving attitude, road safety knowledge as well as taxi regulations, such that it can match with the importance of enhancement of road safety awareness? If yes, when will the review be conducted? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use):21)Reply:

The passing rates of taxi written tests in the past three years are as follows:

Calendar year	Number of taxi written tests	Passing rate
2015	8 988	36%
2016	9 260	37%
2017	9 115	38%

The TD does not have statistics on breakdowns of the above passing rates in respect of first-attempt applicants and repeaters. The estimated staff costs in 2018-19 for the Written Test Unit of the TD, which is responsible for providing services relating to written tests for all types of driving licences (including those for taxi, private car, light goods vehicle and motorcycle) is \$2.46 million. There is no separate breakdown on costs solely for providing taxi written tests.

As an authority to issue driving licences, the TD has to ensure that a driver is issued with a full driving licence to drive a particular class of vehicle only if he/she is fully qualified and competent to do so. According to the Road Traffic (Driving Licences) Regulations (Cap. 374B), a candidate of a taxi written test shall be able to demonstrate that he/she is conversant with the regulations relating to the use of taxis; and identify prominent places and the most appropriate routes between specified locations. To abide by this statutory requirement, the existing taxi written test covers three major areas, i.e. traffic regulations and safe driving, taxi service-related regulations and location knowledge. This is to ensure that candidates who pass the taxi written test can take up the professional driving duties and provide competent and quality taxi service. There are various reasons that may affect the candidates' performance in taxi written test, such as whether or not candidates have sufficient preparation for the taxi written test, and thus the passing rate. The passing rate has been stable over the past ten years with an average passing rate of 35% which is comparable with the results of other commercial vehicle driving tests. In this respect, the TD is providing all candidates with reference materials including the "Guide to Taxi Written Test" in order to help them get prepared for the test.

While navigation applications are widely used by drivers and could serve as a device for facilitating path finding, taxi passengers expect professional taxi drivers to have good knowledge of prominent landmarks and appropriate routes between specified locations, and drivers to offer advice on alternative routes to suit the specific needs of passengers. Thus, location knowledge should remain a part of the taxi written test.

It is an existing requirement that a person shall be eligible for a full driving licence to drive commercial vehicles (including taxis) only if he/she has held a valid driving licence to drive a private car/light goods vehicle for three years. The Government is working on the legislative amendment exercise to relax the requirement from three years to one year. As part of the proposed relaxation measures and to ensure that the driver would acquire the necessary training for providing quality taxi services, we will introduce a requirement for prospective candidates to attend and complete a pre-service training course before they are issued with a taxi driving licence. The key areas to be covered by the course include knowledge of taxi equipment, facilities and operation, taxi-service related legislation, taxi driver conduct, customer services and complaint handling, communications and emotion management, as well as occupational safety and health. The Government plans to introduce the relevant legislative proposals into the Legislative Council within 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)231

(Question Serial No. 1762)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise this Committee on the number of applications for cancellation of GMB routes received by the Transport Department (TD) in 2017, the route details and the reasons for the cancellation. Please also provide the route details of the four new GMB routes to be introduced in 2018, the estimated timetable of the tender exercise, as well as the estimated expenditure involved.

It is said that the TD has been making slow progress in introducing new GMB routes in recent years, making it impossible for red minibuses (RMBs) to be converted to GMBs. With a view to expediting the conversion of RMBs (which are not regulated by the Government) to GMBs (which are regulated by the Government), will the Government, having regard to its original intention, consider formulating a scoring policy to allow RMBs which have already been operating on fixed stops and fixed routes to be converted to GMBs as soon as possible provided that they meet the operational requirements of the Government? If yes, what are the details? If no, what measures will be taken by the Government to expedite the conversion of RMBs to GMBs?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 22)

Reply:

In 2017, the TD received applications from GMB operators for cancellation of 16 routes which involved six packages, mainly due to low passenger demand and poor financial performance after the commissioning of new railways. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routing and vehicle re-deployment, with a view to improving service efficiency and financial viability. Of the 16 routes, the operators of the following eight routes still decided to cease operation after discussions, and the TD subsequently cancelled these routes:

Package	GMB route	Origin - Destination
1	Hong Kong Island (HKI) 36	Ap Lei Chau (Ping Lan Street) - Wan Chai (Stewart Road)
	HKI 36A	Ap Lei Chau (Ping Lan Street) - Wan Chai (Stewart Road)
	HKI 38	Aberdeen (Sai On Street) - Lei Tung Estate (Circular)
	HKI 36X	Ap Lei Chau (Ping Lan Street) - Causeway Bay (Lee Garden Road) (Circular)
	HKI 36S	Ap Lei Chau Praya Road - Causeway Bay (Lee Garden Road) (Circular)
	HKI 37A	Ap Lei Chau (Ping Lan Street) - Lei Tung Estate/Ap Lei Chau Estate (Circular)
2	HKI 40M	Ocean Park Station - Stanley
3	Kowloon 26M	To Kwa Wan (Chi Kiang Street) - Whampoa Station

The TD planned to introduce four new GMB routes in 2018, with details as follows:

- (a) Park YOHO Transport Terminus - Kam Sheung Road Station Public Transport Interchange;
- (b) Tseung Kwan O Station - Ocean Wings (Circular);
- (c) Tiu Keng Leng Station - Alto Residences (Circular); and
- (d) Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port Hong Kong Public Transport Interchange - Tung Chung North (Circular).

The above four GMB routes were included in the 2017 GMB Operators Selection Exercise, which was completed in end 2017. The first three routes serving Yuen Long and Tseung Kwan O are scheduled for operation in the first half of 2018. The operation of the route plying between Tung Chung and HZMB will tie in with the commissioning of the HZMB.

The work involved in the introduction of new GMB routes is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure for the work involved.

It is the Government's established policy to encourage the conversion of RMBs to GMBs for the sake of ensuring service quality level and achieving effective monitoring. The TD has been introducing new route packages suitable for GMB operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc., and inviting operators (including RMB operators) to apply for running these routes through open invitation. The applications will be assessed by the Green Minibus Operators Selection Board in accordance with a set of selection criteria and prescribed marking scheme. To encourage RMBs to convert to GMBs, applicants who are new entrants to the GMB trade (including the existing operators operating RMB services only) will be given full marks under the assessment item of "whether the applicant is a new entrant to the GMB trade". The percentage of this item, which originally accounted for 10% of the total score, was raised to 15% starting from 2004. At the same time, the Government has been encouraging the existing GMB operators to purchase RMB vehicles on the market so as to enlarge their fleet size for improvement of services. With the above measures in place, the number of GMB vehicles has progressively increased in the past

three years from 3 204 at end 2015 to 3 281 at end 2017. The TD will continue to communicate with the public light bus trade to explore further feasible measures to encourage or facilitate the conversion of RMBs to GMBs.

As regards the proposal to directly convert existing RMBs running on so-called “fixed stops and fixed routes” to GMBs, this needs to be carefully considered. By their nature, RMBs have a flexible mode of operation in terms of routeings, fares, vehicle allocations and timetables, and there is a considerable degree of complexity in trying to identify the fixed routes run by the RMBs and the ownership of the routes concerned. Any proposal to directly convert RMBs to GMBs may also raise concerns from the fair competition angle.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)232

(Question Serial No. 1763)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On the study and implementation of measures to enhance road safety through legislation, publicity and use of technology, what is the latest progress of the relevant measures; what are the plans for the relevant measures in 2018-19; on whether restriction on the number of smartphones used by a motorist should be imposed, the Transport Department (TD) mentioned last year that the Government was considering in detail the impact on motorists and other road users, as well as matters relating to regulation, enforcement and other aspects, what is the progress and when will it be completed, and what is the cost involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 23)

Reply:

The TD continues to examine and implement measures to enhance road safety through legislation, publicity and use of technology.

On legislation, the TD has completed drafting of the updated Road Users' Code in accordance with section 109 of the Road Traffic Ordinance (Cap 374) and consulted the Legislative Council Panel on Transport in March 2018. The review of the legislation relating to brakes and occupant protection having regard to the development of automotive technology is on-going.

On publicity, the TD continues to collaborate closely with the Road Safety Council and the Hong Kong Police Force in launching publicity and educational activities to enhance safety awareness of road users. For example, we launched in late 2017 a publicity campaign on television and radio to appeal to drivers to be attentive to road works during driving.

On the use of technology, the TD continues to apply suitable technologies to facilitate traffic management and enhance road safety. For example, the TD has launched a new function "Road Works Information" in the "Hong Kong eRouting" and "eTraffic News" mobile applications to inform motorists in advance of the planned lane closures in high speed roads due to road maintenance works.

On the question of whether further restriction should be imposed on the use of mobile telephones (including smartphones) by motorists, the Government is examining its impact on motorists and other road users as well as matters relating to regulation, enforcement and other aspects. We will consult different stakeholders and Legislative Council once there are specific proposals. The work involved is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of the cost involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)233

(Question Serial No. 1764)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will continue to study the installation of smart devices at signalised pedestrian crossings to extend pedestrian green time for the elderly and the disabled. What are the details and cost estimate of the work?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 24)

Reply:

Starting from January 2018, the TD has launched a trial scheme to install smart devices at four signalised pedestrian crossings to extend the pedestrian flashing green signals time for the elderly and the disabled. The smart devices were installed in five more pedestrian crossings in March 2018. When pedestrians use their Octopus Cards^{Note} to tap the smart device installed on the traffic signal post, the pedestrian flashing green signals time will be automatically extended so as to give pedestrians more time for crossing the road. The cost of the trial scheme is about \$4.9 million.

Note: The extension of pedestrian green signals time is valid for holders of the elder Octopus Card and holders of personalised Octopus Card with "Persons with Disabilities Status" only. The use of their Octopus Cards is free of charge.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)234

(Question Serial No. 1766)

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-Recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the latest progress of Item 898 Consultancy study on the co-ordination of other public transport services with Shatin to Central Link (SCL) under Subhead 700 General non-recurrent? What is the estimated expenditure for such item in 2018-19?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 26)

Reply:

The SCL consists of two sections, viz. Tai Wai to Hung Hom section and Hung Hom to Admiralty section. The Transport Department (TD) has commissioned a consultancy study on the co-ordination of other public transport services with SCL to assess the impact of SCL and to devise the public transport service re-organisation plans (PT plan). The PT plan will include proposed feeder services to the new railway stations and service adjustment proposals on existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network.

The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section will be completed for consultation by the third quarter of 2018. The TD will consult the relevant District Councils and public transport operators (including franchised and non-franchised buses, green and red minibuses and taxis) on the study outcome. The part on the Hung Hom to Admiralty section will be completed by the first quarter of 2019. The TD will allow sufficient time for consultation before its commencement of operation by 2021.

The consultancy study is conducted at a fee of about \$6.4 million and about \$1.6 million is estimated to be incurred in 2018-19. The consultation exercises will be conducted by TD staff as part of their normal duties; there is no separate breakdown of the expenditure involved.

CONTROLLING OFFICER'S REPLY

THB(T)235

(Question Serial No. 1767)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will commence stakeholder consultation on public transport service re-organisation plans (PT plan) in connection with the commissioning of the Shatin to Central Link (SCL). Please provide details of the PT plans and the organisations proposed to be consulted. Will any public transport associations such as taxi, red and green minibuses, franchised bus and non-franchised bus associations be consulted in the process? What are the timetable of and estimated resources involved in the consultation exercise?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 27)

Reply:

The SCL consists of two sections, viz. Tai Wai to Hung Hom section and Hung Hom to Admiralty section. The TD has commissioned a consultancy study on the co-ordination of other public transport services with SCL to assess the impact of SCL and to devise the PT plan. The PT plan will include proposed feeder services to the new railway stations and service adjustment proposals on existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network.

The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section will be completed for consultation by the third quarter of 2018. The TD will consult the relevant District Councils and public transport operators (including franchised and non-franchised buses, green and red minibuses and taxis) on the study outcome. The part on the Hung Hom to Admiralty section will be completed by the first quarter of 2019. The TD will allow sufficient time for consultation before its commencement of operation by 2021.

The consultancy study is conducted at a fee of about \$6.4 million and about \$1.6 million is estimated to be incurred in 2018-19. The consultation exercises will be conducted by TD staff as part of their normal duties; there is no separate breakdown of the expenditure involved.

CONTROLLING OFFICER'S REPLY

THB(T)236

(Question Serial No. 1768)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will conduct a review study on the operating conditions of public light buses (PLBs) after the increase in the maximum seating capacity. What are the details of the work and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 28)

Reply:

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. The TD will launch a regular survey on the market occupancy rate of PLBs in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed. Under the review, comprehensive surveys (including surveys on-board, at termini and en-route stops) will be conducted for all the green and red minibuses.

The estimated expenditure for the review is around \$9 million. As for the work involved in monitoring the review, it will be undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)237

(Question Serial No. 1769)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will assist the Transport and Housing Bureau in the legislative amendment exercise for the implementation of franchised taxis. What is the progress of such work? Regarding enhancing taxi service quality, what are the work programme and timetable of the TD and the estimated expenditure involved?

With a view to promoting more efficient transport services provided by taxis and other public transport modes, will the Government consider following overseas practice to designate “public transport lanes” on busy road sections? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 29)

Reply:

The Government will introduce franchised taxis service with online hailing features to meet the changing demand in the community and in the light of consultation with the Legislative Council Panel on Transport. The Government is preparing the legislative work with a target to introduce the Bill into the Legislative Council in the latter half of 2018.

As regards the measures to enhance the service quality of ordinary taxis, the TD revamped and established a new Committee on Taxi Service Quality (CTSQ) in January 2018. Chaired by the Commissioner for Transport, the CTSQ serves as a multi-party platform to discuss strategies and measures to drive changes to enhance the service quality of the existing some 18 000 taxis under the current taxi licensing system. The measures will include updating the set of service standards and guidelines for taxi drivers, reviewing the existing sanctions for various taxi malpractices to increase the deterrent effect, enhancing the training courses for taxi drivers to improve their customer service skills, and introducing measures to improve the operational efficiency and quality of taxi services through the use of technology, etc. It is expected that measures will be progressively implemented in phases starting from the second half of 2018. The work related to the CTSQ is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

The Government has been designating bus-only lanes since buses are the most efficient road-based public transport mass carriers with the highest carrying capacity. The Government has also been designating taxi pick-up/drop-off points and relaxing some no-stopping restrictions for use by taxis and green minibuses to facilitate their operations and enhance their service quality where the traffic situations permit. At present, the Government does not have any plan to introduce “public transport lanes” for taxis and other public transport modes because the feasibility and effectiveness of “public transport lanes” in busy corridors are generally constrained by the availability of road space and the traffic impact on other road users.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)238

(Question Serial No. 1770)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will continue to update and enhance the transport model for planning purposes. What are the work plan and estimated expenditure involved? It has been 20 years since the Third Comprehensive Transport Study (CTS) which was conducted in 1998. Although a study on enhancement of the model was commissioned in 2005, its planning horizon was set only up to 2016. With a growing and ageing population, more frequent people flow between Hong Kong and the Mainland, more extensive new town development, technological development leading to the emergence of different kinds of e-hailing applications, and the introduction of the Public Transport Fare Subsidy Scheme by the Government, the overall transport landscape has been changed. To map out a transport model to better cater for the future environment, will the Government consider conducting the Fourth CTS? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 30)

Reply:

Since 1976, the Government has conducted three CTSs to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructure so as to cater for the socio-economic development of Hong Kong. The Third CTS, completed in 1999, has laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of our passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in transport management; and (5) implementation of more environmentally-friendly transport measures. These broad directions remain applicable today.

Upon completion of the Third CTS, the TD has been updating and enhancing the CTS Model continuously to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data, ensuring the provision of robust and reliable traffic forecasts for planning purposes. The enhanced CTS Model will produce traffic forecasts up to 2041.

The Government has been formulating transport policies through various strategic studies; for example, the “Railway Development Strategy 2014” to map out a blueprint for railway development up to 2031 and the “Public Transport Strategy Study” to review the roles and positioning of various public transport services. Besides, the Government is planning to commission the “Strategic Studies on Railways and Major Roads beyond 2030” to examine the transport infrastructure required to satisfy future traffic demand beyond 2030. Having regard to the above studies covering the major public transport policies and transport infrastructure planning, together with other ongoing topical studies such as the feasibility study on Electronic Road Pricing pilot scheme in Central and its adjacent areas as well as the study on enhancing walkability in Hong Kong, there is no imminent need to conduct the Fourth CTS at the moment.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)239

(Question Serial No. 1775)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the shortfall of parking spaces, will the Government inform this Committee of the following:

- (a) What short, medium and long-term measures will be taken by the Government to address the provision of parking spaces?
- (b) What is the expenditure for item (a)?
- (c) Will the sites which are yet to be zoned for development be selected for use as temporary car parks? If yes, what are the locations of the preliminarily selected sites, the numbers of parking spaces to be provided and planning details?
- (d) Regarding the consultancy study on parking for commercial vehicles (CVs), what are the progress and estimated expenditure of the study?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 35)

Reply:

- (a) The Government has been actively pursuing a number of measures to increase parking spaces. These measures include:
 - (i) designating suitable on-street locations as night-time parking spaces;
 - (ii) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (iii) providing public car parks in suitable new government, institution and community facilities;
 - (iv) allowing parking of school buses inside school premises after school hours;
 - (v) providing additional parking spaces and picking up/setting down facilities for coaches;
 - (vi) taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in 2019, to assess the parking demand of CVs by district and to formulate short to long term measures to address the demand; and

(vii) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

(b)&(d)

The consultancy fee of the study on parking for CVs is about \$4 million, and the study is in satisfactory progress. Increasing parking provisions is an ongoing task of the Transport Department (TD) and is undertaken by the existing staff. There is no separate breakdown of expenditure for such work.

(c) The TD maintains close liaison with the Lands Department (LandsD) to identify suitable Government sites, which are yet to be allocated for development, for use as temporary car parks under short term tenancy (STT) arrangement. In this regard, the LandsD draws up plan for STT sites to be tendered in the near future. As at 8 March 2018, the number of STTs for public car parks to be tendered between March and August 2018 is as follows:

Location	STT car parks	Parking spaces*
Eastern	1	35
Kwun Tong	1	43
North District	1	251
Sai Kung	2	188
Shatin	1	48
Tai Po	1	58
Kwai Tsing	4	858
Total	11	1 481

* Estimated figures only, subject to the terms and conditions of the STT agreement.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)328****(Question Serial No. 3636)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government please tabulate the following:

- (a) The annual hit rate of the “Hong Kong eTransport” website over the past five years;
- (b) The annual number of downloads and usage of the “Hong Kong eTransport” mobile application over the past five years;
- (c) The annual hit rate of the “Hong Kong eRouting” website over the past five years; and
- (d) The annual number of downloads and usage of the “Hong Kong eRouting” mobile application over the past five years.

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 75)Reply:

- (a) The annual hit rates of the “Hong Kong eTransport” website over the past five years are tabulated as follows:

Year	Annual Hit Rate
2013	720 000
2014	756 000
2015	936 000
2016	900 000
2017	828 000

- (b) The annual number of downloads and usage of the “Hong Kong eTransport” mobile application over the past five years are tabulated as follows:

Year	Number of Downloads	Usage
2013	214 000	1 980 000
2014	163 000	3 780 000
2015	174 000	5 760 000
2016	184 000	5 940 000
2017	199 000	6 300 000

- (c) The annual hit rates of the “Hong Kong eRouting” website over the past five years are tabulated as follows:

Year	Annual Hit Rate
2013	384 000
2014	468 000
2015	528 000
2016	408 000
2017	276 000

- (d) The annual number of downloads and usage of the “Hong Kong eRouting” mobile application in the past five years are tabulated as follows:

Year	Number of Downloads	Usage
2013	61 000	288 000
2014	31 000	276 000
2015	26 000	264 000
2016	34 000	384 000
2017	26 000	324 000

- End -

CONTROLLING OFFICER'S REPLY**THB(T)329****(Question Serial No. 3724)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government please advise the number of traffic signal breakdown and the respective repair cost in the past three years? What is the average repair time?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 221)Reply:

The numbers of traffic signal breakdown and average repair time over the past three years are tabulated as follows:

Financial Year	Traffic Signal Breakdown	Average Repair Time (hours)
2014-15	1 469	1.4
2015-16	1 348	1.3
2016-17	1 325	1.1

The repair cost of traffic signal is absorbed in the annual maintenance cost of the entire traffic control system. There is no separate breakdown for the repair cost.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)330

(Question Serial No. 5332)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the non-means tested Public Transport Fare Subsidy Scheme (the Scheme) put forward in the Policy Address last October, will the Government inform this Committee of the following:

Has the Government estimated the number of beneficiaries who will receive an average monthly subsidy of less than \$50, \$51-\$100, \$101-\$150, \$151-\$200, \$201-\$250 and \$251-\$300 in the first year after the implementation of the Scheme? Has the Government assessed how many members of the public will receive duplicated benefits with the use of more than one Octopus card?

Asked by: Hon CHAN Pierre (Member Question No. (LegCo use): 95)

Reply:

Under the Scheme, the subsidy amount of each month will be calculated on the basis of the actual public transport expenses recorded on each Octopus card. The Government estimates that the annual subsidy amount will be around \$2.3 billion and over 2.2 million Octopus card holders will benefit from the Scheme. The actual subsidy amount will be subject to the actual public transport expenses of the commuters after the implementation of the Scheme.

There is no estimation on the number of commuters who will receive subsidy from more than one Octopus card under the Scheme. The Government will closely monitor the operation of the Scheme after its implementation with a view to minimising the risks of abuse.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)331

(Question Serial No. 5663)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2018-19, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
2. In 2018-19, will the Government make reference to neighbouring regions, such as Taiwan and Japan, in improving the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
3. In 2018-19, will the Government comprehensively review the strategy of “according priority to railways” to determine the need for continuous expansion of the railway system? If yes, what are the details and estimated expenditure involved?
4. In 2018-19, will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area? If yes, what are the details and estimated expenditure involved?
5. In 2018-19, will the Government comprehensively develop cycle track network in all new development areas under planning? If yes, what are the details and estimated expenditure involved?
6. In 2018-19, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
7. In 2018-19, will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport services? If yes, what are the details and estimated expenditure involved?
8. In 2018-19, will the Government conduct a comprehensive review on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and

Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and estimated expenditure involved?

9. In 2018-19, will the Government comprehensively examine the adequacy of the supply of urban, New Territories (NT) and Lantau taxis and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure involved?
10. Has the Government conducted any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach” over the past five years? If yes, what were the details and specific expenditure involved? Will the Government conduct any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach”? If yes, what are the details and estimated expenditure involved?
11. Regarding the Public Transport Strategy Study (PTSS) to be conducted in 2018-19, what are the details and estimated expenditure involved? Will the Government consult the public on this, and what are the details and estimated expenditure involved?
12. In carrying out the PTSS in 2018-19, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a “bicycle-friendly” city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public on this, and what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 194)

Reply:

1, 2, 4, 5 and 6

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas. Moreover, given the relatively limited road space in urban areas, if dedicated cycle lanes are to be designated on the road space, the existing walkways or carriageways will need to be narrowed, inevitably bringing inconvenience to other road users and aggravating road traffic congestions. Allowing a large number of bicycles to share the busy roads in urban areas with other vehicles without dedicated cycle tracks will also increase the risks of accidents.

In view of the above, the Government currently does not have any plan to designate dedicated cycle and motorcycle lanes on existing roads in urban areas.

The lengths and estimated expenditure in 2018-19 of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are at [Annex 1](#). As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, during the planning stage. For instance, the Government is considering a 13 km long cycle track in the Kai Tak Development. Since the construction of some cycle tracks will commence after 2018-19, there is no estimated expenditure for those cycle track works this year.

Regarding improvements on the cycle tracks and cycling facilities, about 900 potential improvement sites in nine new towns in the NT were identified under an earlier study commissioned by the Transport Department (TD). The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are at [Annex 2](#).

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

3.

With a dense population and limited road space in Hong Kong, it is a challenge to provide fast and reliable public transport services for millions of passenger trips every day. At present, our railway network carries over 5 million passenger trips every day, accounting for about 40% of the total number of public transport passenger trips. Development of railway network can significantly speed up passenger flows, which cannot be easily achieved by other public transport modes. Other densely populated cities, such as Singapore, Tokyo, Seoul, London and New York, also heavily rely on railways as their mass transit systems.

The development of rail transport can help reduce reliance on road-based transport system, alleviate road traffic congestion and reduce air pollution caused by vehicle emissions. It can also release the development potential of the areas along the railways, conducive to the housing and economic development. The Railway Development Strategy 2014 recommended that seven new railway projects be completed before 2031. The Government will continue with the planning work of the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station), and the North Island Line in 2018-19. The Government will continue to pursue the policy of using railways as the backbone of our passenger transport system on the one hand, and will strive to develop a multi-modal public transport system on the other.

7.

At present, there are five bus companies operating six bus franchises. The franchises, which last for ten years, will expire between 2023 and 2027. Upon expiry of the franchises, whether new franchises will be granted through open tender will be determined nearer the expiry date. According to the established practice, an incumbent grantee which is able to prove its ability to provide proper and efficient services and is willing to further invest in franchised bus operation may in general apply for a new franchise through direct negotiations with the Government. Prior consultations with the Legislative Council (LegCo) and the public will be conducted. The TD currently does not have any plan to re-tender the existing franchises, but it will continue to ensure that the franchised bus operators provide proper and efficient public bus services for passengers through monitoring and regulatory work.

8.

The TD closely monitors the operation and quality of public transport services in different districts, and will make timely adjustments to the services in accordance with the demand of passengers. When there are proven needs for new or enhanced services, the TD will make necessary arrangements in conjunction with the operators to meet the needs. Close liaison with the relevant District Councils will be maintained throughout the process. The work to review and monitor the public transport services is undertaken on an ongoing basis by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

9.

It is the Government's established policy to consider issuing new taxi licences as and when necessary, having regard to the passenger demand, operating conditions of the taxi trade and likely impact of the increase in the number of taxis on traffic conditions. In order to better understand the passenger demand for taxi service and operating conditions of the taxi trade, the TD conducts annual surveys on the overall taxi service level. The latest survey on the urban, NT and Lantau taxis conducted in 2017 shows that the supply of these taxis is generally adequate. The TD does not have any plan to issue new taxi licences in 2018-19.

The TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the number of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation checkpoints across the territory, as well as soliciting views from the taxi trade and passengers. In 2018-19, the estimated expenditure to be incurred by the TD for engaging consultants to conduct service level surveys is about \$0.63 million. The monitoring and follow-up of the surveys are undertaken by the existing staff of the TD as part of their normal duties.

On the other hand, the Government will introduce 600 franchised taxis with online hailing features to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare. The Government is preparing the legislative work with a target of introducing the Bill into the LegCo in the latter half of 2018.

10.

In the past several years, the TD rationalised the franchised bus services using the Area Approach in Sha Tin, Tai Po, Tsing Yi and Yuen Long. The Area Approach

rationalisation in these districts has been completed. Before implementation of the rationalisation proposals, prior consultations with the Traffic and Transport Committees (TTCs) of the District Councils concerned were conducted from February to October 2014. Papers setting out the details of the proposals were issued and uploaded to the TD's website. Representatives from the TD and franchised bus operators also attended meetings of the TTCs to brief members on the details and exchange views with them. The work involved in bus route rationalisation is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for such work.

11.

In June 2017, the Government completed the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The consolidated report of the entire study was released in the same month. The report is available at the Transport and Housing Bureau (THB)'s website ([https://www.thb.gov.hk/eng/psp/pressreleases/transport/land/2017/Final%20Report%20\(Eng\).pdf](https://www.thb.gov.hk/eng/psp/pressreleases/transport/land/2017/Final%20Report%20(Eng).pdf)). During the course of the study, we consulted the LegCo Panel on Transport (the Panel) and canvassed the views of stakeholders through various platforms, such as deputation sessions arranged by the Panel and trade conferences. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. A total of 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. We are actively taking forward the measures progressively.

For conducting the PTSS, a sum of \$9.5 million was earmarked for consultancy studies. With the completion of the PTSS, a total of \$6.6 million was expended for the period from 2015-16 to 2017-18, and a further \$0.7 million would be settled in 2018-19.

A total of six time-limited posts were created in the Transport Branch of the THB and the TD for the period from 2015-16 to 2017-18 for overseeing the PTSS. To oversee the implementation of the recommended measures under the PTSS, a total of five time-limited posts have been created in the Transport Branch of the THB and the TD for two years starting in 2017-18. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is about \$5 million in 2018-19.

12.

The PTSS focused on public transport-related issues that were of long-standing concerns to the transport trades and the general public. As cycling is not a public transport mode, it was outside the scope of PTSS. We will continue to foster a "bicycle-friendly" environment in the new towns and the new development areas.

Planned Cycle Tracks in New Development Areas

	New development area	Length of cycle track (kilometres)	estimated expenditure in 2018-19 (\$ million)
1	Development of Anderson Road Quarry site	2.6	Nil
2	Tung Chung New Town Extension	12	
3	Kai Tak Development	13	
4	Advance works at Kwu Tung North and Fanling North New Development Areas	3	
5	Hung Shui Kiu New Development Area	20	
6	Yuen Long South development project	12.5	
7	Infrastructure works for public housing development at Area 54, Tung Chung	0.5	5.0

**Locations for First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Near Tin Shui Wai Hospital • Yan Ying House, Tin Yan Estate • Chak Sun House, Tin Chak Estate • Wetland Park Road • Tin Yip Road Community Health Centre • Tin Shing Road • Tin Shui Road • Tin Shui Wai Park 	<ul style="list-style-type: none"> • Hung Tai Road • Near LRT Tin Shui Station • Tin Yan Estate near Yan Ying House • Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> • Long Tin Road, Ping Shan • Kam Tin Bypass • Near Pok Oi Interchange 	<ul style="list-style-type: none"> • Ping Yee Road • Near MTR Yuen Long Station • Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> • Near MTR Siu Hong Station • Tsing Tin Road across Tsun Wen Road • Junction of Hoi Wong Road / Wu Shan Road • Wu Shan Road near Wu Shan Recreation Playground • Wu Shan Road near Lung Mun Road • Ming Kum Road • Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> • Near Glorious Garden • Near LRT Lam Tei Station
Tsuen Wan	-	<ul style="list-style-type: none"> • Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Shun Tung Road • Tat Tung Road • Tung Chung Waterfront Road • Chek Lap Kok South Road 	<ul style="list-style-type: none"> • Tat Tung Road outside Tung Chung Crescent

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tseung Kwan O	<ul style="list-style-type: none"> • Tong Ming Court • Choi Ming Court • Chi Shin Street • On Ning Garden • Chung Ming Court • Po Shun Road • Po Lam Road North • Po Ning Road • Ngan O Road 	<ul style="list-style-type: none"> • Near Tseung Kwan O Hospital • Choi Ming Court
Sha Tin/ Ma On Shan	<ul style="list-style-type: none"> • Tai Po Road (Tai Wai section) • Che Kung Miu Road • Sha Tin Rural Committee Road • Sha Kok Street • Siu Lek Yuen Road • Tai Po Road (Sha Tin section) • Near Hong Kong Sports Institute • Hang Fai Road Roundabout • Junction between Sai Sha Road/On Luk Street • Near MTR Che Kung Temple Station • Junction between Ning Tai Road/Sui Tai Road • Science Park Road 	<ul style="list-style-type: none"> • Yiu On Estate • Sun Chui Estate • Near Holford Garden • Hang Hong Street near Hang Kam Street • Lok King Street near MTR Fo Tan Station • Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> • Nga Wan Road • Junction between Nam Wan Road / Tai Po Tai Wo Road • Subway across Nam Wan Road • Subway across Yuen Shin Road near Dai Fuk Street • Subway across Tai Po Tai Wo Road near Kai Wo Road; and • Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> • On Cheung Road • On Po Road • Near Tai Wo Neighbourhood Community Centre

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Fanling/ Sheung Shui	<ul style="list-style-type: none"> • Jockey Club Road • Sha Tau Kok Road (Lung Yeuk Tau section) • Pak Wo Road near Pak Fuk Tin Sum Playground • Chi Wa Lane • Near Cheerful Park • Pak Wo Road outside Tai Ping Estate • Choi Yuen Road • Po Shek Wu Road outside KMB depot • Po Shek Wu Road outside Hing Yan Tsuen • Outside Cheung Wah Estate • Outside Choi Yuen Estate • Yip Fung Street • Near MTR Sheung Shui Station 	<ul style="list-style-type: none"> • Near MTR Fanling Station • Ching Ho Estate PTI • Near MTR Sheung Shui Station Exit A3 opposite GMB terminus • Near MTR Sheung Shui Station opposite North District Town Hall • Choi Yuen Road opposite Choi Yuen Estate

Including the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)332

(Question Serial No. 5664)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the average daily passenger journeys of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2017.
2. Please provide the average daily passenger journeys of the Citybus (CTB) routes from January to December 2017.
3. Please provide the average daily passenger journeys of the New World First Bus (NWFB) routes from January to December 2017.
4. Please provide the average daily passenger journeys of the "Star" Ferry services from January to December 2017.
5. Please provide the average daily passenger journeys of each of the railway lines (including the Light Rail) of the MTR Corporation Limited from January to December 2017.
6. Please provide the average daily passenger journeys of urban taxis from January to December 2017.
7. Please provide the average daily passenger journeys of New Territories taxis from January to December 2017.
8. Please provide the average daily passenger journeys of Lantau taxis from January to December 2017.
9. Please provide the average daily passenger journeys of red minibus (RMBs) across the territory from January to December 2017.
10. Please provide the average daily passenger journeys of green minibus (GMBs) across the territory from January to December 2017.

11. Please provide the average daily passenger journeys of tram services from January to December 2017.
12. In 2018-19, will the Transport Department (TD) review the opening up of South Lantau Road on Lantau Island to outside vehicles and conduct public consultation? If yes, what are the details and expenditure involved?
13. In 2018-19, what is the expenditure to be incurred in implementing the “Universal Accessibility” (UA) Programme? Please provide in detail the locations of public footbridges, elevated walkways and subways to be constructed under the programme in 2018-19.
14. Please provide the details and expenditure involved in introducing intelligent transport systems for 2018-19.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 195)

Reply:

1. The average daily passenger journeys of all the KMB routes from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)
January	2 738.0
February	2 740.9
March	2 776.4
April	2 697.0
May	2 751.4
June	2 735.7
July	2 702.3
August	2 632.4
September	2 859.6
October	2 749.5
November	2 874.6
December	2 804.6

2. CTB has been granted two franchises to operate (i) the Hong Kong Island and Cross-Harbour Bus Network and (ii) the Airport and North Lantau Bus Network. The average daily passenger journeys of all the routes under the two franchises from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
January	498.9	80.3
February	496.0	80.5
March	503.7	81.6
April	482.8	86.2

Month	Average daily passenger journeys ('000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
May	492.9	84.1
June	486.8	84.5
July	482.2	85.9
August	471.8	85.8
September	511.0	84.6
October	495.9	84.0
November	515.2	88.3
December	501.8	88.6

3. The average daily passenger journeys of all the NWFB routes from January to December 2017 are set out below:

Month	Average Daily Passenger journeys ('000)
January	448.2
February	447.1
March	453.3
April	443.5
May	447.5
June	438.6
July	437.7
August	427.3
September	456.6
October	449.5
November	465.7
December	454.0

4. The “Star” Ferry Company, Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily passenger journeys of the two ferry routes from January to December 2017 are set out below:

Month	Average Daily Passenger journeys ('000)
January	58.4
February	55.9
March	50.1
April	55.3
May	49.3
June	44.2
July	53.8
August	52.0
September	42.4
October	53.6
November	52.8
December	66.2

5. The average daily passenger journeys of various MTR railway lines from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000) ^{Note (1)}											
	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
January	628.6	1 017.6	966.9	58.2	323.5	223.3	16.9	43.4	987.7	147.2	423.3	484.3
February	633.4	1 012.9	976.4	54.6	327.9	224.3	15.6	42.7	962.5	151.7	425.0	482.1
March	638.5	1 025.5	991.2	54.0	335.2	223.5	13.1	44.1	977.0	154.7	430.4	488.5
April	593.0	969.4	903.8	54.8	313.8	212.4	16.0	48.5	955.8	142.1	406.5	467.7
May	606.3	980.3	930.4	55.4	321.3	213.0	13.4	42.6	915.7	149.7	414.4	484.4
June	623.0	1 007.9	970.0	59.3	329.0	221.8	13.6	44.1	897.8	151.4	421.2	494.3
July	622.4	1 031.2	971.6	62.3	323.2	222.1	17.7	42.5	912.4	147.8	425.9	482.8
August	609.4	1 012.5	954.4	64.4	312.4	222.7	18.2	45.4	889.9	144.0	421.8	465.5
September	656.1	1 052.5	994.0	64.7	346.8	225.5	12.4	47.0	987.0	164.2	444.4	519.4
October	636.1	1 036.8	981.0	67.5	336.0	229.4	16.0	50.4	973.5	159.5	438.5	504.9
November	660.8	1 074.4	1 030.4	68.6	347.5	234.5	14.2	46.8	1 014.6	165.7	454.1	507.0
December	642.8	1 082.1	1 005.2	70.4	333.8	235.6	19.9	48.8	993.8	157.2	453.8	488.0

Note: (1) As MTR is a railway network and the system is open within the network, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures were calculated based on passengers' entry stations.

6. The average daily passenger journeys of urban taxis from January to December 2017 are set out below:

Month	Average daily passenger journeys of urban taxi ('000)
January	732.0
February	724.4
March	732.3
April	708.9
May	693.3
June	711.3
July	715.6
August	714.8
September	737.7
October#	714.7
November#	730.3
December#	720.0

Provisional figures

7. The average daily passenger journeys of New Territories taxis from January to December 2017 are set out below:

Month	Average daily passenger journeys of New Territories taxi ('000)
January	186.6
February	181.9
March	178.9
April	175.3
May	168.8

Month	Average daily passenger journeys of New Territories taxi ('000)
June	172.6
July	172.8
August	169.5
September	173.7
October#	166.0
November#	168.8
December#	166.2

Provisional figures

8. The average daily passenger journeys of Lantau taxis from January to December 2017 are set out below:

Month	Average daily passenger journeys of Lantau taxi ('000)
January	4.0
February	3.9
March	3.8
April	4.2
May	4.1
June	4.1
July	4.2
August	4.5
September	4.2
October#	3.9
November#	4.7
December#	4.3

Provisional figures

9. The average daily passenger journeys of RMBs from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)
January	287.6
February	305.4
March	303.2
April	280.9
May	291.8
June	302.8
July	295.3
August	302.8
September	301.3
October	284.9
November	300.0
December	288.5

10. The average daily passenger journeys of GMBs from January to December 2017 are set out below:

Month	Average daily passenger journeys^{Note (2)} ('000)
January	1 500.0
February	1 522.2
March	1 531.0
April	1 507.3
May	1 523.6
June	1 531.9
July	1 506.5
August	1 483.4
September	1 582.4
October	1 531.5
November	1 560.1
December	1 525.2

Note (2): Figures are subject to revision upon further verification based on the annual returns submitted by GMB operators by end March 2018.

11. The average daily passenger journeys of trams from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)
January	183.5
February	178.8
March	179.2
April	173.7
May	177.3
June	163.6
July	161.2
August	153.7
September	168.0
October	170.7
November	174.0
December	181.6

12. In June 2015, the TD proposed to increase the daily quota for tour coaches from 30 to 50, and provide a daily quota of 50 for private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes with a view to promoting tourism and local economy in the area. Having considered the views of stakeholders during consultation, the TD decided to take forward the proposal in phases. The first phase, which involved allowing ten more tour coaches and 25 private cars to enter South Lantau, has been implemented since December 2015 and February 2016 respectively.

The TD will review in 2018-19 the implementation timetable for the second phase

having regard to the traffic condition and supply and utilisation of parking spaces in South Lantau as well as relevant stakeholders' views. The review is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses involved.

13. The TD provides traffic and transport advice to the Highways Department (HyD) to facilitate delivery of projects under the UA Programme. The above work is undertaken by the staff of the TD as part of their regular duties. No additional expenses are involved.

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), where technically feasible (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, the HyD is pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the Next Phase. We anticipate that the construction works for these items will commence progressively starting from 2019.

The estimated expenditure on the UA Programme in 2018-19 is \$736.6 million.

The list of projects under the UA Programme and their present status are set out in Annex.

14. In 2018-19, the TD is taking forward the following initiatives in relation to the intelligent transport system. The total estimated expenditure incurred by the following initiatives in 2018-19 is about \$30.5 million with details provided below:

- (a) Integrate TD’s existing mobile applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application

The TD awarded a contract in January 2018 to develop the integrated transport mobile application, and targets to launch the mobile application within 2018.

- (b) Develop the installation of “in-vehicle units” (IVUs) for allowing motorists to receive real-time traffic information and paying tunnel fees by remote means

The TD commenced a feasibility study in August 2017 on the installation of IVUs. The study will be completed in 2018.

- (c) Complete the installation of about 1 200 traffic detectors in all strategic roads to provide real-time traffic information

Installation of traffic detectors on strategic routes for collection of traffic data will be implemented in two phases. The TD targets to complete the installation by end-2020. The first phase of installation of about 550 traffic detectors will commence in mid-2018. For the second phase, additional traffic detectors will be installed to cover the remaining strategic routes.

- (d) Engage the public to develop a detailed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) and its implementation strategy

The TD commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result.

- (e) Introduce pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions

The TD commenced a preliminary desktop study in early 2018 to review overseas experiences, technologies and effectiveness of different traffic signal systems making use of sensors to detect pedestrians and vehicles at road junctions. The TD targets to introduce a pilot scheme in 2021.

**List of projects under the UA Programme and
their present status**

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed

HyD Structure No.	Location	Present Status
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design

HyD Structure No.	Location	Present Status
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed

HyD Structure No.	Location	Present Status
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction

HyD Structure No.	Location	Present Status
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction

HyD Structure No.	Location	Present Status
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed

HyD Structure No.	Location	Present Status
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction

HyD Structure No.	Location	Present Status
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction

HyD Structure No.	Location	Present Status
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed

HyD Structure No.	Location	Present Status
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction

HyD Structure No.	Location	Present Status
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation

Structure No.	Location	Present Status
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation

Structure No.	Location	Present Status
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- * Walkway that is not maintained by the HyD

- End -

CONTROLLING OFFICER'S REPLY**THB(T)333****(Question Serial No. 5665)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily numbers of traffic incidents in Hong Kong from January to December 2017.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 196)Reply:

The average daily numbers of traffic and transport incidents handled by the Emergency Transport Coordination Centre (ETCC) of the Transport Department (TD) from January to December 2017 are set out below:

Month in 2017	Average Daily Number of Traffic /Transport Incidents Handled ^{Note}
January	12.8
February	12.1
March	15.0
April	13.3
May	14.8
June	14.9
July	13.7
August	16.8
September	18.2
October	14.5
November	16.2
December	13.8

Note: A traffic or transport incident is regarded as a non-recurring event that causes reduction of road capacity or a service disruption of public transport services. These incidents are counted on a location/event basis. For example, a public event incident necessitating road closure for several hours will be counted as one incident. Similarly, a traffic incident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as one incident.

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents/accidents at the scene. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow-up actions. The number of incidents in the table above did not include those handled by the HKPF at the scene but not referred to the ETCC for follow-up actions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)334****(Question Serial No. 4493)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of disabled persons holding driving licences in the past five years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 623)

Reply:

In accordance with section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him/her considerable difficulty in walking. The Transport Department maintains statistics on the numbers of aforementioned disabled persons holding full driving licences, but does not have a breakdown by type of disability.

The information for the past five years is tabulated below:

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2013	2 428
2014	2 523
2015	2 596
2016	2 688
2017	2 699

CONTROLLING OFFICER'S REPLY

THB(T)335

(Question Serial No. 6346)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017, the Government explored with the MTR Corporation Limited (MTRCL) the development potential of stations and related sites along existing and future rail lines. What is the discussion progress on enhancing the frequency on Tung Chung Line?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. (LegCo use): 17)

Reply:

The MTRCL has been closely monitoring the services and passenger demand of Tung Chung Line, and would make adjustments whenever necessary to cater for the passenger demand at the critical link of Tung Chung Line. As number of the passengers commuting from Tsing Yi Station and Nam Cheong Station towards Hong Kong Station are relatively high during morning peak hours on weekdays, the MTRCL has, since early 2018, deployed two special train departures from Tsing Yi Station to Hong Kong Station during morning peak hours to relieve the crowding situation. Moreover, through further enhancement of train regulation recently, the train departure times from Tung Chung Station and Tsing Yi Station have become more even. The MTRCL will continue to keep in view the passenger demand on different sections of the railway network and consider measures to further enhance the service as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)336

(Question Serial No. 5111)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government jointly administrated with the relevant the Guangdong authorities the regulatory regime for cross-boundary vehicles. Please advise:

- (1) the quarterly figures on the number and type of vehicles entering Hong Kong and their purpose of visit in the past three years;
- (2) the quarterly figures on the number of vehicles departing to the Mainland China in the past three years;
- (3) the quarterly figures on the number and nature of offences involving the Mainland vehicles and drivers entering HK in the past three years; and
- (4) are there any changes to the regulatory regime in the past years? If yes, what are the reasons and details?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 9)

Reply:

(1) and (2)

When the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is grouped into three types of vehicles, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars (including cross-boundary hire cars, Hong Kong cross-boundary private cars, Mainland official/enterprise vehicles and Hong Kong private cars travelling to and from the Mainland via the Shenzhen Bay Port under the Ad Hoc Quota Scheme), with no further breakdown by their purposes of visits. According to the information provided by the Immigration Department and the Customs and Excise Department, the numbers of cross-boundary trips made by cross-boundary vehicles in the past three years are as follows:

Calendar year	Quarter	Coaches		Goods Vehicles		Private Cars	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2015	First	147 614	145 169	784 446	783 850	820 358	822 210
	Second	147 681	146 088	882 560	881 321	837 125	837 194
	Third	147 507	147 067	916 957	914 838	854 250	853 336
	Fourth	150 127	149 409	898 331	897 032	871 901	872 298
2016	First	147 950	145 708	764 974	764 626	846 074	847 801
	Second	147 127	147 942	859 259	857 207	890 729	890 754
	Third	146 947	147 871	913 690	911 858	905 184	904 720
	Fourth	147 509	146 585	945 464	943 433	916 228	916 371
2017	First	145 734	145 515	820 671	819 356	883 183	885 228
	Second	147 660	149 287	924 631	922 406	911 431	911 850
	Third	141 970	142 445	957 231	954 592	952 759	953 651
	Fourth	144 265	145 828	916 790	915 040	945 559	945 529

Note: The first, second, third and fourth quarters refer to the periods between January to March, April to June, July to September and October to December of each year.

(3)

According to the information provided by the Hong Kong Police Force (HKPF), the numbers of prosecutions involving Mainland vehicles in the past three years are set out in the table below. The HKPF does not maintain any quarterly figures in this regard.

Traffic Offences	Calendar year		
	2015	2016	2017*
Careless Driving	4	12	12
Speeding	468	607	637
Failing to Comply with Traffic Signal	28	61	58
Crossing Double White-lines	3	4	2
Failing to Comply with Traffic Sign/Road Marking	7	16	5
Illegal Parking	53	56	82
Total	563	756	796

* Provisional figures as at 15 March 2018.

The HKPF does not compile or maintain any statistics on the road traffic offences committed by Mainland drivers.

(4)

The Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government have been implementing and jointly administering a quota system for all types of cross-boundary vehicles (except Hong Kong goods vehicles and Lok Ma Chau-Huanggang Cross-boundary Shuttle Buses). All types of vehicles, irrespective of whether they are subject to quota requirement, must have the Approval Notice issued by the Guangdong Public Security Department and the closed road permit issued by the Transport Department, and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong. This arrangement remains the same.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)337****(Question Serial No. 3795)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In light of the shortage of parking spaces across the territory, the Transport Department (TD) will adopt multi-pronged approach to increase land supply in the short, medium and long term as well as conduct review on land use planning. Please advise this Committee on:

1. the current numbers of parking spaces in 18 districts;
2. the numbers of parking spaces expected to be completed in various districts in each of the coming five years;
3. the current numbers of government multi-storey car parks, the numbers of parking spaces and their utilisation; and
4. whether consideration will be given to reprovision government multi-storey car parks in districts short of parking spaces.

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 49)Reply:1.

As at end February 2018, the number of parking spaces in each of the 18 districts is:

District	Number of parking spaces
Central & Western	40 657
Wan Chai	36 608
Eastern	53 882

District	Number of parking spaces
Southern	42 272
Yau Tsim Mong	37 870
Sham Shui Po	34 165
Kowloon City	53 409
Wong Tai Sin	24 511
Kwun Tong	54 347
Tsuen Wan	39 467
Tuen Mun	45 053
Yuen Long	45 002
North	23 995
Tai Po	30 806
Sai Kung	44 623
Sha Tin	77 965
Kwai Tsing	49 314
Islands	17 094
Total	751 040

2. and 4.

The Government has been actively pursuing a number of measures to increase parking spaces since October 2017. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;
- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3.

A list of government multi-storey car parks, their numbers of parking spaces and their utilisation rates are:

Car Park	No. of Parking Spaces*	Average utilisation rate[^]		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The numbers of parking spaces include parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

[^] Excluding motorcycles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)338****(Question Serial No. 4265)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

1. the operating expenditure and revenue of the Lantau Link in the past five years; and
2. whether the Lantau Link has achieved full cost recovery and a financially break-even position?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 186)Reply:

1. The operating expenditure and revenue of the Lantau Link in the past five years are tabulated below:

	2012-13 (\$ million)	2013-14 (\$ million)	2014-15 (\$ million)	2015-16 (\$ million)	2016-17 (\$ million)
Revenue	463.4	492.7	525.6	562.9	597.4
Expenditure	275.1	270.3	278.5	279.9	305.3

2. Since its opening on 22 May 1997, the capital cost of the Lantau Link has not yet been fully recovered. As for its operating accounts, Lantau Link has maintained a financially break-even position since 2007.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)339****(Question Serial No. 4274)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for conducting vehicle examination. Will the TD provide the following information:

1. the numbers of public light buses inspected by the TD's vehicle examination centres (VECs) and the number of public light buses failing such inspections with the reasons in the past three years;
2. the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
3. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 195)Reply:

1. The number of public light buses inspected by Government VECs and the number of public light buses failing such inspections in each of the years between 2015 and 2017 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate ¹
2015	4 479	232	5%
2016	4 552	231	5%
2017	4 336	162	4%

¹ Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system and damage to bodywork.

2. There were 4 349 registered public light buses in Hong Kong as in March 2018, comprising five models, namely Toyota Coaster, Mitsubishi Rosa, Dongfeng Gemini, Golden Dragon XML6700 series and Optare Solo. Apart from the Golden Dragon XML6700 series and Optare Solo which were newly introduced in Hong Kong in mid-2017 and early 2018 respectively and hence no inspection has been required yet, all other models had been involved in cases in which the vehicles concerned failed the inspections. The TD does not have a breakdown of the reasons for failure cases by manufacturer and vehicle model.
3. A vehicle should satisfy the requirements stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A) and the Road Traffic (Safety Equipment) Regulations (Cap 374F) before it is allowed to be used on roads. When inspecting public light buses, vehicle examiners of Government VECs carry out examinations according to the related requirements stipulated in a handbook formulated by the TD in accordance with the above legislation. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, etc. are inspected to ensure that a vehicle satisfies the statutory requirements and is roadworthy.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)340****(Question Serial No. 4284)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The present traffic volumes at morning peak hours of the following major roads:

Major roads	Traffic volume at morning peak hours
Tuen Mun Road (Siu Lam Section) (east bound)	
Tuen Mun Road (Sham Tseng Section) (east bound)	
West of Tsing Lung Tau	
Tai Lam Tunnel (south bound)	
Ting Kau Bridge (south bound)	
Tuen Mun Road (Town Centre Section) (south bound)	
North Lantau Highway (east bound)	
Lantau Link (east bound)	
Yuen Long Highway near Lam Tei Interchange (north bound)	
Yuen Long Highway near Tan Kwai Tsuen (south bound)	
Stonecutters Bridge (east bound)	
Cheung Tsing Tunnel (east bound)	
Castle Peak Road Tsing Lung Tau Section (east bound)	
Kong Sham Western Highway (south bound)	

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 205)Reply:

The traffic volumes at morning peak hours of the concerned road sections in 2016 are at the Annex. The data for 2017 are still being processed and not yet available.

Major roads	Traffic volume at morning peak hours[@] (vehicle/hour)
Tuen Mun Road (Siu Lam Section) (east bound) #	-
Tuen Mun Road (Sham Tseng Section) (east bound)	5 510
West of Tsing Lung Tau #	-
Tai Lam Tunnel (south bound)	3 760
Ting Kau Bridge (south bound)	4 830
Tuen Mun Road (Town Centre Section) (south bound)	4 410
North Lantau Highway (east bound)	1 340
Lantau Link (east bound)	2 090
Yuen Long Highway near Lam Tei Interchange (north bound)	3 680
Yuen Long Highway near Tan Kwai Tsuen (south bound)	3 570
Stonecutters Bridge (east bound) #	-
Cheung Tsing Tunnel (east bound)	3 170
Castle Peak Road Tsing Lung Tau Section (east bound) #	-
Kong Sham Western Highway (south bound)#	-

@ Morning peak hours mean 7:00 am - 9:00 am on weekdays.

Data on traffic volume at morning peak hours are not available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)341

(Question Serial No. 4285)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has been taking forward various transport infrastructure projects such as the Central Kowloon Route (CKR). Please inform this Committee of:

1. the volume/capacity (v/c) ratios of major sections of each of the strategic routes in Hong Kong during peak hour in the past five years; and
2. the v/c ratios of major sections of each of the strategic routes in Hong Kong during non-peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 206)

Reply:

1. A v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Between 2012 and 2016^{Note 1}, the v/c ratios of major sections of each of the strategic routes^{Note 2} in Hong Kong during the morning peak hour^{Note 3} are listed at Annex. The data in the table are based on the observed traffic volume data compiled in the published Annual Traffic Census while the capacity data are calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity of a trunk road is often affected by the traffic congestion at its downstream roads and other slip roads^{Note 4} or other traffic factors^{Note 5}. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of a road. Very often, additional traffic data need to be collected for a more in-depth professional analysis.

2. As the Transport Department does not compile traffic volume data during non-peak hours, the related v/c ratios cannot be provided. In general, the v/c ratio of a section of a strategic route during non-peak hour will be lower than that during peak hours.

Notes

- ¹ The traffic statistics for the year 2017 are still being processed.
- ² V/c ratios for Route 6 and Route 10 are not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning. Route 10 refers to Kong Sham Western Highway. Since no peak hour traffic flow data is available in the Annual Traffic Census, the corresponding v/c ratio could not be compiled.
- ³ “Morning peak hour” refers to the busiest one hour from 7:00 a.m. to 10:00 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).
- ⁴ Under heavy traffic conditions, traffic queues may form as a result of congestion on the downstream side of a road. The actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width.
- ⁵ Other factors affecting actual traffic capacity include the proportions of different types of vehicles using the road (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lower), geometry of the road section, etc.

Road Section	Strategic Route	Direction	V/C Ratio				
			2012	2013	2014	2015	2016
Hong Kong							
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	0.7	0.7	0.5	0.6	0.7
Kowloon							
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.6	0.6	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.8	0.7	0.8	0.8	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.9	0.9	0.9	0.9	0.8
New Territories East							
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	0.9	0.9
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.5	0.4	0.4	0.5

Road Section	Strategic Route	Direction	V/C Ratio				
			2012	2013	2014	2015	2016
New Territories West							
Ting Kau Bridge	3	Southbound	0.9	0.8	1.0	1.1	1.0
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	1.0	0.9	0.9	1.0	0.9

- End -

CONTROLLING OFFICER'S REPLY**THB(T)342****(Question Serial No. 4306)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In recent years, the Government takes forward different transport infrastructures such as Central Kowloon Route. Please advise the traffic volume/capacity (v/c) ratio during peak hours and non-peak hours of the strategic routes in Hong Kong in the past five years.

The Transport and Housing Bureau is responsible for monitoring the development of transport system in Hong Kong. Please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Aberdeen Tunnel									
Cross-Harbour Tunnel									
Eastern Harbour Crossing									
Western Harbour Crossing									
Kai Tak Tunnel									
Lion Rock Tunnel									
Tate's Cairn Tunnel									
Tseung Kwan O Tunnel									
Eagle's Nest Tunnel and Sha Tin Heights Tunnel									
Shing Mun Tunnels									
Cheung Tsing Tunnel									
Tai Lam Tunnel									
Nam Wan Tunnel									
Discovery Bay Tunnel									

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 260)

Reply:

A v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel, Lion Rock Tunnel, Tsung Kwan O Tunnel, Eastern Harbour Crossing and Cross-Harbour Tunnel exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the tables below present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. Furthermore, traffic congestions at the northbound portal of the Aberdeen Tunnel during peak hours occasionally require intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and hence lowering the v/c ratio of Aberdeen Tunnel.

Also, 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 (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volume of each of the tunnels in Hong Kong and their respective v/c ratio are provided in the two tables below ^{Note 1}.

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
			2014	1 600	0.6	1 100	0.4
			2013	1 700	0.7	1 100	0.4
		Southbound	2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
			2014	2 000	0.8	1 300	0.5
			2013	2 000	0.8	1 300	0.5
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
			2014	2 800	1.1	2 200	0.8
			2013	2 800	1.1	2 200	0.8
		Southbound	2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
			2014	2 900	1.1	2 200	0.8
			2013	2 900	1.1	2 300	0.9
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
			2014	2 600	1.0	1 300	0.5
			2013	2 600	1.0	1 300	0.5
		Southbound	2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5
			2014	2 700	1.0	1 200	0.5
			2013	2 700	1.0	1 200	0.5

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
			2014	2 300	0.5	1 200	0.3
			2013	2 300	0.5	1 100	0.3
		Southbound	2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
			2014	2 400	0.6	1 100	0.3
			2013	2 300	0.5	1 100	0.3
Lion Rock Tunnel	Greater Lucky (H.K.) Co., Ltd	Northbound	2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
			2014	2 500	1.0	1 700	0.7
			2013	2 400	0.9	1 700	0.7
		Southbound	2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
			2014	2 600	1.0	1 600	0.6
			2013	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Tate's Cairn Tunnel Co. Ltd.	Northbound	2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
			2014	2 100	0.8	1 000	0.4
			2013	1 900	0.7	900	0.3
		Southbound	2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3
			2014	2 200	0.8	800	0.3
			2013	2 000	0.8	800	0.3

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
			2014	2 700	1.0	1 500	0.6
			2013	2 700	1.0	1 400	0.5
		Eastbound	2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
			2014	2 600	1.0	1 600	0.6
			2013	2 600	1.0	1 500	0.6
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Westbound	2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
			2014	1 700	0.4	900	0.2
			2013	1 500	0.3	800	0.2
		Eastbound	2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
			2014	1 900	0.4	700	0.1
			2013	1 700	0.4	700	0.1
Shing Mun Tunnels	Greater Lucky (H.K.) Co., Ltd	Westbound	2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 800	0.7	900	0.3
			2013	1 700	0.7	900	0.3
		Eastbound	2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 700	0.7	900	0.3
			2013	1 700	0.7	900	0.3

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
			2014	1 800	0.4	1 200	0.3
			2013	1 800	0.4	1 100	0.2
		Southbound	2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2
			2014	2 300	0.5	1 100	0.2
			2013	2 300	0.5	1 100	0.2

(II) Toll-free tunnels ^{Note 4}					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
			2014	1 200	0.5
			2013	1 300	0.5
		Eastbound	2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
			2014	1 100	0.4
			2013	1 100	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
			2014	1 500	0.3
			2013	1 500	0.3
		Eastbound	2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
			2014	1 400	0.3
			2013	1 300	0.3
Nam Wan Tunnel	Serco Lam JV	Westbound	2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
			2014	900	0.2
			2013	900	0.2
		Eastbound	2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2
			2014	1 100	0.2
			2013	1 000	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department does not have their estimate peak hour and non-peak hour traffic volumes and estimated v/c ratios during construction.

Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

Non-peak hours refer to the remaining hours other than the six peak hours in the morning and afternoon during the 24 hour on weekdays.

- Note 3: TD does not have the data on Discovery Bay Tunnel which is built and managed by a private company and for the exclusive use of authorised vehicles.
- Note 4: For toll-free tunnels including Kai Tak Tunnel, Cheung Ching Tunnel and Nam Wan Tunnel, without the toll collection systems through which records can be obtained, TD does not have a breakdown of the traffic data for peak hours and non-peak hours. The figures on toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions and their respective average v/c ratio.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)343****(Question Serial No. 4312)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee on:

1. the number of on-street parking spaces in the past five years, the number of on-street parking spaces for which local consultations have been conducted, and the number of additional on-street parking spaces which will be provided in each district in the coming year (in tabulated form);
2. the number of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the number of parking spaces at each location (by vehicle type) (in tabulated form); and
3. the name of multi-storey car parks under the TD's management, the number of parking spaces therein (by vehicle type) and utilisation rates of such parking spaces.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 271)Reply:

1. The number of on-street parking spaces as at end of February each year in the past five years is as follows:

2014	2015	2016	2017	2018
32 980	33 240	33 445	33 899	34 375

The total number of on-street parking spaces for which local consultations have been conducted in the past five years is:

District	Number of on-street parking spaces for which local consultations have been conducted
Central and Western	210
Wan Chai	85

District	Number of on-street parking spaces for which local consultations have been conducted
Eastern	138
Southern	106
Yau Tsim Mong	153
Sham Shui Po	245
Kowloon City	122
Wong Tai Sin	151
Kwun Tong	282
Tsuen Wan	362
Tuen Mun	153
Yuen Long	188
North	138
Sai Kung	114
Sha Tin	154
Tai Po	30
Kwai Tsing	210
Islands	126
Total in Hong Kong	2 967

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years.

2. The number of STT public fee-paying car parks and the number of parking spaces in these car parks by vehicle types in each of the 18 districts are as follows:

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central & Western	4	2	283	4	11
Eastern	11	1 268	194	75	31
Southern	6	199	73	31	0
Wan Chai	0	0	0	0	0
Kowloon City	11	1 534	400	575	5
Kwun Tong	9	971	189	44	0
Sham Shui Po	6	672	388	52	15
Wong Tai Sin	6	378	18	78	30
Yau Tsim Mong	7	743	119	6	1
North	16	2 320	354	0	22

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Sai Kung	16	3 048	216	7	7
Sha Tin	15	2 495	215	33	8
Tai Po	8	1 116	151	0	22
Islands	2	67	0	0	0
Kwai Tsing	41	2 023	5 479	177	14
Tsuen Wan	10	1 965	152	29	24
Tuen Mun	15	1 758	479	0	6
Yuen Long	8	797	53	0	22
Total	191	21 356	8 763	1 111	218

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

3. The current government multi-storey car parks, the number of parking spaces in these car parks and their average utilisation rates as at December 2017 are as follows:

Car Park	No. of Parking Spaces*	Average utilization rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The numbers of parking spaces include parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

^ Excluding motorcycles.

CONTROLLING OFFICER'S REPLY**THB(T)344****(Question Serial No. 4313)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee of:

1. the number of bicycle parking spaces in the 18 districts in Hong Kong in the past five years (in tabulated form);
2. the location and number of bicycle parking spaces at public transport interchanges (PTIs) and near railway stations; and
3. the number of additional bicycle parking spaces to be provided in various districts in the coming year.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 280)Reply:

1. The number of bicycle parking spaces managed by the Transport Department (TD) by districts as at year end in the past five years is as follows:

District	Number of bicycle parking spaces				
	2013	2014	2015	2016	2017
Central & Western	0	0	0	0	0
Wan Chai	0	0	0	0	0
Eastern	0	0	0	0	0
Southern	0	0	0	0	0
Kowloon City	0	0	0	0	0
Sham Shui Po	60	60	60	60	60
Kwun Tong	0	0	0	0	0
Kwai Tsing	0	0	0	0	0
Yau Tsim Mong	51	51	51	51	51
Wong Tai Sin	0	0	0	0	0

District	Number of bicycle parking spaces				
	2013	2014	2015	2016	2017
Islands	4 067	4 155	4 619	4 619	4 637
North	3 422	4 034	4 034	4 172	4 384
Sai Kung	4 946	4 986	4 986	4 986	5 112
Sha Tin	5 494	6 044	6 044	6 044	6 118
Tai Po	3 686	3 686	3 686	3 686	3 686
Tsuen Wan	74	74	74	74	74
Tuen Mun	4 172	4 261	4 339	4 431	4 668
Yuen Long	8 275	8 275	8 400	8 757	8 995
Total	34 247	35 626	36 293	36 880	37 785

2. There are 176 bicycle parking spaces at covered PTIs and about 13 400 bicycle parking spaces in the vicinity of MTR stations managed by the TD.
3. The number of additional bicycle parking spaces to be provided in 2018 is as follows:

District	Number of additional bicycle parking spaces in 2018
Islands	41
North	52
Sai Kung	26
Sha Tin	0
Tai Po	48
Tsuen Wan	0
Tuen Mun	472
Yuen Long	254
Total	893

- End -

CONTROLLING OFFICER'S REPLY**THB(T)345****(Question Serial No. 4314)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government provide the following information:

The numbers of parking spaces provided in various districts in Hong Kong in the past five years (with a breakdown by public parking spaces provided by the Government, parking spaces provided at privately-operated car parks available for public use and parking spaces for the exclusive use of individuals):

	Year					
	Number of parking spaces					
District	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for the exclusive use of individuals	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
e.g. Kwai Tsing	xxxx (-2%)					

The numbers of newly registered private cars and licensed private cars in Hong Kong in the past five years; and the numbers of parking spaces provided in various districts (with breakdown by vehicle type).

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 282)

Reply:

The number of parking spaces in various districts in the past five years is tabulated at Annex 1.

The number of newly registered private cars and licensed private cars in Hong Kong in the past five years is tabulated at Annex 2.

The number of parking spaces by district and vehicle type is tabulated at Annex 3.

Number of parking spaces by district (as at February 2018)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 261	598	8 210	382	27 517	320
	(-19.9%)	(-3.2%)	(-0.2%)	(2.7%)	(-1.0%)	(0.0%)
Wan Chai	1 324	32	8 940	63	25 029	163
	(1.8%)	(0.0%)	(2.3%)	(0.0%)	(0.3%)	(0.0%)
Eastern	1 657	158	12 037	637	35 224	1 644
	(0.1%)	(-0.6%)	(2.7%)	(-18.6%)	(0.1%)	(-0.1%)
Southern	1 533	207	6 762	637	30 658	623
	(0.0%)	(-0.5%)	(0.1%)	(-3.8%)	(0.4%)	(1.8%)
Yau Tsim Mong	2 339	518	13 135	1 814	17 661	357
	(-0.0%)	(-1.7%)	(0.2%)	(-0.5%)	(0.7%)	(3.5%)
Sham Shui Po	2 301	1 097	8 028	1 459	18 312	1 067
	(3.1%)	(0.2%)	(-2.4%)	(-4.6%)	(1.4%)	(0.2%)
Kowloon City	2 445	232	7 984	1 535	38 742	589
	(0.5%)	(-0.4%)	(3.4%)	(-8.5%)	(2.1%)	(-0.5%)
Wong Tai Sin	1 074	162	5 227	232	14 558	996
	(0.0%)	(-4.1%)	(-6.3%)	(-18.0%)	(0.7%)	(2.2%)
Kwun Tong	1 791	181	12 634	1 097	31 630	3 117
	(5.0%)	(-1.1%)	(0.9%)	(3.0%)	(0.9%)	(-5.1%)
Tsuen Wan	1 457	87	9 434	1 158	24 896	1 128
	(-0.1%)	(-3.3%)	(0.1%)	(2.3%)	(3.3%)	(3.2%)
Tuen Mun	1 582	379	8 619	1 239	30 508	1 080
	(2.9%)	(8.3%)	(1.2%)	(-2.7%)	(2.3%)	(0.0%)
Yuen Long	1 655	577	8 482	437	30 720	1 440
	(11.6%)	(6.7%)	(1.4%)	(-2.2%)	(3.3%)	(7.6%)
North	1 663	486	5 068	621	14 559	790
	(0.1%)	(1.0%)	(-0.1%)	(-2.4%)	(-1.2%)	(-0.9%)
Tai Po	1 869	415	5 496	332	21 134	587
	(14.2%)	(-1.9%)	(-4.1%)	(-19.4%)	(1.1%)	(-6.1%)
Sai Kung	2 174	500	10 631	432	27 014	992
	(1.1%)	(-2.9%)	(0.8%)	(-0.7%)	(3.8%)	(0.2%)
Sha Tin	2 493	355	16 144	1 153	53 552	1 447
	(14.5%)	(2.3%)	(4.2%)	(0.8%)	(1.7%)	(-0.1%)
Kwai Tsing	1 433	365	9 854	7 499	24 186	3 342
	(-1.8%)	(5.2%)	(1.6%)	(3.7%)	(-0.4%)	(0.5%)
Islands	492	132	6 199	347	8 874	526
	(0.4%)	(1.5%)	(-12.9%)	(-13.0%)	(0.0%)	(0.0%)
Total	31 543	6 481	162 884	21 074	474 774	20 208
	(1.3%)	(0.5%)	(0.2%)	(-1.4%)	(1.2%)	(-0.1%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2017)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 821	618	8 226	372	27 790	320
	(1.7%)	(1.6%)	(2.6%)	(-3.4%)	(3.0%)	(-0.6%)
Wan Chai	1 301	32	8 739	63	24 955	163
	(-0.8%)	(0.0%)	(2.0%)	(0.0%)	(-0.9%)	(0.6%)
Eastern	1 655	159	11 724	783	35 204	1 645
	(0.2%)	(8.9%)	(-0.3%)	(0.3%)	(2.7%)	(1.4%)
Southern	1 533	208	6 752	662	30 530	612
	(1.7%)	(-1.0%)	(2.5%)	(36.2%)	(2.8%)	(-6.4%)
Yau Tsim Mong	2 340	527	13 108	1 824	17 544	345
	(0.5%)	(-0.4%)	(3.9%)	(-2.6%)	(5.0%)	(4.9%)
Sham Shui Po	2 232	1 095	8 224	1 529	18 063	1 065
	(-1.1%)	(-3.4%)	(-2.3%)	(28.8%)	(0.8%)	(-6.3%)
Kowloon City	2 433	233	7 722	1 677	37 960	592
	(-8.6%)	(0.0%)	(6.3%)	(-11.0%)	(6.4%)	(11.1%)
Wong Tai Sin	1 074	169	5 577	283	14 451	975
	(-3.9%)	(-11.1%)	(5.1%)	(-12.1%)	(0.4%)	(2.5%)
Kwun Tong	1 705	183	12 519	1 065	31 344	3 286
	(4.5%)	(-18.3%)	(-2.6%)	(-25.5%)	(2.3%)	(3.3%)
Tsuen Wan	1 458	90	9 422	1 132	24 101	1 093
	(2.7%)	(1.1%)	(0.2%)	(-1.5%)	(1.4%)	(8.2%)
Tuen Mun	1 537	350	8 521	1 274	29 833	1 080
	(-0.1%)	(6.4%)	(3.4%)	(-1.4%)	(0.8%)	(2.5%)
Yuen Long	1 483	541	8 368	447	29 739	1 338
	(6.5%)	(16.3%)	(4.4%)	(3.5%)	(3.3%)	(2.3%)
North	1 662	481	5 075	636	14 731	797
	(-2.8%)	(0.4%)	(1.7%)	(8.3%)	(4.1%)	(7.0%)
Tai Po	1 636	423	5 732	412	20 911	625
	(-0.4%)	(-0.2%)	(3.2%)	(-2.4%)	(0.2%)	(-2.8%)
Sai Kung	2 151	515	10 549	435	26 020	990
	(2.3%)	(5.7%)	(12.5%)	(-22.5%)	(7.1%)	(15.4%)
Sha Tin	2 177	347	15 493	1 144	52 676	1 449
	(6.2%)	(-3.1%)	(-3.8%)	(-1.5%)	(1.5%)	(2.7%)
Kwai Tsing	1 460	347	9 697	7 234	24 295	3 325
	(-4.5%)	(-2.3%)	(0.0%)	(5.9%)	(4.8%)	(4.0%)
Islands	490	130	7 119	399	8 870	526
	(9.4%)	(11.1%)	(2.8%)	(50.6%)	(13.5%)	(-7.9%)
Total	31 148	6 448	162 567	21 371	469 017	20 226
	(0.2%)	(0.6%)	(1.8%)	(1.3%)	(2.9%)	(2.7%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2016)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 775	608	8 018	385	26 985	322
	(0.3%)	(1.5%)	(0.2%)	(5.2%)	(0.4%)	(0.0%)
Wan Chai	1 312	32	8 567	63	25 178	162
	(-0.4%)	(0.0%)	(0.3%)	(0.0%)	(1.0%)	(4.5%)
Eastern	1 652	146	11 760	781	34 278	1 622
	(0.8%)	(24.8%)	(-1.1%)	(6.0%)	(0.1%)	(-1.5%)
Southern	1 508	210	6 588	486	29 698	654
	(-0.7%)	(0.0%)	(-1.1%)	(18.0%)	(0.2%)	(0.0%)
Yau Tsim Mong	2 329	529	12 622	1 872	16 714	329
	(-0.3%)	(-0.2%)	(-1.0%)	(-5.8%)	(4.2%)	(20.1%)
Sham Shui Po	2 257	1 134	8 416	1 187	17 912	1 137
	(-3.8%)	(-0.4%)	(-1.3%)	(-32.1%)	(1.5%)	(1.8%)
Kowloon City	2 663	233	7 267	1 885	35 683	533
	(-0.4%)	(0.0%)	(-6.1%)	(-10.0%)	(0.1%)	(0.0%)
Wong Tai Sin	1 118	190	5 308	322	14 396	951
	(2.3%)	(1.1%)	(-0.4%)	(-14.8%)	(0.4%)	(0.0%)
Kwun Tong	1 632	224	12 847	1 429	30 633	3 181
	(2.8%)	(0.0%)	(-6.4%)	(-14.8%)	(2.0%)	(0.3%)
Tsuen Wan	1 420	89	9 405	1 149	23 765	1 010
	(0.0%)	(0.0%)	(7.1%)	(2.3%)	(2.7%)	(0.2%)
Tuen Mun	1 539	329	8 243	1 292	29 594	1 054
	(0.5%)	(-2.4%)	(1.3%)	(2.5%)	(0.5%)	(0.0%)
Yuen Long	1 392	465	8 015	432	28 799	1 308
	(-2.3%)	(-11.3%)	(0.1%)	(-2.9%)	(0.1%)	(-0.5%)
North	1 710	479	4 991	587	14 145	745
	(0.0%)	(0.0%)	(2.5%)	(-5.6%)	(0.7%)	(0.0%)
Tai Po	1 643	424	5 556	422	20 873	643
	(0.0%)	(-1.4%)	(-0.8%)	(-25.0%)	(5.1%)	(0.8%)
Sai Kung	2 102	487	9 380	561	24 290	858
	(0.0%)	(-2.2%)	(4.4%)	(9.8%)	(1.7%)	(-14.5%)
Sha Tin	2 049	358	16 110	1 161	51 874	1 411
	(-0.2%)	(-5.3%)	(-1.0%)	(-7.5%)	(1.2%)	(0.0%)
Kwai Tsing	1 529	355	9 697	6 828	23 187	3 198
	(2.9%)	(-2.2%)	(-1.9%)	(-3.6%)	(0.4%)	(0.1%)
Islands	448	117	6 925	265	7 815	571
	(2.1%)	(5.4%)	(1.3%)	(-4.0%)	(0.4%)	(0.0%)
Total	31 078	6 409	159 715	21 107	455 819	19 689
	(-0.0%)	(-1.1%)	(-0.5%)	(-6.6%)	(1.1%)	(-0.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2015)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 768 (0.3%)	599 (0.0%)	8 002 (-0.7%)	366 (0.0%)	26 871 (0.3%)	322 (0.0%)
Wan Chai	1 317 (-0.1%)	32 (0.0%)	8 541 (-1.6%)	63 (1.6%)	24 935 (0.2%)	155 (0.0%)
Eastern	1 639 (-1.1%)	117 (0.0%)	11 894 (-0.9%)	737 (0.0%)	34 230 (0.2%)	1 646 (-0.4%)
Southern	1 518 (0.9%)	210 (2.9%)	6 658 (1.6%)	412 (1.0%)	29 648 (-0.9%)	654 (0.5%)
Yau Tsim Mong	2 337 (-25.5%)	530 (-0.4%)	12 752 (1.5%)	1 987 (2.6%)	16 042 (-0.2%)	274 (0.0%)
Sham Shui Po	2 347 (11.5%)	1 138 (1.7%)	8 523 (-1.7%)	1 748 (-0.6%)	17 644 (2.9%)	1 117 (-0.3%)
Kowloon City	2 673 (11.9%)	233 (0.0%)	7 735 (3.3%)	2 094 (14.5%)	35 634 (0.6%)	533 (1.1%)
Wong Tai Sin	1 093 (0.2%)	188 (0.0%)	5 329 (-6.0%)	378 (-7.4%)	14 336 (2.3%)	951 (0.0%)
Kwun Tong	1 588 (0.0%)	224 (0.4%)	13 721 (-0.7%)	1 678 (9.7%)	30 045 (1.8%)	3 171 (0.3%)
Tsuen Wan	1 420 (-3.7%)	89 (2.3%)	8 783 (-2.1%)	1 123 (-12.3%)	23 129 (0.5%)	1 008 (5.5%)
Tuen Mun	1 532 (-0.6%)	337 (0.0%)	8 141 (0.3%)	1 261 (0.0%)	29 458 (0.8%)	1 054 (0.5%)
Yuen Long	1 425 (0.1%)	524 (5.0%)	8 006 (1.5%)	445 (0.0%)	28 767 (0.5%)	1 314 (-0.1%)
North	1 710 (1.5%)	479 (0.4%)	4 869 (0.5%)	622 (3.5%)	14 043 (-0.6%)	745 (0.0%)
Tai Po	1 643 (0.0%)	430 (1.4%)	5 601 (2.1%)	563 (0.0%)	19 856 (3.2%)	638 (0.0%)
Sai Kung	2 102 (2.4%)	498 (-4.0%)	8 985 (-0.2%)	511 (0.0%)	23 892 (0.7%)	1 003 (0.0%)
Sha Tin	2 054 (0.3%)	378 (0.0%)	16 279 (0.6%)	1 255 (-4.4%)	51 277 (0.7%)	1 411 (4.1%)
Kwai Tsing	1 486 (0.7%)	363 (-0.3%)	9 886 (2.1%)	7 082 (2.2%)	23 097 (0.3%)	3 195 (0.7%)
Islands	439 (3.5%)	111 (0.0%)	6 839 (-1.0%)	276 (-29.6%)	7 785 (8.3%)	571 (4.0%)
Total	31 091 (-0.7%)	6 480 (0.6%)	160 544 (-0.0%)	22 601 (1.2%)	450 689 (0.8%)	19 762 (0.8%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2014)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Parking spaces provided at privately-operated car parks available for public use		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 760	599	8 062	366	26 798	322
	(0.7%)	(-1.8%)	(0.1%)	(0.8%)	(-1.4%)	(0.0%)
Wan Chai	1 318	32	8 676	62	24 896	155
	(0.0%)	(10.3%)	(0.0%)	(0.0%)	(-0.3%)	(0.0%)
Eastern	1 657	117	12 000	737	34 159	1 653
	(-0.8%)	(0.0%)	(-0.2%)	(-12.7%)	(0.1%)	(1.4%)
Southern	1 505	204	6 553	408	29 925	651
	(2.1%)	(8.5%)	(0.0%)	(-2.2%)	(-0.1%)	(0.5%)
Yau Tsim Mong	3 137	532	12 566	1 936	16 075	274
	(0.8%)	(4.9%)	(-3.7%)	(-3.0%)	(0.2%)	(0.4%)
Sham Shui Po	2 105	1 119	8 671	1 758	17 141	1 120
	(-2.8%)	(0.0%)	(0.6%)	(1.9%)	(-0.5%)	(-1.0%)
Kowloon City	2 388	233	7 491	1 829	35 413	527
	(-1.1%)	(-14.7%)	(-0.9%)	(-1.5%)	(0.8%)	(1.0%)
Wong Tai Sin	1 091	188	5 667	408	14 017	951
	(-4.2%)	(2.7%)	(-5.8%)	(-14.5%)	(0.1%)	(-0.1%)
Kwun Tong	1 588	223	13 818	1 530	29 517	3 162
	(-6.8%)	(-13.6%)	(1.3%)	(8.4%)	(1.2%)	(1.5%)
Tsuen Wan	1 475	87	8 972	1 280	23 009	955
	(-34.5%)	(0.0%)	(-7.8%)	(-13.1%)	(0.7%)	(0.0%)
Tuen Mun	1 541	337	8 113	1 261	29 226	1 049
	(0.5%)	(0.0%)	(-4.0%)	(-5.5%)	(1.0%)	(-0.4%)
Yuen Long	1 424	499	7 886	445	28 622	1 315
	(-0.5%)	(0.4%)	(3.6%)	(0.5%)	(7.3%)	(4.5%)
North	1 684	477	4 846	601	14 131	745
	(0.0%)	(0.0%)	(-15.7%)	(0.5%)	(1.3%)	(0.0%)
Tai Po	1 643	424	5 484	563	19 241	638
	(6.3%)	(0.0%)	(8.4%)	(40.0%)	(3.1%)	(0.8%)
Sai Kung	2 052	519	9 005	511	23 716	1 003
	(1.6%)	(-0.4%)	(-2.8%)	(-2.5%)	(-0.7%)	(0.0%)
Sha Tin	2 047	378	16 176	1 313	50 919	1 355
	(0.3%)	(-0.8%)	(-1.2%)	(-5.6%)	(-0.4%)	(1.0%)
Kwai Tsing	1 476	364	9 682	6 928	23 035	3 174
	(-1.3%)	(-15.7%)	(3.0%)	(-0.9%)	(0.3%)	(4.4%)
Islands	424	111	6 906	392	7 189	549
	(-1.2%)	(4.7%)	(3.4%)	(14.0%)	(0.3%)	(0.9%)
Total	31 315	6 443	160 574	22 328	447 029	19 598
	(-2.7%)	(-1.6%)	(-1.2%)	(-1.4%)	(0.7%)	(1.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Annex 2

The number of newly registered private cars at end of each year from 2014 up to February 2018 and the number of licensed private cars as at end of February between 2014 and 2018 are as follows:

Year (as at year end)	Number of newly registered private cars
2014	46 636
2015	50 322
2016	41 182
2017	43 642
2018 (up to February)	6 476

Year (as at end February)	Number of licensed private cars
2014	480 319
2015	500 449
2016	523 960
2017	539 446
2018	556 407

The number of parking spaces by district and vehicle type as at February 2018 is as follows:

District	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Islands	15 565	779	226	520	17 090
Total	669 201	43 063	4 700	33 759	750 723

* The figures exclude about 300 parking spaces that are reserved for special public services, such as refuse collection or post offices' vehicles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)346****(Question Serial No. 4333)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out in the table below the numbers of applications for direct issue of Hong Kong full driving licences and the corresponding numbers of applications approved.

	Number of applications received from Mainland drivers	Number of applications approved for Mainland drivers	Number of applications received from overseas drivers (excluding Mainland drivers)	Number of applications approved for overseas drivers (excluding Mainland drivers)
2013				
2014				
2015				
2016				
2017				

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 328)Reply:

The Transport Department keeps statistics on direct issue applications based on the issuing countries or places of the driving licences but does not keep statistics on whether the applicants are Mainland or overseas drivers. The number of applications by issuing countries or places of driving licences from 2013 to 2017 is broken down as follows:

	Number of applications received from Mainland driving licence holders	Number of applications approved for Mainland driving licence holders ^{Note}	Number of applications received from overseas driving licence holders (excluding Mainland driving licence holders)	Number of applications approved for overseas driving licence holders (excluding Mainland driving licence holders) ^{Note}
2013	24 944	24 810	13 218	13 204
2014	35 058	34 949	12 475	12 459
2015	37 819	37 680	12 198	12 187
2016	35 324	35 261	11 451	11 424
2017	35 893	35 765	11 850	11 834

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)347

(Question Serial No. 5940)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the total length of cycle tracks in Hong Kong?

Please tabulate the locations and lengths of cycle tracks and the numbers of bicycle parking spaces in various districts. Please also provide the rates of increase or decrease in the past three years, as well as the estimated future rate of increase, in the provision of cycle tracks.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 150)

Reply:

The numbers of public bicycle parking spaces by district as at February 2018 are tabulated at Annex 1.

The lengths of cycle tracks by district managed by the Transport Department (TD) in the past three years are tabulated at Annex 2.

For increase in the provision of cycle tracks, the lengths of cycle tracks under construction/planning by the Civil Engineering and Development Department (CEDD) for development of the existing cycle track network in the New Territories and for new development areas/infrastructure projects are at Annex 3.

**Numbers of Existing Bicycle Parking Spaces
(as at end February 2018)**

District	Bicycle parking spaces
Central & Western	40
Wan Chai	8
Eastern	44
Southern	13
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 076
North	6 369
Sai Kung	5 762
Sha Tin	12 311
Tai Po	6 472
Tsuen Wan	107
Tuen Mun	6 016
Yuen Long	15 584
Total	59 065

Lengths of Existing Cycle Tracks by District Managed by the TD

District	Length of cycle tracks at year end (kilometres)		
	2015	2016	2017
Central & Western	0	0	0
Wan Chai	0	0	0
Eastern	0	0	0
Southern	0.3	0.3	0.3
Kowloon City	0	0	0
Sham Shui Po	0	0	0
Kwun Tong	0	0	0
Kwai Tsing	0	0	0
Yau Tsim Mong	0	0	0
Wong Tai Sin	0	0	0
Islands	14	14	14
North	27	27	27
Sai Kung	22	22	22
Sha Tin	57	57	57
Tai Po	36	36	36
Tsuen Wan	0	0	0
Tuen Mun	20	20.1	20.1
Yuen Long	45.6	45.8	46.4
Total	221.9	222.2 (+0.1%)	222.8 (+0.3%)

Cycle Tracks under Construction/Planning by the CEDD

	Cycle tracks under construction/planning	Length of cycle tracks to be provided (kilometres)
1	Cycle Track Network in the New Territories	32
2	Development of Anderson Road Quarry site	2.6
3	Tung Chung New Town Extension	12
4	Kai Tak Development	13
5	Advance works at Kwu Tung North and Fanling North New Development Areas	3
6	Hung Shui Kiu New Development Area	20
7	Yuen Long South development project	12.5
8	Infrastructure works for public housing development at Area 54, Tung Chung	0.5
9	Tseung Kwan O – Lam Tin Tunnel*	1.8
10	Cross Bay Link, Tseung Kwan O#	2

* Under the Tseung Kwan O – Lam Tin Tunnel project, a cycle track will be constructed connecting the existing at grade cycle track at Tseung Kwan O Town Centre South and the proposed cycle track along the proposed Cross Bay Link.

The Cross Bay Link project includes a cycle track across Junk Bay mainly on viaduct.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)348****(Question Serial No. 5941)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government please provide:

- (a) the numbers of bicycle users in the past three years (If available, please breakdown the figures into leisure and frequent cyclists); and
- (b) the total numbers of traffic accidents, traffic accidents involving pedestrian casualty and those involving cyclist casualty in the past three years.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 151)Reply:

- (a) As there is no registration and licensing system for bicycles and cyclists, the Transport Department does not have statistics on the number of bicycle users.
- (b) The total numbers of traffic accidents, traffic accidents involving pedestrian casualty and those involving cyclist casualty in the past three years are:

Year	Total number of traffic accidents	Total number of traffic accidents involving pedestrian casualty	Total number of traffic accidents involving cyclist casualty
2015	16 170	3 397	2 351
2016	16 099	3 319	1 934
2017	15 725	3 085	1 752

Note : Among the above traffic accidents, there were 17, 15 and 22 traffic accidents in 2015, 2016 and 2017 respectively involving both pedestrian and cyclist casualty.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)349

(Question Serial No. 5942)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct any feasibility study on the bicycle-friendly policy that encourages commuting by bicycles in urban areas of Hong Kong in 2018-19? If yes, what are the details (including the government departments involved, expenditure involved, staff establishment, content, etc.)? If no, what are the reasons?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 152)

Reply:

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

As for the urban areas, the traffic is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities (including boarding and alighting of passengers by public transport vehicles) are frequent, with many vehicles passing by and stopping for

loading/unloading. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering the provision of cycle tracks in the Kai Tak Development (13 Km), in the Development of Anderson Road Quarry site project (2.6 Km), at the waterfront promenade along the new Central harbourfront (details to be further considered), and on the proposed boardwalk underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay (2 Km). Since the construction of these cycle tracks will not commence in 2018-19, there is no estimated expenditure for the construction works in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)350

(Question Serial No. 5943)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The average vehicular speed in urban areas in 2017-2018 was 21 kilometres/hour. What are the reasons for the low average vehicular speed? Does the Government have any measures for improving vehicular speeds? If yes, what are the details? If no, what are the reasons?

Besides, what are the locations and periods of roads with average vehicular speed lower than 21 kilometres/hour in 2017-2018?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 153)

Reply:

The Government attaches great importance to alleviating road traffic congestion. The Transport Advisory Committee (TAC) pointed out in the Report on Study of Road Traffic Congestion in Hong Kong (TAC Report) that the causes of road traffic congestion can be broadly grouped into the following five categories:

- (a) limited scope for building more road transport infrastructure (e.g. new roads);
- (b) excessive number of vehicles moving on the roads;
- (c) road users competing the use of road space;
- (d) management and enforcement issues; and
- (e) road works.

The Government has been taking forward progressively the host of short, medium and long term recommendations in the TAC Report.

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in

December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

The roads in urban areas with average vehicular speed lower than 21 kilometres/hour in 2017 are at Annex. It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

**Roads in urban areas with average vehicular speed[#]
lower than 21 kilometres/hour in 2017**

Hong Kong Island	
Belcher's Street	King's Road
Bonham Road	Lockhart Road
Caine Road	Lung Wo Road
Canal Road Flyover	Man Yiu Street
Catchick Street	Morrison Hill Road
Causeway Road	Park Road
Chater Road	Queen's Road Central
Des Voeux Road Central	Queen's Road East
Des Voeux Road West	Robinson Road
Electric Road	Shau Kei Wan Road
Fleming Road	Taikoo Shing Road
Gloucester Road	Tsat Tsz Mui Road
Hennessy Road	Tung Lo Wan Road
Hing Fat Street	Victoria Park Road
Ice House Street	Wan Chai Road
Java Road	Wong Nai Chung Road Flyover
Johnston Road	
Kowloon	
Argyle Street	Kai Tin Road
Boundary Street	Lai Chi Kok Road
Butterfly Valley Road	Lei Yue Mun Road
Canton Road	Lin Tak Road
Castle Peak Road	Lung Cheung Road
Chatham Road South	Ma Tau Wai Road
Chatham Road North	Mong Kok Road
Cheung Sha Wan Road	Nam Cheong Street
Cornwall Street	Nathan Road
East Kowloon Corridor	Prince Edward Road West
Fat Kwong Street	Princess Margaret Road
Gascoigne Road	Sung Wong Toi Road
Gascoigne Road Flyover	To Kwa Wan Road
Hip Wo Street	Tong Mi Road
Hong Chong Road	Un Chau Street
Jordon Road	Waterloo Road
Junction Road	

[#] The average vehicular speeds were measured in morning peak hours at 8:00am - 9:30am on weekdays.

CONTROLLING OFFICER'S REPLY

THB(T)351

(Question Serial No. 5360)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2018-19 Controlling Officer's Report, the work of the Transport Department (TD) involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. With the commissioning of the Kwun Tong Line Extension (KTE) and the completion of the waterfront promenade, hotels, office towers and new housing estates near the Hung Hom Ferry Pier, together with the successive commissioning of the Kai Tak Cruise Terminal, the Runway Park and the various projects of the West Kowloon Cultural District in the adjacent areas, the demand for transport increases. Will the Government inform this Committee of:

- (1) whether the Government will consider allocating additional manpower and resources to establish an inter-departmental group to examine the revitalisation of Hung Hom Ferry Pier by introducing new ferry services for different groups of passengers during peak and off-peak hours with a view to matching up with the development of the adjacent areas? If yes, what are the details? If no, what are the reasons?
- (2) whether it will consider leveraging on the advantages of the mass transportation system of the KTE and examine to use Hung Hom Ferry Pier for the provision of a new ferry service plying between Kak Tak and Whampoa? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. (LegCo use): 59)

Reply:

Hung Hom Ferry Pier currently provides a ferry service between North Point and Hung Hom. The average daily patronage of each sailing last year was 62, with occupancy rate at only 18%. Two ferry services plying between Hung Hom and Central and between Hung Hom and Wan Chai once operated at the pier, but ceased operation due to low patronage in 2010. Currently, in terms of external road-based transport, Hung Hom (Whampoa district) is served by multi-modal public transport services comprising 28 franchised bus routes, ten green minibus routes and six non-franchised bus routes. With the commissioning of the KTE in October 2016, the external connectivity of Hung Hom has been enhanced, and

residents travelling to and from Hong Kong Island can have more convenient choices. Furthermore, the TD has a plan to introduce one new Airport bus route via Whampoa in 2019.

For Kai Tak, there is a licensed ferry service providing daily service between North Point and Kwun Tong via Kai Tak Runway Park. There was once a kaito service plying between Kai Tak and Kwun Tong but it ceased operation in 2016 due to low patronage. Apart from ferry services, the Kai Tak Cruise Terminal is currently served by one franchised bus route and one green minibus route plying to and from Ngau Tau Kok MTR Station and Kowloon Bay MTR Station respectively. The TD will also introduce one new franchised bus route in 2018 plying between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk) to further enhance the road transport of the Kai Tak Cruise Terminal.

The Government welcomes applications from operators who are interested in providing new in-harbour licensed ferry services. When considering such applications, the Government will take into account all the relevant factors, including marine traffic, passenger demand, financial and operational viability, etc. When processing the applications for running new ferry services, the TD will also consider the need for inviting applications from the trade. Since the above work is undertaken by existing staff of the TD as part of their regular duties, there is no need to establish an inter-departmental group.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)352

(Question Serial No. 4169)

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of sign language interpretation services in the past five years, will the Government inform this Committee of the following:

1. Have sign language interpretation services been provided? If yes, what are the frequency, occasions and causes for providing sign language interpretation services in each year?
2. Further to the above item, what are the number of sign language interpreters involved in each year, their pay and the organisations to which they belong? What is the total expenditure involved in each year?
3. Will the Government consider allocating more resources to improve the services for communicating with the deaf and/or persons with hearing impairment in future? If yes, what are the details (including measures, manpower and expenditure involved and timetable, etc.)? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. (LegCo use): 108)

Reply:

The Transport Department (TD) has not provided sign language interpretation services over the past five years. Members of the public can make use of the majority of the services provided by the TD through mail, GovHK website or agents. According to the TD's records, occasions where sign language interpretation service was required by the deaf and/or persons with hearing impairment using the TD's services were very rare. In providing services to those in need, the TD's staff members can make special arrangements to communicate with them (such as by writing), and offer assistance to them to seek sign language interpretation service provided by social welfare organisations so that they can be accompanied and assisted by sign language interpreters when using services provided by the TD.

CONTROLLING OFFICER'S REPLY**THB(T)353****(Question Serial No. 5872)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The performance measures adopted by the Transport Department (TD) in respect of planning and development include public transport forward planning programmes processed, bus service rationalisation packages processed and bus-bus interchange schemes introduced. The TD is also responsible for enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators. Please advise this Committee of the following:

- (a) the staff resources and expenditure involved in enforcing legislation such as Cap 230 and Cap 374 related to monitoring of the safety of public transport of the public transport operators in the past three years.
- (b) monitoring the service level safety of the bus companies pursuant to Cap 230 from 2013 to 2017. Please reply in the following table:

Date: (e.g. January 2013)				
Route number	Date of site inspection	Details of site inspection	Number of inspection staff	Notifying bus companies or not before the inspection

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 87)Reply:

- (a) The regulation and monitoring of the safety of public transport services under the Public Bus Services Ordinance (Cap 230) and the Road Traffic Ordinance (Cap 374) are mainly undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions are each headed by an Assistant Commissioner, and supported by a total of about 150 staff of various ranks, namely Principal Transport Officer, Chief Engineer, Chief Transport

Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. The regulation and monitoring tasks are undertaken by the above staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

- (b) Site inspections are carried out by the TD to monitor the service level of franchised bus companies, including issues relating to bus safety (such as speeding, overload or improper driving behaviors). The work involved in site inspections is undertaken by the existing staff of the TD and there is no separate breakdown of the expenditure involved. The number of site inspections conducted in each year from 2013 to 2017 is as follows:

Year	2013	2014	2015	2016	2017
Number of site inspections conducted	168	459	869	847	983

Details of each site inspection requested are not readily available.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)354****(Question Serial No. 5873)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the performance measures of the Transport Department (TD) in respect of planning and development is on the processing of the project definition statements (PDS)/technical feasibility statements (TFS) for inclusion of transport infrastructure projects in Public Works Programme. In this connection, please advise on:

(a) the details of PDS/TFS processed in the past five years

Title of PDS/TFS	Start date of vetting	End date of vetting	Contents of PDS/TFS	Locations involved in PDS/TFS

(b) how the TD monitored if the traffic facilities and measures as mentioned in PDS/TFS have been implemented in the past five years

Title of PDS/TFS	Proposals on traffic facilities and measures	Have the contents of PDS/TFS been implemented?	Reasons for not implementing contents of PDS/TFS (if applicable)

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 88)Reply:

Details of PDS and TFS processed by the TD in the past five years are at Annex 1 and Annex 2 respectively.

PDS processed by TD in the past five years

PDS	Start and End date of processing PDS	Proposed Measures	Location	Have the contents of PDS been implemented and reasons for not implementing them
1. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	May - Jun 2013	To construct an elevated pedestrian walkway to connect Long Ping Station to Kau Yuk Road.	Yuen Long	The Transport and Housing Bureau (THB) plans to submit funding application in the current legislative session to take forward the construction works of the proposed project.
2. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	May - Jun 2013	To modify various roundabouts and connecting traffic lanes at Container Port Road South and Tsing Yi Road.	Kwai Chung and Tsing Yi	Site investigation and preliminary design in progress.
3. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	Jul - Aug 2013	To construct a covered inclined lift system along the hillside to connect Tai Wo Hau Road and Wo Tong Tsui Street.	Kwai Chung	The advance works commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.
4. Lift and Pedestrian Walkway System at Luen On Street	Jan 2014	To construct lift towers and elevated walkway system to link Luen On Street and Kung Lok Road.	Kwun Tong	Site investigation and preliminary design in progress.

PDS	Start and End date of processing PDS	Proposed Measures	Location	Have the contents of PDS been implemented and reasons for not implementing them
5. Provision of Kwong Fuk Vehicular Bridge (Re-alignment)	Nov 2014 - Feb 2015	To provide an additional Kwong Fuk vehicular bridge (re-alignment).	Tai Po	TFS under preparation.
6. Reprovisioning of public transport terminus in Hang Mei Street	Dec 2014 - May 2015	To construct a covered public transport terminus at Hang Mei Street for in-situ reprovisioning of an open-air public transport terminus.	Tsing Yi	Works to commence upon readiness of the site.
7. Route 11 (between North Lantau and Yuen Long)	Jul - Aug 2015	To construct a highway connecting North Lantau and Yuen Long including related connecting roads.	North Lantau to Yuen Long	Funding application to the Legislative Council (LegCo) in process.
8. Reconstruction of Pak Kok Pier on Lamma Island	Aug - Sep 2015	To reconstruct the existing Pak Kok Pier.	Lamma Island	Preliminary environmental review under preparation.

PDS	Start and End date of processing PDS	Proposed Measures	Location	Have the contents of PDS been implemented and reasons for not implementing them
9. Installation of Additional Traffic Detectors, Speed Map Panels and Journey Time Indication Systems	May - Jun 2017	To install additional traffic detectors along remaining strategic routes and selected major roads, and additional Speed Map Panels and Journey Time Indication Systems at critical traffic divergent points.	Along strategic routes which have not yet been installed with traffic detectors or covered by the project “Installation of Traffic Detectors”, and some selected major roads	The THB and the TD plan to submit funding application to the LegCo in the current legislative session to take forward the proposed project.

TFS processed by TD in the past five years

TFS	Start and End date of processing TFS	Proposed Measures	Location	Have the contents of TFS been implemented, and reasons for not implementing them
1. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	Jun - Jul 2013	To construct an elevated pedestrian walkway to connect Long Ping Station to Kau Yuk Road.	Yuen Long	The THB plans to submit funding application in the current legislative session to take forward the construction works of the proposed project.
2. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	Feb - Apr 2014	To modify various roundabouts and connecting traffic lanes at Container Port Road South and Tsing Yi Road.	Kwai Chung and Tsing Yi	Site investigation and preliminary design in progress.
3. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	Feb - Apr 2014	To construct a covered inclined lift system along the hillside to connect Tai Wo Hau Road and Wo Tong Tsui Street.	Kwai Chung	The advance works commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.

TFS	Start and End date of processing TFS	Proposed Measures	Location	Have the contents of TFS been implemented, and reasons for not implementing them
4. Provision of bus lay-by at Cape Collinson Road near Shek O Road	May - Jun 2014	To provide an additional bus bay at Cape Collinson Road near Shek O Road, widen associated footpaths and conduct related drainage and geotechnical works.	Chai Wan	Site investigation and preliminary design in progress.
5. Lift and Pedestrian Walkway System at Luen On Street	Jun - Jul 2014	To construct lift towers and elevated walkway system to link Luen On Street and Kung Lok Road.	Kwun Tong	Site investigation and preliminary design in progress.
6. Reconstruction of Pak Kok Pier on Lamma Island	Jan - May 2016	To reconstruct the existing Pak Kok Pier.	Lamma Island	Preliminary environmental review under preparation.
7. Installation of Additional Traffic Detectors, Speed Map Panels and Journey Time Indication Systems	Jul 2017	To install additional traffic detectors along remaining strategic routes and selected major roads, and additional Speed Map Panels and Journey Time Indication Systems at critical traffic divergent points.	Along strategic routes which have not yet been installed with traffic detectors or covered by the project "Installation of Traffic Detectors", and some selected major roads	The THB and the TD plan to submit funding application to the LegCo in the current legislative session to take forward the proposed project.

CONTROLLING OFFICER'S REPLY**THB(T)355****(Question Serial No. 5886)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the programmes of the Transport Department (TD) is licensing of vehicles and drivers. Please advise this Committee of the following:

- a. What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2015-16						
2016-17						
2017-18						

- b. How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2015-16						
2016-17						

2017-18						
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- c. What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2015-16			
2016-17			
2017-18			

- d. What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2015-16				
2016-17				
2017-18				

- e. Did the TD spot any unregistered LHD vehicles being driven in Hong Kong in the past five years? What were the numbers of prosecutions and convictions?
- f. What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Would the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?
- g. What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2018-19?
- h. Will the second phase of the Scheme be implemented in 2018-19? Please advise on details of the plan and the estimated expenditure for 2018-19.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 44)

Reply:

- a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2015-16 to 2017-18 (up to end February 2018) is tabulated below:

Financial year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2015-16	37 312	134	204 650
2016-17	35 467	27	240 117
2017-18 (up to end February 2018)	32 109	138	272 226

Note: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing countries/places of the driving licences held by the drivers applying for direct issue of a Hong Kong full driving licence.

The staff members handling direct issue of Hong Kong full driving licences are also responsible for handling other driving licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications from Mainland drivers for direct issue of driving licences.

- b. The information in respect of the LHD vehicles from the Mainland from 2015-16 to 2017-18 (up to end February 2018) is tabulated below:

Financial year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2015-16	82	0	254
2016-17	26	0	224
2017-18 (up to end February 2018)	15	0	239

The staff members handling registration and licensing of the LHD vehicles from the Mainland are also responsible for handling other vehicle licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications pertaining to the Mainland LHD vehicles.

- c. The information of the Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2015-16 to 2017-18 (up to end February 2018) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2015-16	13	17	0
2016-17	11	13	0
2017-18 (up to end February 2017)	12	19	0

- d. Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force (HKPF) by way of summons instead of fixed penalty tickets. The HKPF does not maintain any records on whether fixed penalty tickets or summons are issued to LHD or right-hand-drive vehicles. The HKPF thus does not have information on the amount of unpaid penalties by drivers of LHD vehicles.
- e. The HKPF does not maintain any records on the number of prosecution and conviction cases against unregistered LHD vehicles.
- f. The procedures for applying for first registration and licensing of the LHD vehicles, including those from the Mainland, are generally the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing. Moreover, the LHD vehicles should also apply for LHD permits when applying for registration. Similar to other commercial vehicles and private cars aged 6 years or above in Hong Kong, the LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.
- g. The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. Since then and up to 28 February 2018, the TD has received a total of 13 591 applications for the Scheme with 12 841 applications approved. In 2015-16 and 2016-17, the annual expenditure for the Scheme was \$3.26 million and \$3.35 million respectively. The estimated expenditure in 2017-18 and 2018-19 is \$3.22 million and \$3.23 million respectively, which mainly covers staff cost and system maintenance charges.
- h. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)), the Government of the HKSAR and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable. The position remains the same.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)356

(Question Serial No. 6367)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please advise the expenditure and manpower involved in developing the system for the implementation of the Scheme. Will the Government explore the possibility of including transport fares paid by mobile payment tools (e.g. mobile phone applications) under the Scheme in future?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 171)

Reply:

The Government estimates that a non-recurrent expenditure of \$69.85million is required for developing a new system to process subsidy, modifying relevant software and hardware and installing dedicated Octopus readers for subsidy collection and registration of expenses on monthly/day passes for implementing the Scheme. Also, the Transport Department (TD) has created 15 non-directorate civil service posts from 2017-18 for implementing the Scheme.

The Government welcomes the public transport sector to introduce new electronic payment technology or systems for fare collection. To this end, the TD issued the relevant guidelines in June 2017. At the same time, we are open-minded on exploring the feasibility of including new electronic payment systems under the Scheme in future, provided that the payment systems are reliable, user-friendly and efficient, and would not cause disruption to the operation of the public transport and the road or traffic conditions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)357****(Question Serial No. 5859)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development
(2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding “to explore and introduce measures to increase provision of parking spaces in the short and medium to long term”, please advise on the number of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in the past three years? How much resources will be set aside this year to tackle the shortage of parking spaces in Hong Kong? What is the plan in the next three years for increasing the number of parking spaces?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. (LegCo use): 56)Reply:

As at February 2018, the number of licensed vehicles is 764 661 and the number of parking spaces is 751 040.

The number of fixed penalty tickets issued by the Hong Kong Police Force against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap 237) in the past three years is as follows:

Year	2015	2016	2017
Number of fixed penalty tickets issued against illegal parking	1 326 112	1 609 628	1 840 063

The Government is actively pursuing a number of measures to increase parking spaces. These measures include:

- designating suitable on-street locations as night-time parking spaces;
- requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- providing public car parks in suitable new government, institution and community facilities;
- allowing parking of school buses inside school premises after school hours;

- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Increasing the provision for parking is an ongoing task of the Transport Department and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved. As regards the study on parking for commercial vehicles, the consultancy fee is about \$4 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)358

(Question Serial No. 5470)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of improvement works for existing cycle tracks and bicycle parking facilities in new towns (especially the New Territories East and Kowloon East)? What are the details of works items and timetable? Please tabulate the information by district. Also, what is the expenditure incurred for the works involved?

Asked by: Hon QUAT Elizabeth (Member Question No. (LegCo use): 60)

Reply:

Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch improvement works are at Annex.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

In addition to improvements to existing cycle tracks, for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering a 13 km long cycle track in the Kai Tak Development.

**Locations for First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> - Near Tin Shui Wai Hospital - Yan Ying House, Tin Yan Estate - Chak Sun House, Tin Chak Estate - Wetland Park Road - Tin Yip Road Community Health Centre - Tin Shing Road - Tin Shui Road - Tin Shui Wai Park 	<ul style="list-style-type: none"> - Hung Tai Road - Near LRT Tin Shui Station - Tin Yan Estate near Yan Ying House - Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> - Long Tin Road, Ping Shan - Kam Tin Bypass - Near Pok Oi Interchange 	<ul style="list-style-type: none"> - Ping Yee Road - Near MTR Yuen Long Station - Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> - Near MTR Siu Hong Station - Tsing Tin Road across Tsun Wen Road - Junction of Hoi Wong Road/Wu Shan Road - Wu Shan Road near Wu Shan Recreation Playground - Wu Shan Road near Lung Mun Road - Ming Kum Road - Hoi Wong Road/Tuen Mun Nullah 	<ul style="list-style-type: none"> - Near Glorious Garden - Near LRT Lam Tei Station
Tsuen Wan	-	<ul style="list-style-type: none"> - Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> - Shun Tung Road - Tat Tung Road - Tung Chung Waterfront Road - Chek Lap Kok South Road 	<ul style="list-style-type: none"> - Tat Tung Road outside Tung Chung Crescent

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tseung Kwan O	<ul style="list-style-type: none"> - Tong Ming Court - Choi Ming Court - Chi Shin Street - On Ning Garden - Chung Ming Court - Po Shun Road - Po Lam Road North - Po Ning Road - Ngan O Road 	<ul style="list-style-type: none"> - Near Tseung Kwan O Hospital - Choi Ming Court
Sha Tin/ Ma On Shan	<ul style="list-style-type: none"> - Tai Po Road (Tai Wai section) - Che Kung Miu Road - Sha Tin Rural Committee Road - Sha Kok Street - Siu Lek Yuen Road - Tai Po Road (Sha Tin section) - Near Hong Kong Sports Institute - Hang Fai Road Roundabout - Junction between Sai Sha Road/On Luk Street - Near Che Kung Temple Station - Junction between Ning Tai Road/Sui Tai Road - Science Park Road 	<ul style="list-style-type: none"> - Yiu On Estate - Sun Chui Estate - Near Holford Garden - Hang Hong Street near Hang Kam Street - Lok King Street near MTR Fo Tan Station - Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> - Nga Wan Road - Junction between Nam Wan Road / Tai Po Tai Wo Road - Subway across Nam Wan Road - Subway across Yuen Shin Road near Dai Fuk Street - Subway across Tai Po Tai Wo Road near Kai Wo Road; and - Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> - On Cheung Road - On Po Road - Near Tai Wo Neighbourhood Community Centre

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Fanling/ Sheung Shui	<ul style="list-style-type: none"> - Jockey Club Road - Sha Tau Kok Road (Lung Yeuk Tau section) - Pak Wo Road near Pak Fuk Tin Sum Playground - Chi Wa Lane -Near Cheerful Park - Pak Wo Road outside Tai Ping Estate - Choi Yuen Road - Po Shek Wu Road outside KMB depot - Po Shek Wu Road outside Hing Yan Tsuen - Outside Cheung Wah Estate - Outside Choi Yuen Estate - Yip Fung Street - Near MTR Sheung Shui Station 	<ul style="list-style-type: none"> - Near MTR Fanling Station - Ching Ho Estate PTI - Near MTR Sheung Shui Station Exit A3 opposite GMB terminus - Near MTR Sheung Shui Station opposite North District Town Hall - Choi Yuen Road opposite Choi Yuen Estate

Including the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)359

(Question Serial No. 5472)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the Government's initiative to "explore and introduce measures to increase provision of parking spaces in the short and medium to long term"? What are the timetable concerned and the expenditure involved?

Asked by: Hon QUAT Elizabeth (Member Question No. (LegCo use): 61)

Reply:

The Government is actively pursuing a number of measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;
- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Increasing the provision for parking is an on-going task and is undertaken by existing staff of the Transport Department. There is no separate breakdown of manpower and expenditure involved. As regards the study on parking for commercial vehicles, the consultancy fee is about \$4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)360****(Question Serial No. 5200)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development
 (2) Licensing of Vehicles and Drivers
 (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In the past five years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?

	2013	2014	2015	2016	2017
Number of traffic accidents					
Number of prosecution cases related to access to closed roads without valid permits					

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 594)Reply:

The number of traffic accidents that occurred on the closed roads in South Lantau and the number of prosecution cases that were related to driving on such closed roads without valid permits in the past five years are provided below:

	2013	2014	2015	2016	2017
Number of traffic accidents	47	43	47	40	39
Number of prosecution cases related to driving on Lantau closed roads without valid permits	637	823	1 007	932	1 047

CONTROLLING OFFICER'S REPLY**THB(T)361****(Question Serial No. 5201)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and Drivers
(3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

How many one-off places have been issued since the introduction of the “Driving on Lantau Island” Scheme (the Scheme) in February 2016? How many places that have been issued are not used?

	Number of places allotted	Number of unused places
February 2016		
March 2016		
April 2016		
May 2016		
June 2016		
July 2016		
August 2016		
September 2016		
October 2016		
November 2016		
December 2016		
January 2017		
February 2017		
March 2017		
April 2017		
May 2017		
June 2017		
July 2017		
August 2017		
September 2017		
October 2017		
November 2017		
December 2017		
January 2018		
February 2018		

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 595)

Reply:

Since the implementation of the Scheme in February 2016 and up to end February 2018, a total of 11 489 places were allotted, details of which are provided below:

Month/Year	Number of places allotted
February 2016	50
March 2016	528
April 2016	489
May 2016	471
June 2016	467
July 2016	468
August 2016	534
September 2016	459
October 2016	439
November 2016	473
December 2016	459
January 2017	409
February 2017	452
March 2017	514
April 2017	415
May 2017	466
June 2017	525
July 2017	504
August 2017	559
September 2017	458
October 2017	461
November 2017	503
December 2017	449
January 2018	504
February 2018	433

The Transport Department does not have information on the number of issued places that were not used by the applicants.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)362****(Question Serial No. 5202)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the monthly traffic flows on the closed roads in South Lantau in the past four years.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014												
2015												
2016												
2017												

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 596)

Reply:

The average daily traffic flows of major closed road sections in South Lantau each year between 2013 and 2016 are provided below:

Year (Calendar year)	2013 (Number of vehicles)	2014 (Number of vehicles)	2015 (Number of vehicles)	2016 (Number of vehicles)
Tung Chung Road (South of Shek Mun Kap Road)	3 690	4 740	4 820	4 880
South Lantau Road	2 770	3 160	2 910	3 340
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 600	2 560	2 610	2 620
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 120	1 110	1 080	1 150

The traffic data for 2017 are being compiled and therefore are not available. The Transport Department does not have statistics on traffic flow by month.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)363****(Question Serial No. 5258)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out in the table below the numbers of applications from Mainland drivers for direct issue of Hong Kong full driving licences and the corresponding numbers of applications approved.

	Number of applications received from Mainland drivers	Number of applications approved for Mainland drivers	Number of applications received from overseas drivers (excluding Mainland drivers)	Number of applications approved for overseas drivers (excluding Mainland drivers)
2013				
2014				
2015				
2016				
2017				

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 716)Reply:

The Transport Department keeps statistics on direct issue applications based on the issuing countries or places of the driving licences but does not keep statistics on whether the applicants are Mainland or overseas drivers. The number of applications by issuing countries or places of driving licences from 2013 to 2017 is broken down as follows:

	Number of applications received from Mainland driving licence holders	Number of applications approved for Mainland driving licence holders ^{Note}	Number of applications received from overseas driving licence holders (excluding Mainland driving licence holders)	Number of applications approved for overseas driving licence holders (excluding Mainland driving licence holders) ^{Note}
2013	24 944	24 810	13 218	13 204
2014	35 058	34 949	12 475	12 459
2015	37 819	37 680	12 198	12 187
2016	35 324	35 261	11 451	11 424
2017	35 893	35 765	11 850	11 834

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

- End -

THB(T)364

Concerning the European emission standards of the franchised bus fleet of all franchised bus companies, please provide:

2. The number of buses purchased in the following years (by European emission standard):

	2011			2012			2013			2014			2015			2016			2017			2018		
Model/ Retirement Year	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II																								
Euro III																								
Euro IV																								
Euro V																								
Euro VI																								

Legend:

K: Kowloon Motor Bus Company (1933) Limited

N: New World First Bus Services Limited

C: Citybus Limited

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 305)

Reply:

- Franchised bus companies are required to deploy buses aged under 18 to provide their services. Based on the assumption that franchised buses are disposed when they reach the eighteenth anniversary since their first registration, the estimated retirement years of the franchised buses from 2018 to 2035 are tabulated below:

	Number of Licensed Franchised Buses to be Retired																	
	2018			2019			2020			2021			2022			2023		
	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	254	63	1	141	19	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	153	29	1	347	45	8	191	0	0	175	0	0	47	0	0
Euro IV	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Euro V	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E-motor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	63	1	294	48	1	347	45	8	191	0	0	176	0	0	47	0	0

	Number of Licensed Franchised Buses to be Retired																	
	2024			2025			2026			2027			2028			2029		
	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	106	0	0	53	0	0	20	0	0	0	0	0	0	0	0	0	0	0
Euro IV	0	0	0	0	0	4	0	18	5	38	20	14	43	0	0	11	0	0
Euro V	1	0	0	0	0	0	0	0	0	0	0	0	56	20	68	218	24	46
Euro VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E-motor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	107	0	0	53	0	4	20	18	5	38	20	14	99	20	68	229	24	46

	Number of Licensed Franchised Buses to be Retired																	
	2030			2031			2032			2033			2034			2035		
	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro IV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro V	120	13	117	249	31	161	259	21	121	583	119	119	483	91	172	400	177	99
Euro VI	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	1	5	0
E-motor	0	0	0	0	0	0	0	0	0	3	2	3	0	2	3	11	0	0
Total	120	13	117	249	31	161	262	22	123	586	121	122	483	93	175	412	182	99

2. When franchised bus companies acquire their buses, they have to comply with the prevailing statutory requirements on emission standard. The number of franchised buses registered from 2011 to 2018 (up to January), with breakdowns on emission standard of engines are set out below:

	Number of Franchised Buses Registered											
	2011			2012			2013			2014		
Type/Year of purchase	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	0	0	0	0	0	0	0	0	0
Euro IV	11	0	0	0	0	0	0	0	0	0	0	0
Euro V	220	24	46	120	13	118	250	31	161	259	24	118
Euro VI	0	0	0	0	0	0	0	0	0	3	1	2
E-motor	0	0	0	0	0	0	0	0	0	0	0	0
Total	231	24	46	120	13	118	250	31	161	262	25	120

	Number of Franchised Buses Registered											
	2015			2016			2017			2018		
Type/ Year of purchase	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	0	0	0	0	0	0	0	0	0
Euro IV	0	0	0	0	0	0	0	0	0	0	0	0
Euro V	583	119	120	483	91	175	400	177	99	25	8	5
Euro VI	0	0	0	0	0	0	1	5	0	0	0	0
E-motor	3	2	3	0	2	3	11	0	0	0	0	0
Total	586	121	123	483	93	178	412	182	99	25	8	5

- End -

CONTROLLING OFFICER'S REPLY

THB(T)365

(Question Serial No. 5266)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the “Control of Air Pollution in Semi-confined Public Transport Interchanges”, the Transport Department (TD) measures the air quality of semi-confined public transport interchanges (PTIs) in the territory regularly. In this regard, would the Government please inform this Committee of:

1. the locations, number of repairing works and corresponding expenses of semi-confined PTIs for unsatisfactory air flow or malfunctioned ventilation system in the recent five years; and
2. the readings of air quality measurement at each semi-confined PTI, such as Nitrogen Dioxide and particulates, the number of measurements, locations and corresponding manpower expenses in the recent five years.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 306)

Reply:

1. To ensure the proper functioning of the ventilation systems in PTIs managed by the TD, the Department engages the Electrical and Mechanical Services Department (EMSD) to conduct regular inspection and maintenance of those systems. The EMSD conducted repairing works for the ventilation systems in 20 PTIs in the past five years, which included the Central (Exchange Square) Bus Terminus, South Horizons PTI, Tin Hau Station PTI, Diamond Hill Station PTI, Whampoa Garden PTI, Cheung Sha Wan Plaza PTI, Tsim Sha Tsui East Bus Terminus (Concordia Plaza), Lam Tin Station PTI, Yen Chow Street PTI, Park Avenue PTI, Tseung Kwan O Station PTI, Sheung Shui Bus Terminus, Sha Tin Central Bus Terminus, Ma On Shan Town Centre Public Transport Terminus, Tiu Keng Leng Station PTI, Bayview Garden Bus Terminus, Luen Wo Hui Public Transport Terminus, Vision City Public Light Bus Terminus, Wu Kai Sha Station PTI and Tai Wai Station PTI. The repairing works include replacements of ventilation fans, air ducts, electrical installations and cleansing of air ducts, etc. The total expenses involved were about \$33.7 million.
2. The TD engages the EMSD to conduct air quality measurements at semi-confined PTIs managed by the Department at an interval of about two years. Each air quality measurement at a PTI would cover 24 hours. A total of about 240 air quality measurements were undertaken at 64 PTIs in the past five years. The readings of the

latest measurement of each PTI are shown in the Annex. The total expenditure (including both manpower and operating equipment) for the air quality measurements conducted in the last five years was about \$10 million.

Based on the results of air quality measurements, the TD would work with various Government departments to consider and implement improvement measures to improve the air quality in the PTIs as necessary and appropriate, including reviewing the operation and repairing schedule of ventilation systems, requesting franchised bus companies to deploy buses with better emission standard, etc.

Results of the Latest Air Quality Measurements (AQM) in PTIs managed by the TD

Location	Last AQM Date	Nitrogen Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Sulphur Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Carbon Monoxide 1-hour level ($\mu\text{g}/\text{m}^3$)
Hong Kong Island				
Admiralty Station (East) Bus Terminus	1/2017	246	19	1 072
Central (Exchange Square) Bus Terminus - Bus	10/2016	241	21	350
Central (Exchange Square) Bus Terminus - GMB	10/2016	111	79	2 202
Central (Hong Kong Station) PTI - GMB	9/2017	96	31	14 804
Central (Hong Kong Station) PTI - Bus	9/2017	184	39	813
Cyberport PTI	3/2016	211	21	2 720
Sai Wan Ho (Grand Promenade) PTI	10/2015	117	7	2 057
Shau Kei Wan Station PTI	4/2016	127	8	4 406
Shum Wan Road PTT	7/2017	168	18	718
Siu Sai Wan (Island Resort) PTI - Bus	8/2015	287	20	447
Siu Sai Wan (Island Resort) PTI - Taxi	7/2015	231	9	3 925
South Horizons PTI [#]	2/2018	197	- [#]	1 792
The Peak Public Transport Terminus	11/2016	119	23	1 341
Tin Hau Station PTI	1/2017	287	33	2 854
Tin Wan PTI	4/2016	142	11	315
Kowloon				
Cheung Sha Wan Plaza PTI	2/2017	288	18	2 642
Diamond Hill Station PTI - Bus	3/2016	174	22	2 078
Diamond Hill Station PTI - Taxi	3/2016	168	50	2 603
Island Harbourview PTI – Point A	8/2017	109	22	1 990
Island Harbourview PTI – Point B	8/2017	106	28	4 828
Kau Wa Keng PTI (Lai Chi Kok Bus Terminus))	12/2015	163	21	965
Kowloon Bay PTI	7/2016	122	17	7 390
Kowloon Station PTI - Bus	2/2016	235	40	1 047
Kowloon Station PTI - GMB	2/2016	86	13	8 351
Kowloon Tong (Festival Walk) PTI	5/2017	197	28	6 097
Kowloon Tong (Suffolk Road) PTI	8/2016	169	93	562
Lam Tin Station PTI	9/2017	646	45	1 795
Laguna City PTI	5/2017	127	17	456
Laguna Verde PTT	11/2016	174	13	1725
Langham Place Public Light Bus Terminus	4/2017	146	41	29 741
Lok Fu Bus Terminus	8/2016	288	37	1 186
Olympic Station PTI	1/2018	173	32	747
Park Avenue PTI	5/2016	235	20	1 295
Ping Shek PTI - Bus	6/2017	400	24	1 796
Ping Shek PTI - GMB	6/2017	198	29	7 256
Tsim Sha Tsui East Bus Terminus (Concordia Plaza)	1/2017	257	14	950
Tsim Sha Tsui East (Mody Road) Bus Terminus	11/2016	293	23	596

Location	Last AQM Date	Nitrogen Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Sulphur Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Carbon Monoxide 1-hour level ($\mu\text{g}/\text{m}^3$)
Whampoa Garden PTI - Bus	3/2017	233	33	1 102
Whampoa Garden PTI - GMB	3/2017	438	21	3 434
Yen Chow Street PTI	5/2016	224	23	1 427
New Territories				
Bayshore Towers PTI	9/2017	127	15	2 760
Bayview Garden Bus Terminus	1/2017	601	20	953
Discovery Park PTI	1/2018	493	71	1 213
Hang Hau Station PTI	3/2017	230	13	7 401
Kwai Fong Station Bus Terminus	11/2016	541	55	1 164
Kwai Hing Station Bus Terminus	8/2017	180	39	4 171
Kwai Shing (East) Bus Terminus	6/2016	169	4	256
Luen Wo Hui Public Transport Terminus*	5/2014*	284	30	2 000
Lung Mun Oasis Bus Terminus	6/2017	280	23	1 057
Ma On Shan Town Centre Public Transport Terminus	4/2017	319	33	1 534
Nina Tower Bus Terminus	5/2017	268	32	982
Po Lam PTI	12/2016	130	13	2 698
Sai Lau Kok PTI	4/2017	110	41	8 317
Sam Shing Bus Terminus	2/2016	148	17	1 776
Sha Tin Central Bus Terminus	6/2017	617	41	1 948
Sheung Shui Bus Terminus	7/2016	297	49	1 778
Sheung Tak Public Transport Terminus	12/2015	206	25	1 003
Tai Po Market Station Bus Terminus	5/2017	246	16	390
Tai Wai Station PTI- Bus	2/2017	260	13	1 765
Tai Wai Station PTI - GMB	2/2017	211	7	1 798
Tin Shui Wai Town Centre PTI	8/2016	196	309	2 065
Tiu Keng Leng Station PTI – Bus*	7/2014*	297	59	695
Tiu Keng Leng Station PTI - Shuttle Bus*	9/2014*	264	43	2 238
Tsuen Wan Station PTI	1/2016	279	28	993
Tsuen Wan West Station PTI	3/2017	269	23	844
Tseung Kwan O Station PTI	6/2015	251	19	934
Tsui Lam Bus Terminus	10/2016	116	10	3 253
Tuen Mun Central Bus Terminus	7/2017	122	54	1 142
Tuen Mun Pierhead Bus Terminus	9/2016	279	41	1 188
Tuen Mun Station PTI - Taxi	7/2017	234	25	4 758
Tuen Mun Station PTI - Bus	7/2017	84	27	833
Tung Chung Station Bus Terminus	12/2016	526	64	782
Yuen Long Station (North) PTI	6/2016	124	16	894
Vision City Public Light Bus Terminus	10/2016	115	17	19 339
Wu Kai Sha Station PTI - Bus	1/2018	245	32	508
Wu Kai Sha Station PTI - GMB	11/2015	66	5	1 452

Remarks:

- # No measurement for the concentration of sulphur dioxide is available.
- * Due to the need to repair the ventilation system, air quality measurements for Luen Wo Hui PTI and Tiu Keng Leng PTI were postponed. The air quality measurements for the two PTIs are scheduled for April / May 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)366

(Question Serial No. 5273)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Since the completion of the Third Comprehensive Transport Study (CTS) in 1999, the Transport and Housing Bureau has not released any comprehensive transport policy blueprint. Will the Government advise this Committee on the following:

1. Is there any timetable for conducting the Fourth CTS? If yes, what are the details? If no, what are the reasons?
2. The Transport for London published the action agenda for Healthy Streets for London last year, setting out their vision to adopt a health-oriented approach to road design as well as to reduce car usage and mitigate roadside air pollution. Does the Government have any plans to publish similar action agenda? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 307)

Reply:

1. Since 1976, the Government has conducted three CTSs to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructure so as to cater for the socio-economic development of Hong Kong. The Third CTS, completed in 1999, has laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of our passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in transport management; and (5) implementation of more environmentally-friendly transport measures. These broad directions remain applicable today.

Upon completion of the Third CTS, the TD has been updating and enhancing the CTS Model continuously to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data, ensuring the provision of robust and reliable traffic forecasts for planning purposes.

The enhanced CTS Model will produce traffic forecasts up to 2041.

The Government has been formulating transport policies through various strategic studies; for example, the “Railway Development Strategy 2014” to map out a blueprint for railway development up to 2031 and the “Public Transport Strategy Study” to review the roles and positioning of various public transport services. Besides, the Government is planning to commission the “Strategic Studies on Railways and Major Roads beyond 2030” to examine the transport infrastructure required to satisfy future traffic demand beyond 2030 as soon as funding is secured. Having regard to the above studies covering the major public transport policies and transport infrastructure planning, together with other ongoing topical studies such as the feasibility study on Electronic Road Pricing pilot scheme in Central and its adjacent areas as well as the study on enhancing walkability in Hong Kong, there is no imminent need to conduct the Fourth CTS at the moment.

2. The Government’s transport policy is based on public transport and aims to reduce reliance on private cars. At the same time, we endeavour to promote walking and cycling for short-distance commuting and as “first mile” and “last mile” connection between public transport stations and living places or office.

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed and the TD targets to complete the remainder of the first batch improvement works by end 2018. As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017.

As for the urban areas, the traffic is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities (including boarding and alighting of passengers by public transport vehicles) are frequent, with many vehicles passing by and stopping for loading/unloading. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering the provision of cycle tracks in the Kai Tak Development (13 Km), in the Development of Anderson Road Quarry site project (2.6 Km), at the waterfront promenade along the new Central harbourfront (details to be further considered), and on the proposed boardwalk underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay (2 Km).

On the other hand, the Chief Executive's 2017 Policy Address announced that the Government will continue to take forward "Walk in HK" with a view to encouraging people to walk more so as to reduce the use of mechanised transport for short-distance commuting. Among the specific measures implemented by the TD, it commissioned the "Consultancy study on Enhancing Walkability in Hong Kong" in December 2017, which aims to formulate planning and design standards based on pedestrian-first principles for developing Hong Kong into a more walkable city. The Study will make reference to overseas experiences, exemplars and practices.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)367

(Question Serial No. 5277)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Governments of Guangdong and Hong Kong have offered 10 000 quotas for enterprise vehicles, meaning that such vehicles can drive into the urban areas of Hong Kong via the Hong Kong-Zhuhai-Macao Bridge (HZMB), thereby affecting the local traffic conditions and roadside air quality. In this connection, has the Government assessed the quantity of local air pollutant emission generated under the measure as well as the impact of the measure on the traffic conditions in the neighbouring areas of the HZMB? If yes, what are the details and timetable? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 309)

Reply:

The Guangdong and Hong Kong Governments have agreed that 10 000 quotas will be provided for the Hong Kong dual-plate cross-boundary private cars to use the HZMB for access to Guangdong. These private cars are licensed vehicles in Hong Kong and are already used on the existing Hong Kong road network.

The Highways Department conducted a traffic impact assessment (TIA) and an environmental impact assessment (EIA) during the planning stage to review the traffic and environmental impact of the project. The impact assessments have already taken into account the gradual increase in local and cross-boundary traffic following the opening of the HZMB and the associated roadworks. The traffic induced from the quota for cross-boundary private car is within the forecasts of the TIA. The EIA results also forecast that the air quality in the vicinity of the HZMB would comply with relevant Air Quality Objectives.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)368

(Question Serial No. 5279)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In December 2017, the Government announced commencing the “Consultancy Study on Enhancing Walkability in Hong Kong” (Consultancy Study) and the “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” to complement Government’s efforts in promoting “Walk in HK” and fostering a pedestrian-friendly environment in Hong Kong. In this connection, will the Government advise this Committee on the following:

1. In line with the Transport and Housing Bureau’s objective of containing private car growth, has the Government formulated the future ratios of different means of commuting in Hong Kong under the relevant studies so as to increase the percentage of walking and reduce the percentage of mechanised trips? If yes, what are the details? If no, what are the reasons?
2. Will the Government consider evaluating the effects of people walking more under the relevant studies and the proposed feasible policies, including the increase in the physical activities in the community as a whole and the consequential reduction in the risk of contracting non-communicable diseases, the reduction in vehicle mileage as a result of more walking and the consequential reduction in the amounts of vehicle emissions? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 310)

Reply:

1. Under the “Walk in HK” initiative, the Transport Department (TD) commenced the Consultancy Study in December 2017. The Consultancy Study aims to formulate planning and design standards based on pedestrian-first principles for developing Hong Kong into a more walkable city. The enhanced walking environment will encourage people to walk more. The “Walk in HK” initiative aims to promote walking for short-distance commuting purposes as opposed to other mechanised modes of commuting, the TD does not have any plan to formulate any future ratios of these two modes of commuting.

2. One of the Consultancy Study's objectives is to develop favourable conditions for promoting walking which will have the benefit of improving public fitness and health. The Consultancy Study will formulate a set of key performance indicators for the planning and design of streets in order to provide favourable conditions for walking in Hong Kong. Such performance indicators include those that measure reduction in traffic volume or traffic speed, increase in pedestrian volume, reduction in pedestrian density, improvement in external environmental quality, etc.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)369****(Question Serial No. 6050)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the problem of long working hours of bus captains, will the Government inform this Committee of:

- (1) the respective contractual duty hours of bus captains employed by each of the franchised bus companies; and
- (2) the respective number of bus captains currently engaged in extra duties in each of the companies (Please provide the figures in the following table).

Franchised bus company	Overtime work per day (hours)		
	Less than two	Two to four	More than four
The Kowloon Motor Bus Company (1933) Limited			
Long Win Bus Company Limited			
Citybus Limited			
New World First Bus Services Limited			
New Lantao Bus Company (1973) Limited			

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 400)

Reply:

At present, the specific employment terms and arrangements (including working hours) for bus captains of franchised bus operators are subject to agreement between the operators and their staff. There is no uniform arrangement across different operators. According to the franchised bus operators, for full-time bus captains, the Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited have specified in the contracts that any working hours exceeding eight hours in a day will be counted as “additional work” (or “overtime” in general terms). The contractual working hours for full-time bus captains are generally eight hours a day for Citybus Limited and New World First Bus Services Limited; and nine or 12 hours for New Lantao Bus Company (1973) Limited. Given the large

number of bus captains and the fact that they joined the service at different times, the terms of contracts of individual bus captains may vary. Nevertheless, franchised bus operators shall ensure that the work arrangements are all in compliance with employment legislation as well as the requirements stipulated in the prevailing Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks issued by the Transport Department.

Detailed figures on the number of bus captains with additional work in December 2017 provided by franchised bus operators are set out below:

Franchised bus operator	No. of bus captains		
	No additional work / Less than two hours per day	Two to four hours additional work per day	More than four hours additional work per day
The Kowloon Motor Bus Company (1933) Limited	3 691	2 990	1 668
Long Win Bus Company Limited	158	306	66
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	1 036	374	217
Citybus Limited (Franchise for the Airport and North Lantau Bus Network)	345	129	38
New World First Bus Services Limited	1 009	288	239
New Lantau Bus Company (1973) Limited	138	32	0

- End -

CONTROLLING OFFICER'S REPLY

THB(T)370

(Question Serial No. 6051)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans in Kwun Tong and Wong Tai Sin District, will the Transport Department (TD) advise this Committee on the details of the proposals in respect of 2018-19 Route Planning Programmes (RPPs) for Kwun Tong and Wong Tai Sin District.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 401)

Reply:

Regarding the 2018-19 RPPs, there are a total of 57 proposals involving the bus services in Kwun Tong and Wong Tai Sin districts. Among these 57 proposals, three are on new route introduction, 44 on service enhancement, six on route cancellation or frequency reduction, and four on re-routeing. The TD is consulting the Traffic and Transport Committees (TTCs) of the Kwun Tong and Wong Tai Sin District Councils on the proposals. For details of the proposals, please refer to the consultation papers on the 2018-19 RPPs provided to the TTCs of the above District Councils in January this year. The papers can be downloaded at the TD's website:

http://www.td.gov.hk/filemanager/en/util_uarticle_cp/2018-19_kwun_tong_rpp.pdf

http://www.td.gov.hk/filemanager/en/util_uarticle_cp/2018-19_wong_tai_sin_rpp.pdf

- End -

CONTROLLING OFFICER'S REPLY**THB(T)371****(Question Serial No. 6052)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department has started implementing the “stop and go” e-payment facilities in phases at the tolled tunnels and roads. Please advise:

- (1) the tolled tunnels and roads with e-payment facilities installed; and
- (2) the tolled tunnels and roads with e-payment facilities not yet installed and the implementation plan.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 402)Reply:(1) and (2)

The respective dates of introducing “stop-and-go” e-payment facilities in each of the government tolled tunnels and roads are tabulated as follows:

Tolled tunnel/road	Dates of introducing “stop-and-go” e-payment facilities
Shing Mun Tunnels	23 July 2017
Aberdeen Tunnel	24 September 2017
Cross-Harbour Tunnel	3 December 2017
Lantau Link (Lantau Toll Plaza)	31 December 2017
Tseung Kwan O Tunnel	4 February 2018
Lion Rock Tunnel	18 March 2018
Lantau Link (Ma Wan Toll Plaza)	End-April 2018 (Planned)
Tsing Sha Highway (Cheung Sha Wan-Sha Tin Section)	End-April 2018 (Planned)
Eastern Harbour Crossing	July 2018 (Planned)

The Government plans to install “stop-and-go” e-payment facilities at the Tate's Cairn Tunnel in 2019-20 after its handover to the Government upon the expiry of its Build-Operate-Transfer franchise in July 2018.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)372****(Question Serial No. 6053)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport and Housing Bureau is responsible for steering the development of transport system of Hong Kong. In this connection, please provide the following information:

- (1) The traffic volume/capacity (v/c) ratios and average vehicular speeds of various major roads and tunnels in the past three years (please list by year).

V/c ratios and average vehicular speeds of various major roads and tunnels in 2017

Name of Road	Morning peak hours			Evening peak hours		
	Average traffic volume	v/c ratio	Average vehicular speed	Average traffic volume	v/c ratio	Average vehicular speed
Hong Kong Island						
Canal Road Flyover (south bound)						
Canal Road Flyover (north bound)						
Gloucester Road (east bound)						
Island Eastern Corridor (section near Victoria Park) (east bound)						
Island Eastern Corridor (section near Victoria Park) (west bound)						
Connaught Road West (east bound)						
Connaught Road West (west bound)						
Connaught Road Central (east bound)						
Connaught Road Central (west bound)						
Pedder Street						

Harcourt Road (towards Central)						
Hennessy Road (towards Central)						
Queen's Road Central (towards Central)						
Kowloon						
Chatham Road North (south bound)						
Chatham Road North (north bound)						
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)						
Gascoigne Road (east bound)						
Gascoigne Road (west bound)						
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)						
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)						
New Territories						
Tolo Highway (south bound)						
Tolo Highway (north bound)						
Tuen Mun Road (east bound)						
Tuen Mun Road (west bound)						
Castle Peak Road – Tsuen Wan Section (east bound)						
Castle Peak Road – Tsuen Wan Section (west bound)						
Lantau Link (east bound)						
Lantau Link (west bound)						
Fanling Highway (south bound)						
Fanling Highway (north bound)						
Tunnels						
Cross Harbour Tunnel (south bound)						
Cross Harbour Tunnel (north bound)						
Eastern Harbour Crossing (south bound)						
Eastern Harbour Crossing (north bound)						
Western Harbour Crossing (south bound)						
Western Harbour Crossing (north bound)						
Lion Rock Tunnel (south bound)						

Lion Rock Tunnel (north bound)						
Tate's Cairn Tunnel (south bound)						
Tate's Cairn Tunnel (north bound)						
Route 8 (Cheung Sha Wan to Sha Tin Section)						

V/c ratios and average vehicular speeds of major roads and tunnels in 2016 (same as above)

V/c ratios and average vehicular speeds of major roads and tunnels in 2015 (same as above)

- (2) Does the Government have any measures for improving the vehicular speeds? If yes, what are these measures? What are the expenditure involved and the anticipated completion date for each of these measures?
- (3) Has the Government conducted any study on the reasons for individual roads having low vehicular speeds? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 403)

Reply:

- (1) The average traffic volumes, v/c ratios and average vehicular speeds of the concerned roads and tunnels in 2015, 2016 and 2017 are at Annex.

The data for the concerned roads are based on the observed traffic volume data compiled in the published Annual Traffic Census, while the data for the concerned tunnels are based on the information compiled by tunnel operators. Since the traffic statistics in the Annual Traffic Census 2017 are still being processed, the traffic volumes and v/c ratios of roads for 2017 are not yet available.

A v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

The capacity data are calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity of a trunk road is often affected by the traffic congestion at its downstream roads and other slip roads^{Note 1} or other traffic factors^{Note 2}. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of a road. Very often, additional traffic data need to be collected for more in-depth professional analysis.

Since the morning and evening peak traffic demand at Cross Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel and Tate's Cairn Tunnel exceeded their design capacities, traffic queues are often formed at their slip roads before entering the above

tunnels. The v/c ratios tabulated at the Annex, which present the ratios of actual traffic volumes to design capacities of the tunnels, do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of Cross Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel and Tate's Cairn Tunnel would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity.

Also, 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 (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

Regarding the average vehicular speeds, it must be emphasised that the driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

(2) and (3)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee (TAC) in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will

also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2018-19, the estimated expenditures for the feasibility study on the ERP Pilot Scheme, the consultancy study on parking for commercial vehicles and the toll rationalisation study are \$6.4 million, \$2.52 million and \$2.22 million respectively. Other work will be absorbed by the Transport and Housing Bureau, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

Notes

- ¹ Under heavy traffic conditions, traffic queues may form as a result of congestion on the downstream side of a road. The actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width.
- ² Other factors affecting actual traffic capacity include the proportions of different types of vehicles using the road (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lower), geometry of the road section, etc.

Table 1: Traffic volumes, v/c ratios and average vehicular speeds of major roads and tunnels in 2017

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (kilometres (km) / hour (hr))	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Hong Kong Island						
Canal Road Flyover (south bound)	_*		50		_*	_#
Canal Road Flyover (north bound)			10			_#
Gloucester Road (east bound)			15			26
Island Eastern Corridor (section near Victoria Park) (east bound)			55			_#
Island Eastern Corridor (section near Victoria Park) (west bound)			25			_#
Connaught Road West (east bound)			28			42
Connaught Road West (west bound)			56			56
Connaught Road Central (east bound)			21			16
Connaught Road Central (west bound)			22			15
Pedder Street			6			7
Harcourt Road (towards Central)			43			22
Hennessy Road (towards Central)			12			12
Queen's Road Central (towards Central)			18			10
Kowloon						
Chatham Road North (south bound)	_*		4		_*	_#
Chatham Road North (north bound)			45			_#
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)			7			49
Gascoigne Road (east bound)			8			_#
Gascoigne Road (west bound)			18			_#
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)			52			_#

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (kilometres (km) / hour (hr))	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)			68			_ #
New Territories						
Tolo Highway (south bound)	_*		38	_*		_ #
Tolo Highway (north bound)			66			_ #
Tuen Mun Road (east bound)			55			63
Tuen Mun Road (west bound)			68			60
Castle Peak Road – Tsuen Wan Section (east bound)			21			_ #
Castle Peak Road – Tsuen Wan Section (west bound)			21			_ #
Lantau Link (east bound)			57			_ #
Lantau Link (west bound)			72			_ #
Fanling Highway (south bound)			75			_ #
Fanling Highway (north bound)			74			_ #
Tunnels						
Cross Harbour Tunnel (south bound)	See Table 2		29	See Table 2		25
Cross Harbour Tunnel (north bound)			35			35
Eastern Harbour Crossing (south bound)			27			54
Eastern Harbour Crossing (north bound)			37			36
Western Harbour Crossing (south bound)			48			61
Western Harbour Crossing (north bound)			51			56
Lion Rock Tunnel (south bound)			30			42
Lion Rock Tunnel (north bound)			47			39
Tate’s Cairn Tunnel (south bound)			25			60
Tate’s Cairn Tunnel (north bound)			50			44
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)			52			_ #
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)			61			_ #

- @ For traffic volume, morning and evening peak hours refer to 7:00am - 10:00am and 4:00pm – 7:00pm on weekdays respectively. The average vehicular speed is measured during morning peak hours at 8:00am - 9:30am and evening peak hours at 5:00pm - 7:00pm on weekdays.
- * The traffic data in 2017 are being processed and not yet available.
- # The Car Journey Time Survey (CJTS) did not cover the evening peak hours.

Table 2: Traffic volumes and v/c ratios of major tunnels in 2017

Name of Tunnel	Peak hours [∇]	
	Average traffic volume (vehicle/ hour)	v/c ratio
Cross Harbour Tunnel (south bound)	2 800	1.1
Cross Harbour Tunnel (north bound)	2 700	1.0
Eastern Harbour Crossing (south bound)	2 700	1.0
Eastern Harbour Crossing (north bound)	2 700	1.0
Western Harbour Crossing (south bound)	2 600	0.6
Western Harbour Crossing (north bound)	2 500	0.6
Lion Rock Tunnel (south bound)	2 700	1.0
Lion Rock Tunnel (north bound)	2 500	1.0
Tate's Cairn Tunnel (south bound)	2 300	0.9
Tate's Cairn Tunnel (north bound)	2 200	0.8
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)	2 100	0.4
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)	2 300	0.5

∇ The average traffic volume on weekdays (i.e. Monday to Friday, except public holiday) is for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m. on a weekday.

The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions.

Table 3: Traffic volumes, v/c ratios and average vehicular speeds of major roads and tunnels in 2016

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Hong Kong Island						
Canal Road Flyover (south bound)	— [^]	— [*]	38	— [^]	— [*]	— [#]
Canal Road Flyover (north bound)	— [^]	— [*]	7	— [^]	— [*]	— [#]
Gloucester Road (east bound)	4 490	0.6	19	3 870	0.5	25
Island Eastern Corridor (section near Victoria Park) (east bound)	4 770	0.6	46	4 540	0.6	— [#]
Island Eastern Corridor (section near Victoria Park) (west bound)	5 700	0.5	22	4 610	0.4	— [#]
Connaught Road West (east bound)	2 170	0.4	37	1 390	0.2	47
Connaught Road West (west bound)	1 860	0.3	61	1 420	0.3	52
Connaught Road Central (east bound)	1 720	0.3	19	1 540	0.3	23
Connaught Road Central (west bound)	1 090	0.2	26	1 090	0.2	25
Pedder Street	— [^]	— [*]	7	— [^]	— [*]	9
Harcourt Road (towards Central)	6 390	0.7	46	6 470	0.7	33
Hennessy Road (towards Central)	790	0.2	15	790	0.2	11
Queen's Road Central (towards Central)	710	0.2	18	730	0.2	12
Kowloon						
Chatham Road North (south bound)	2 700	0.5	5	1 850	0.3	— [#]
Chatham Road North (north bound)	3 850	0.6	39	4 180	0.6	— [#]
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	2 020	0.4	8	2 380	0.5	59
Gascoigne Road (east bound)	— [^]	— [*]	20	— [^]	— [*]	— [#]
Gascoigne Road (west bound)	— [^]	— [*]	24	— [^]	— [*]	— [#]
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)	4 220	0.9	55	4 140	0.9	— [#]
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)	4 100	0.9	64	3 170	0.7	— [#]

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
New Territories						
Tolo Highway (south bound)	5 860	0.9	46	4 600	0.7	- [#]
Tolo Highway (north bound)	4 050	0.6	68	3 450	0.5	- [#]
Tuen Mun Road (east bound)	5 510	0.9	45	3 840	0.6	66
Tuen Mun Road (west bound)	3 390	0.7	63	4 570	1.0	64
Castle Peak Road – Tsuen Wan Section (east bound)	- [^]	- [*]	21	- [^]	- [*]	- [#]
Castle Peak Road – Tsuen Wan Section (west bound)	- [^]	- [*]	17	- [^]	- [*]	- [#]
Lantau Link (east bound)	2 090	0.4	78	3 500	0.7	- [#]
Lantau Link (west bound)	3 750	0.8	76	2 360	0.5	- [#]
Fanling Highway (south bound)	2 420	0.5	69	2 230	0.5	- [#]
Fanling Highway (north bound)	2 240	0.5	69	2 060	0.4	- [#]
Tunnels						
Cross Harbour Tunnel (south bound)	See Table 4		34	See Table 4		28
Cross Harbour Tunnel (north bound)			34			39
Eastern Harbour Crossing (south bound)			29			60
Eastern Harbour Crossing (north bound)			37			39
Western Harbour Crossing (south bound)			52			66
Western Harbour Crossing (north bound)			61			56
Lion Rock Tunnel (south bound)			29			43
Lion Rock Tunnel (north bound)			45			35
Tate's Cairn Tunnel (south bound)			26			61
Tate's Cairn Tunnel (north bound)			50			44
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)			57			- [#]
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)			65			- [#]

[@] For traffic volume, morning and evening peak hours refer to 7:00am – 10:00am and 4:00pm – 7:00pm on weekdays respectively. The average vehicular speed is measured during morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

[^] There are no data on traffic volume at morning and evening peak hours.

^{*} There are no data on traffic volume at morning and evening peak hours, v/c ratio cannot be provided.

[#] The CJTS did not cover the evening peak hours.

Table 4: Traffic volumes and v/c ratios of major tunnels in 2016

Name of Tunnel	Peak hours [∇]	
	Average traffic volume (vehicle/ hour)	v/c ratio
Cross Harbour Tunnel (south bound)	2 800	1.1
Cross Harbour Tunnel (north bound)	2 700	1.0
Eastern Harbour Crossing (south bound)	2 700	1.0
Eastern Harbour Crossing (north bound)	2 600	1.0
Western Harbour Crossing (south bound)	2 500	0.6
Western Harbour Crossing (north bound)	2 500	0.6
Lion Rock Tunnel (south bound)	2 600	1.0
Lion Rock Tunnel (north bound)	2 500	1.0
Tate's Cairn Tunnel (south bound)	2 200	0.8
Tate's Cairn Tunnel (north bound)	2 200	0.8
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)	2 000	0.4
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)	2 200	0.5

∇ The average traffic volume on weekdays (i.e. Monday to Friday, except public holiday) is for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m. on a weekday.

The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions.

Table 5: Traffic volumes, v/c ratios and average vehicular speeds of major roads and tunnels in 2015

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Hong Kong Island						
Canal Road Flyover (south bound)	— [^]	— [*]	34	— [^]	— [*]	— [#]
Canal Road Flyover (north bound)	— [^]	— [*]	10	— [^]	— [*]	— [#]
Gloucester Road (east bound)	4 530	0.6	19	3 930	0.5	17
Island Eastern Corridor (section near Victoria Park) (east bound)	4 750	0.6	60	4 580	0.6	— [#]
Island Eastern Corridor (section near Victoria Park) (west bound)	5 650	0.5	20	4 620	0.4	— [#]
Connaught Road West (east bound)	2 150	0.4	40	1 360	0.2	39
Connaught Road West (west bound)	1 570	0.3	56	1 410	0.3	50
Connaught Road Central (east bound)	1 680	0.3	22	1 470	0.3	19
Connaught Road Central (west bound)	1 190	0.2	25	1 100	0.2	24
Pedder Street	— [^]	— [*]	— ^{\$}	— [^]	— [*]	— ^{\$}
Harcourt Road (towards Central)	6 120	0.6	45	5 750	0.6	40
Hennessy Road (towards Central)	790	0.2	14	790	0.2	12
Queen's Road Central (towards Central)	730	0.2	19	740	0.2	9
Kowloon						
Chatham Road North (south bound)	2 750	0.5	4	1 940	0.3	— [#]
Chatham Road North (north bound)	3 860	0.6	32	4 070	0.6	— [#]
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	2 030	0.4	16	2 340	0.5	49
Gascoigne Road (east bound)	— [^]	— [*]	12	— [^]	— [*]	— [#]
Gascoigne Road (west bound)	— [^]	— [*]	18	— [^]	— [*]	— [#]
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)	4 140	0.9	64	4 180	0.9	— [#]
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)	4 280	0.9	68	3 170	0.7	— [#]
New Territories						
Tolo Highway (south bound)	5 820	0.9	57	4 590	0.7	— [#]

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Tolo Highway (north bound)	3 730	0.6	69	4 040	0.6	- [#]
Tuen Mun Road (east bound)	4 870	1.0	48	3 330	0.7	- [#]
Tuen Mun Road (west bound)	2 880	0.6	69	4 350	0.9	- [#]
Castle Peak Road – Tsuen Wan Section (east bound)	- [^]	- [*]	22	- [^]	- [*]	- [#]
Castle Peak Road – Tsuen Wan Section (west bound)	- [^]	- [*]	22	- [^]	- [*]	- [#]
Lantau Link (east bound)	2 030	0.4	78	3 320	0.7	- [#]
Lantau Link (west bound)	3 270	0.7	76	2 220	0.5	- [#]
Fanling Highway (south bound)	2 090	0.4	72	2 030	0.4	- [#]
Fanling Highway (north bound)	1 910	0.4	67	2 000	0.4	- [#]
Tunnels						
Cross Harbour Tunnel (south bound)	See Table 6		32	See Table 6		41
Cross Harbour Tunnel (north bound)			30			33
Eastern Harbour Crossing (south bound)			28			54
Eastern Harbour Crossing (north bound)			40			40
Western Harbour Crossing (south bound)			54			62
Western Harbour Crossing (north bound)			59			51
Lion Rock Tunnel (south bound)			27			43
Lion Rock Tunnel (north bound)			50			36
Tate’s Cairn Tunnel (south bound)			26			55
Tate’s Cairn Tunnel (north bound)			49			45
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)			48			- [#]
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)			64			- [#]

[@] For traffic volume, morning and evening peak hours refer to 7:00am – 10:00am and 4:00pm – 7:00pm on weekdays respectively. The average vehicular speed is measured during morning peak period at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

^{*} There are no data on traffic volume at morning and evening peak hours, v/c ratio cannot be provided.

[^] There are no data on traffic volume at morning and evening peak hours.

[#] The CJTS did not cover the evening peak hours.

[§] The CJTS did not cover Pedder Street in 2015.

Table 6: Traffic volumes and v/c ratios of major tunnels in 2015

Name of Tunnel	Peak hours [∇]	
	Average traffic volume (vehicle/ hour)	v/c ratio
Cross Harbour Tunnel (south bound)	2 900	1.1
Cross Harbour Tunnel (north bound)	2 700	1.0
Eastern Harbour Crossing (south bound)	2 800	1.1
Eastern Harbour Crossing (north bound)	2 700	1.0
Western Harbour Crossing (south bound)	2 500	0.6
Western Harbour Crossing (north bound)	2 400	0.6
Lion Rock Tunnel (south bound)	2 700	1.0
Lion Rock Tunnel (north bound)	2 500	1.0
Tate's Cairn Tunnel (south bound)	2 300	0.9
Tate's Cairn Tunnel (north bound)	2 200	0.8
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)	1 800	0.4
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)	2 000	0.4

∇ The average traffic volume on weekdays (i.e. Monday to Friday, except public holiday) is for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m. on a weekday.

The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)373

(Question Serial No. 6054)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding non-franchised bus (NFB) services, please inform this Committee of the following:

- (1) the number of registered vehicles by type of passenger service licence (PSL) in the past three years;
- (2) the number of registered vehicles with more than one type of PSLs in each of the past three years; and
- (3) the number of vehicles operating scheduled service and non-scheduled service in the past three years.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 404)

Reply:

According to the Road Traffic Ordinance (Cap 374), any person who wishes to provide non-franchised bus service must be issued with a PSL by the Transport Department (TD) in respect of the vehicle(s) concerned.

There are two types of non-franchised bus, namely public bus and private bus. A vehicle will not be issued with PSLs for both public bus and private bus at the same time. Non-franchised public bus service includes Tour Service (A01), Hotel Service (A02), Student Service (A03), Employees' Service (A04), International Passenger Service (A05), Residents' Service (A06), Multiple Transport Service (A07) and Contract Hire Service (to meet ad hoc service demand not covered by the other 7 types) (A08). Non-franchised private bus service includes Student Service (B01), Employees' Service (B02), Disabled Persons' Service (B03) and Others Service (B04).

PSL holders are required to apply for the necessary service endorsement(s) from the TD for the type(s) of service they wish to provide before commencement of the service. The TD

will grant approval for applications on the merit of each case to allow the same vehicle to provide one or several types of non-franchised bus services.

The number of registered vehicles issued with PSLs for non-franchised public bus service and non-franchised private bus service, and the number of these vehicles with more than one service endorsement in the past three years is tabulated below:

	Non-franchised public bus		Non-franchised private bus	
	Number of vehicles issued with more than one service endorsement	Total	Number of vehicles issued with more than one service endorsement	Total
2017-18 (up to end February 2018)	5 714	7 044	170	684
2016-17	5 717	7 042	172	662
2015-16	5 693	7 046	171	627

The number of non-franchised buses that can provide scheduled service and/or non-scheduled service in the past three years is provided below:

	Scheduled service only (non-franchised public bus only)	Non-scheduled service only (including non-franchised public bus and non-franchised private bus)	Scheduled or non-scheduled service (non-franchised public bus only)
2017-18 (up to end February 2018)	861	995	5 872
2016-17	840	980	5 884
2015-16	870	948	5 855

- End -

CONTROLLING OFFICER'S REPLY

THB(T)374

(Question Serial No. 6055)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by each passenger vehicle type (including taxi, franchised bus, non-franchised bus, franchised light bus and non-franchised light bus) on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 405)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the 10 counting stations with the highest traffic volume recorded amongst survey cordons in the 2016 Annual Traffic Census are presented in this reply. The average occupancy and percentages by passenger vehicle type among these counting stations during morning peak hours (7:00am - 10:00am) and evening peak hours (4:00pm - 7:00pm) are at Annex.

Table

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)							
0700-0800	Proportion ^{Note 2} (%)	21.4	3.2	6.4	3.4	0.2	6.7
	Occupancy ^{Note 3}	2.1	8.0	12.0	20.5	26.4	51.8
0800-0900	Proportion (%)	18.2	1.9	5.0	2.0	0.1	5.9
	Occupancy	2.1	5.3	15.2	25.5	35.8	61.0
0900-1000	Proportion (%)	18.5	0.9	3.5	1.2	0.1	6.1
	Occupancy	2.0	2.1	11.8	12.1	20.6	34.5
1600-1700	Proportion (%)	16.4	1.6	3.2	2.0	0.2	4.9
	Occupancy	2.0	2.8	10.6	8.1	15.5	35.9
1700-1800	Proportion (%)	17.4	2.0	3.6	1.8	0.2	6.2
	Occupancy	1.8	2.1	12.5	8.2	29.6	47.6
1800-1900	Proportion (%)	14.5	0.3	5.0	1.7	0.1	6.1
	Occupancy	2.2	2.0	14.7	19.4	29.0	61.3
2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)							
0700-0800	Proportion (%)	31.7	3.4	0.6	6.5	0.0	3.6
	Occupancy	1.9	7.2	10.6	20.9	0.0	55.4
0800-0900	Proportion (%)	26.5	1.5	0.3	2.5	0.0	4.1
	Occupancy	2.1	5.4	11.5	23.1	0.0	63.8
0900-1000	Proportion (%)	30.1	0.9	0.2	2.1	0.1	3.6
	Occupancy	2.0	1.9	10.3	9.1	1.0	36.5
1600-1700	Proportion (%)	26.0	1.6	0.3	3.5	0.1	3.0
	Occupancy	1.9	3.3	6.5	9.3	1.0	28.6
1700-1800	Proportion (%)	22.3	1.3	0.3	4.0	0.1	3.3
	Occupancy	2.0	4.0	8.8	9.7	1.0	36.1
1800-1900	Proportion (%)	19.1	0.2	0.5	3.5	0.0	3.4
	Occupancy	2.2	1.3	17.0	17.0	0.0	52.9
3. Harcourt Road (Tamar Street to Arsenal Street)							
0700-0800	Proportion (%)	39.6	3.8	1.2	4.5	0.1	4.0
	Occupancy	2.1	6.1	8.8	14.2	15.0	27.8
0800-0900	Proportion (%)	35.9	0.7	0.5	4.1	0.1	5.4
	Occupancy	2.2	7.2	10.0	14.2	32.0	39.6
0900-1000	Proportion (%)	32.1	0.4	0.4	1.9	0.1	4.0
	Occupancy	2.1	2.8	7.1	8.9	3.7	21.9
1600-1700	Proportion (%)	30.1	0.6	0.3	2.3	0.1	2.5
	Occupancy	2.2	3.6	12.6	15.2	1.0	19.1
1700-1800	Proportion (%)	29.5	0.6	0.2	1.9	0.0	2.8
	Occupancy	2.3	5.3	14.7	22.1	0.0	18.5
1800-1900	Proportion (%)	29.8	0.2	0.4	3.2	0.1	2.8
	Occupancy	2.2	4.0	15.0	26.4	1.0	28.3

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway – Ting Kau Bridge)							
0700-0800	Proportion (%)	9.2	0.8	0.5	5.2	0.1	5.1
	Occupancy	1.8	7.3	13.1	25.0	1.0	61.8
0800-0900	Proportion (%)	7.5	0.3	0.5	4.3	0.0	5.3
	Occupancy	1.9	1.3	12.1	29.7	0.0	66.4
0900-1000	Proportion (%)	7.4	0.2	0.4	3.8	0.0	5.6
	Occupancy	1.9	1.5	9.1	18.5	0.0	31.5
1600-1700	Proportion (%)	6.0	0.9	0.5	3.5	0.0	4.9
	Occupancy	2.1	2.8	9.2	10.7	0.0	35.9
1700-1800	Proportion (%)	5.5	1.0	0.4	2.9	0.0	5.4
	Occupancy	2.1	4.3	14.4	22.1	0.0	50.4
1800-1900	Proportion (%)	5.6	0.3	0.5	4.5	0.0	5.1
	Occupancy	2.2	1.6	12.9	20.2	0.0	68.2
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)							
0700-0800	Proportion (%)	6.9	0.6	0.2	2.3	0.0	2.1
	Occupancy	2.2	6.1	13.4	14.5	0.0	62.2
0800-0900	Proportion (%)	7.4	0.4	0.2	3.1	0.1	1.9
	Occupancy	2.0	3.8	11.0	11.0	4.0	62.9
0900-1000	Proportion (%)	7.9	0.3	0.1	1.7	0.0	2.0
	Occupancy	2.1	4.4	14.0	9.3	0.0	34.2
1600-1700	Proportion (%)	5.8	0.7	0.3	2.0	0.0	1.9
	Occupancy	1.9	3.6	10.0	7.3	0.0	35.7
1700-1800	Proportion (%)	7.1	0.6	0.3	2.3	0.1	2.1
	Occupancy	1.8	3.6	12.9	11.5	1.0	47.9
1800-1900	Proportion (%)	5.7	0.4	0.2	2.7	0.0	1.8
	Occupancy	2.1	1.1	15.7	26.4	0.0	68.6
6. Cross Harbour Tunnel (Toll Plaza to South Portal)							
0700-0800	Proportion (%)	12.9	1.5	1.1	4.2	0.0	5.4
	Occupancy	2.0	9.9	13.9	8.1	0.0	57.3
0800-0900	Proportion (%)	6.4	0.6	0.3	3.7	0.0	6.9
	Occupancy	2.0	4.6	2.5	6.3	0.0	72.7
0900-1000	Proportion (%)	6.9	0.2	0.4	3.9	0.0	8.3
	Occupancy	2.2	1.7	4.2	9.6	0.0	43.9
1600-1700	Proportion (%)	8.4	0.7	0.0	4.8	0.0	5.6
	Occupancy	2.1	5.6	0.0	7.8	0.0	45.5
1700-1800	Proportion (%)	4.3	1.2	0.5	4.5	0.0	5.9
	Occupancy	2.4	2.9	3.0	9.3	0.0	60.6
1800-1900	Proportion (%)	8.8	0.6	0.7	2.7	0.0	6.1
	Occupancy	2.4	2.1	13.4	7.9	0.0	85.2

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
7. Chatham Road North (Wuhu Street to Hong Chong Road)							
0700-0800	Proportion (%)	21.0	3.0	3.8	5.8	0.1	6.4
	Occupancy	2.1	8.5	11.6	17.0	64.0	42.9
0800-0900	Proportion (%)	17.8	1.4	1.9	3.9	0.1	5.6
	Occupancy	2.1	3.4	12.3	22.1	9.0	58.0
0900-1000	Proportion (%)	21.1	0.8	2.0	2.9	0.0	7.0
	Occupancy	2.0	4.4	10.3	14.7	0.0	33.4
1600-1700	Proportion (%)	25.2	1.4	2.3	3.8	0.0	5.5
	Occupancy	1.9	4.5	9.5	13.7	0.0	40.3
1700-1800	Proportion (%)	23.2	1.2	2.9	5.2	0.0	7.4
	Occupancy	2.1	3.1	11.9	16.4	0.0	47.0
1800-1900	Proportion (%)	22.5	0.3	2.1	6.2	0.0	5.9
	Occupancy	2.2	4.8	14.2	24.0	0.0	61.4
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)							
0700-0800	Proportion (%)	16.9	2.0	2.6	3.7	0.1	3.7
	Occupancy	2.0	6.1	11.8	19.4	26.0	55.1
0800-0900	Proportion (%)	14.8	0.5	3.5	2.9	0.1	3.1
	Occupancy	2.1	5.4	12.7	17.9	59.0	63.0
0900-1000	Proportion (%)	15.0	0.5	2.2	1.2	0.1	3.4
	Occupancy	1.9	1.8	9.3	10.9	18.0	34.8
1600-1700	Proportion (%)	13.9	1.5	1.5	2.5	0.0	3.4
	Occupancy	1.9	4.3	10.3	5.8	0.0	45.0
1700-1800	Proportion (%)	11.7	1.2	2.3	2.0	0.1	3.7
	Occupancy	1.8	4.1	12.4	14.5	1.0	58.8
1800-1900	Proportion (%)	10.3	0.5	4.1	2.2	0.0	3.3
	Occupancy	1.9	3.2	14.6	21.1	0.0	73.5
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)							
0700-0800	Proportion (%)	11.2	0.8	2.1	5.2	0.1	1.1
	Occupancy	2.2	6.3	14.1	17.3	31.2	21.8
0800-0900	Proportion (%)	9.0	0.7	2.1	3.3	0.1	0.6
	Occupancy	2.2	3.3	14.4	18.3	35.9	36.1
0900-1000	Proportion (%)	8.0	0.8	1.4	2.7	0.1	1.1
	Occupancy	2.0	2.2	14.6	10.0	22.5	19.7
1600-1700	Proportion (%)	8.4	1.2	1.0	3.6	0.1	1.3
	Occupancy	2.2	3.4	14.1	15.7	26.6	26.6
1700-1800	Proportion (%)	9.1	1.4	0.9	4.5	0.1	1.0
	Occupancy	2.3	2.4	15.0	11.4	33.9	34.9
1800-1900	Proportion (%)	7.0	0.5	2.0	2.5	0.1	0.8
	Occupancy	2.2	1.5	16.3	19.2	34.3	46.1

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)							
0700-0800	Proportion (%)	18.3	2.0	2.3	2.5	0.0	2.5
	Occupancy	2.1	4.1	13.6	16.0	0.0	82.4
0800-0900	Proportion (%)	14.6	0.9	2.1	2.7	0.0	2.7
	Occupancy	2.2	6.3	14.7	23.8	0.0	79.8
0900-1000	Proportion (%)	16.0	0.5	1.1	2.5	0.0	3.4
	Occupancy	2.0	3.3	12.5	7.6	0.0	41.2
1600-1700	Proportion (%)	14.1	2.0	0.4	2.1	0.0	2.2
	Occupancy	1.6	3.5	12.4	10.3	0.0	44.4
1700-1800	Proportion (%)	11.7	1.4	0.7	1.8	0.0	2.8
	Occupancy	1.9	2.4	15.4	7.2	0.0	59.7
1800-1900	Proportion (%)	9.8	0.2	1.6	1.2	0.0	2.6
	Occupancy	2.1	2.3	16.4	22.0	0.0	83.9

Note 1: S.D. – single-decked; D.D. – double-decked.

Note 2: The proportion refers to the percentage of vehicles among the total number of vehicles.

Note 3: The average occupancy of vehicles (in persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)375****(Question Serial No. 6056)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the short-term tenancy (STT) car parks and numbers of parking spaces therein in the 18 districts in Hong Kong; and if possible, please provide a breakdown of the numbers of parking spaces by vehicle type (such as private car parking spaces, van-type light goods vehicle parking spaces and motorcycle parking spaces, etc.).

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 406)Reply:

The number of STT public fee-paying car parks and the number of parking spaces in these car parks by vehicle type in each of the 18 districts are as follows:

District	Number of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private car#	Goods vehicle	Coach/Bus	Motorcycle
Central & Western	4	2	283	4	11
Eastern	11	1 268	194	75	31
Southern	6	199	73	31	0
Wan Chai	0	0	0	0	0
Kowloon City	11	1 534	400	575	5
Kwun Tong	9	971	189	44	0
Sham Shui Po	6	672	388	52	15
Wong Tai Sin	6	378	18	78	30
Yau Tsim Mong	7	743	119	6	1
North	16	2 320	354	0	22
Sai Kung	16	3 048	216	7	7
Sha Tin	15	2 495	215	33	8
Tai Po	8	1 116	151	0	22
Islands	2	67	0	0	0

District	Number of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private car#	Goods vehicle	Coach/Bus	Motorcycle
Kwai Tsing	41	2 023	5 479	177	14
Tsuen Wan	10	1 965	152	29	24
Tuen Mun	15	1 758	479	0	6
Yuen Long	8	797	53	0	22
Total	191	21 356	8 763	1 111	218

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)376****(Question Serial No. 6057)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development
(3) District Traffic and Transport ServiceControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The estimates of expenditure mentioned about the improvement of franchised bus service. Please advise this Committee of the following:

- (1) The numbers of franchised bus routes currently plying the three road harbour crossings and three land tunnels between Kowloon and Sha Tin.
- (2) The annual toll revenue collected from franchised buses using the respective tunnels.
- (3) Would the Government consider subsidising toll charges for public transport services operating via road harbour crossings so as to divert traffic flows and to encourage the public to use public transport services?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 407)Reply:

- (1) The number of franchised bus routes currently plying the three road harbour crossings and three land tunnels between Kowloon and Sha Tin is set out below:

Tunnel name	Number of franchised bus routes plying (as at the end of 2017)#
Cross-Harbour Tunnel	33
Eastern Harbour Crossing	22
Western Harbour Crossing	32
Lion Rock Tunnel	32
Tate's Cairn Tunnel	31
Eagle's Nest Tunnel	19

Routes of the same group are counted once only.

- (2) The toll collection systems of the tunnels keep the record of tolls collected for the vehicle class of “bus” (i.e. including single-decked, double-decked, franchised and non-franchised buses) only. The toll revenues collected from buses by the respective tunnels in 2017 are tabulated as follows:

Tunnel name	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) in 2017 (\$ million)
Cross-Harbour Tunnel	42
Eastern Harbour Crossing	75
Western Harbour Crossing	267
Lion Rock Tunnel	Data not available*
Tate’s Cairn Tunnel	63
Eagle’s Nest Tunnel	5

* Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep the record of toll collected for individual vehicle classes, the Transport Department does not have a breakdown of its toll revenue by vehicle classes.

- (3) Public transport services essentially operate on fixed routes in accordance with operational needs rather than the toll level of the tunnels. The choice of tunnels will not be affected by adjustments of tunnel tolls. Increasing tolls for this type of vehicles will also not result in re-distribution of their traffic among the tunnels. Therefore, when briefing the Legislative Council Panel on Transport in November 2017 on the preliminary findings of the toll rationalisation study, the Government has stated clearly in the framework for toll adjustment options that we do not propose to increase tunnel tolls for fixed route public transport vehicles.

In determining the fares of fixed route public transport service, the Government takes into account a basket of factors in a holistic manner instead of determining the fare levels in accordance with tolls of tunnels used in the routes. Generally speaking, tunnel tolls only constitute a small proportion of the operating costs of the fixed route public transport operators. Subsidising toll charges for public transport services may not necessarily lead to a reduction of their fare levels.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)377****(Question Serial No. 6063)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

There were several passenger-on-track cases occurred on East Rail Line. In view that the MTR Corporation Limited has not yet installed Automatic Platform Gates (APGs) on East Rail Line, please inform this Committee:

- (1) What are the numbers of injured and fatality on passenger-on-track cases on East Rail Line in the past five years? (in table form).

Year	No. of injured and fatality
2018	
2017	
2016	
2015	
2014	

- (2) The installation programme of APGs on East Rail Line and the anticipated completion time?
- (3) It is understood that the installation programme of APGs has to match with the construction programme of Shatin to Central Line (SCL) due to different types of trains deployed on SCL. Whether the Government has made reference to the new design of APGs in other countries (where the APGs can accommodate different train type) such that the installation programme of APGs on East Rail Line can be advanced?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 421)

Reply:

- (1) The number of passenger-on-track cases on the East Rail Line from 2014 to the end of February 2018 is set out below:

Year	No. of cases	No. of injured	No. of fatality
2014	38	5	3
2015	35	5	2
2016	37	9	3
2017	33	6	4
2018 (up to end February)	14	2	2

(2) and (3)

To tie in with the operation of the "North South Corridor" of the SCL, the retrofitting of APGs will be carried out gradually for the East Rail Line (EAL), which also includes advance works such as strengthening platforms and constructing equipment rooms for the relevant signaling system. At present, platform strengthening works and construction of equipment rooms for the signalling systems between Lok Ma Chau Station and Mong Kok East Station have been substantially completed.

New 9-car trains will replace existing 12-car trains on the EAL in future to facilitate the operation of the "North South Corridor", and the locations of the doors of the existing trains and the new trains are different. In order to make the APGs along the EAL match with the new locations of the train doors, the APG retrofitting works will commence after the EAL is entirely operated by new trains. According to the current schedule, the "North South Corridor" of the SCL will commence operation in 2021.

There are different operational needs and priorities for railway operators worldwide. In Hong Kong, maintaining the normal and frequent train services to serve the community during various retrofitting and upgrading works (e.g. signalling systems upgrading, EAL APG retrofitting) is one of the top priorities, and the MTRCL has taken this into account in devising the above EAL APG retrofitting programme.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)378****(Question Serial No. 6070)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2018-19, the Transport Department (TD) will create 119 non-directorate posts and three directorate posts. For the posts to be created, please list out the post titles and job nature of the 119 non-directorate posts and three directorate posts.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 429)Reply:

There will be a net increase of three directorate posts and 119 non-directorate posts in 2018-19 as a result of the creation of 154 posts (including permanent and time-limited posts) to be offset by the deletion of 32 time-limited posts. The ranks and duties of the new posts to be created are summarised as follows:

Duties	Rank	Number of Post
To take forward specific initiatives		
To strengthen manpower support for the continual implementation of the recommended measures under the Public Transport Strategy Study in relation to taxis, ferries and public light buses. These include the legislative work and subsequent tendering for introducing franchised taxis, monitoring of the operation of franchised taxis, the legislative amendment exercise on reviewing the eligibility requirements for applications of commercial vehicle driving licences, and the preparation work for extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers	Principal Transport Officer*	1
	Chief Transport Officer	1
	Senior Transport Officer	1
	Transport Officer I	1
	Executive Officer I	1
	Driving Examiner I	1
	Assistant Clerical Officer	1

Duties	Rank	Number of Post
To continue to provide support for carrying out the on-going trial of electric buses by franchised bus companies	Transport Officer I	1
To steer and strengthen manpower to plan, design and implement smart mobility projects, including undertaking a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas; and the application of new technologies to enhance traffic management and operation of the public transport system	Chief Engineer*	1
	Senior Engineer	3
	Engineer/Assistant Engineer	6
	Senior Technical Officer (Traffic)	3
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	5
	Traffic Assistant	2
To cope with the increasing workload relating to (i) licensing, enforcement and prosecution matters, as well as planning and implementing cross-boundary traffic and transport services and facilities upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge and the Liantang/Heung Yuen Wai Boundary Control Point project; and (ii) to steer and strengthen manpower support for planning and implementing public transport services and facilities in the New Territories (NT) Regional Office to tie in with planned residential and other developments in NT and Lantau	Principal Transport Officer*	1
	Chief Transport Officer	1
	Senior Transport Officer	3
	Transport Officer II	7
	Engineer / Assistant Engineer	1
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	2
	Senior Transport Controller	2
	Transport Controller I	1
	Transport Controller II	1
	Executive Officer I	1
	Executive Officer II	3
	Senior Transport Inspector	1
	Clerical Officer	4
	Assistant Clerical Officer	5
	Clerical Assistant	11
To enhance support for licensing and administrative work relating to implementation of the First Registration Tax and processing of Hire Car Permits	Executive Officer II	2
	Clerical Officer	1
	Assistant Clerical Officer	4

Duties	Rank	Number of Post
To handle the increasing workload arising from public transport planning and tunnel operations work relating to the commissioning of Central-Wan Chai Bypass Tunnel and the Island Eastern Corridor Link as well as related enforcement actions	Senior Transport Officer	1
	Transport Officer I	2
	Transport Officer II	2
	Transport Controller II	1
	Assistant Clerical Officer	1
To cope with the increasing workload relating to vehicle examination and driving test matters, including Driving Improvement Course cases	Motor Vehicle Examiner II	3
	Driving Examiner I	1
	Assistant Clerical Officer	2
	Clerical Assistant	1
To enhance support for the implementation of the Ex-gratia Payment Scheme for phasing out pre-Euro IV diesel commercial vehicles	Clerical Officer	1
	Assistant Clerical Officer	1
	Motor Vehicle Examiner I	1
	Motor Vehicle Examiner II	1
	Vehicle Tester	3
To handle workload relating to the relocation of Vehicle Examination Centres	Senior Electrical and Mechanical Engineer	1
	Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1
To enhance technical support in relation to planning and implementing district road improvement and traffic management works	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	3

Duties	Rank	Number of Post
To facilitate and expedite the increasing supply of public housing flats under the Long Term Housing Strategy	Senior Engineer	2
	Engineer/Assistant Engineer	2
	Senior Transport Officer	2
	Transport Officer I	1
	Senior Technical Officer (Traffic)	1
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	2
To provide support for enhancing clearance of illegally parked bicycles	Engineer/Assistant Engineer	1
	Executive Officer I	1
	Senior Technical Officer (Traffic)	1
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	4
	Assistant Clerical Officer	1
	Traffic Assistant	2
To complete various tasks relating to the takeover of the Tate's Cairn Tunnel and take up subsequent tasks on monitoring of management, operation and maintenance contractor, as well as for dealing with increased tendering exercises needed for new management contracts for Government tunnels	Treasury Accountant	1
	Transport Controller I	1
	Transport Controller II	1
To continue to monitor the operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) and assist in conducting the comprehensive review of the Scheme	Senior Transport Officer	1
	Treasury Accountant	1

Duties	Rank	Number of Post
To implement and administer the Public Transport Fare Subsidy Scheme	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
	Senior Treasury Accountant	1
	Treasury Accountant	2
	Accounting Officer II	1
To replace non-civil service contract/T-contract positions		
To provide support to the Information Technology systems and daily computer operations	Analyst/Programmer I	1
	Computer Operator I	2
	Computer Operator II/ Student Computer Operator	4
To provide manpower support to the Transport Operations (New Territories) Division	Transport Officer II	1
To provide manpower support to handle the permit applications for cross-boundary vehicles	Clerical Officer	1
	Total:	154

*Directorate posts

- End -

CONTROLLING OFFICER'S REPLY**THB(T)379****(Question Serial No. 6071)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Transport Department inform this Committee of:

- (1) the numbers of registered vehicles in Hong Kong in the past three years, with a breakdown by year and vehicle class; and
- (2) the numbers of registered electric private cars and non-electric private cars in Hong Kong in the past three years, with a breakdown by year and vehicle class?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 430)Reply:

- (1) The numbers of registered vehicles in Hong Kong in the past three calendar years with breakdown by vehicle class are tabulated as follows:

Vehicle class	Number of registered vehicles (as at year end)		
	2015	2016	2017
Motorcycle	68 368	72 332	76 438
Private car	567 886	583 037	600 443
Taxi	18 138	18 163	18 163
Franchised bus	5 927	5 986	6 014
Non-franchised public bus	7 045	7 043	7 038
Private bus	617	651	680
Public light bus	4 350	4 350	4 350
Private light bus	3 081	3 122	3 094
Goods vehicle	114 194	114 757	115 468
Special purpose vehicle	1 777	1 840	1 883

- (2) The numbers of registered electric private cars and non-electric private cars in Hong Kong in the past three calendar years are tabulated as follows:

Vehicle class	Number of registered vehicles (as at year end)		
	2015	2016	2017
Electric private car	3 806	6 829	10 666
Non-electric private car	564 080	576 208	589 777

- End -

CONTROLLING OFFICER'S REPLY**THB(T)380****(Question Serial No. 6072)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the figures on the supply of and demand for parking spaces in each of the districts with breakdown by vehicle type, district, and area of residential units. What are the details regarding the review on commercial vehicle (CV) parking policy and standards to be conducted by the Government in this financial year? What are the progress, timetable and phased targets? What are the manpower and expenditure involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 432)Reply:

The number of parking spaces as at February 2018 by district and vehicle type is as follows:

District	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947

District	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Kwai Tsing	35 473	10 954	252	2 629	49 308
Island	15 565	779	226	520	17 090
TOTAL	669 201	43 063	4 700	33 759	750 723

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within the private car parking spaces.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

The Transport Department (TD) does not have a breakdown on the number of parking spaces in each of the district by area of residential units nor compile statistics on the demand for parking spaces in each of the districts.

The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019 at a consultancy fee of about \$4 million. The study includes assessing the parking demand of CVs by district and will formulate short to long term measures to address the demand. The study is managed by the TD's existing staff. There is no additional manpower involved nor separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)381

(Question Serial No. 6078)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The last Comprehensive Transport Study (CTS) in Hong Kong was conducted in 1999. Does the Government have any plans to conduct the Fourth CTS? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use):439)

Reply:

Since 1976, the Government has conducted three CTSs to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructure so as to cater for the socio-economic development of Hong Kong. The Third CTS, completed in 1999, has laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railways as the backbone of our passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in transport management; and (5) implementation of more environmentally-friendly transport measures. These broad directions remain applicable today.

Upon completion of the Third CTS, the Transport Department has been updating and enhancing the CTS Model continuously to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data, ensuring the provision of robust and reliable traffic forecasts for planning purposes. The enhanced CTS Model will produce traffic forecasts up to 2041.

The Government has been formulating transport policies through various strategic studies; for example, the "Railway Development Strategy 2014" to map out a blueprint for railway development up to 2031 and the "Public Transport Strategy Study" to review the roles and positioning of various public transport services. Besides, the Government is planning to commission the "Strategic Studies on Railways and Major Roads beyond 2030" to examine the transport infrastructure required to satisfy future traffic demand beyond 2030. Having regard to the above studies covering the major public transport policies and transport infrastructure planning, together with other ongoing topical studies such as the feasibility

study on Electronic Road Pricing pilot scheme in Central and its adjacent areas as well as the study on enhancing walkability in Hong Kong, there is no imminent need to conduct the Fourth CTS at the moment.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)382****(Question Serial No. 6134)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Nowadays the roads in Hong Kong are congested. The capacities of the railway system and the road-based public transport are nearly saturated. Nonetheless, with the urban area development in Hong Kong on both sides of the Victoria Harbour and along the coastline, there has been tremendous geographical edge in developing waterborne transport. In this connection, will the Government inform this Committee of:

- (1) the number of the in-harbour ferry routes, outlying island ferry routes and kaito routes operating in Hong Kong and the details of these routes?

	In-harbour ferry routes	Outlying island ferry routes	Kaito routes
Origin and destination			

- (2) whether the Government has any plan to invite tender for new ferry service in the forthcoming financial year? If yes, what are the details? If no, what are the reasons?

	In-harbour ferry routes	Outlying island ferry routes	Kaito routes
Origin and destination of new ferry service under planning for tender invitation			

- (3) Many citizens reflect their hopes that the Government should develop and plan afresh the waterborne transport, for example, resumption of the ferry services between Hung Hom and Central, Hung Hom and Wan Chai, and Tsuen Wan and Central. Will the Government conduct a planning study on waterborne public transport?
- (4) As pointed out under Programme (1), the Government will refurbish a ferry pier as a pilot renovation project. Will the Government provide details, for example, which ferry pier? What kind of new facilities will be provided? Will there be any improvement of the transport connectivity to the ferry pier?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 441)

Reply:

- (1) There are seven in-harbour ferry routes, 14 outlying island ferry routes and 66 kaito routes in Hong Kong. Details are provided as follows:

7 in-harbour ferry routes	
1	Tsim Sha Tsui – Central
2	Tsim Sha Tsui – Wan Chai
3	North Point – Hung Hom
4	North Point – Kowloon City
5	North Point – Kwun Tong
6	Sai Wan Ho – Sam Ka Tsuen
7	Sai Wan Ho – Kwun Tong

Note:

The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included.

14 outlying island ferry routes	
1	Central – Cheung Chau
2	Central – Mui Wo
3	Central – Peng Chau
4	Central – Yung Shue Wan
5	Central – Sok Kwu Wan
6	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O
7	Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau
8	Aberdeen – Pak Kok Tsuen – Yung Shue Wan
9	Aberdeen – Sok Kwu Wan (via Mo Tat)
10	Central – Discovery Bay
11	Discovery Bay – Mui Wo
12	Ma Wan – Central
13	Ma Wan – Tsuen Wan
14	North Point – Joss House Bay ^{Note}

Note:

The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

66 kaito routes	
1	Aberdeen – Mo Tat
2	Mo Tat – Sok Kwu Wan
3	Aberdeen – Stanley – Po Toi Island
4	Peng Chau – Discovery Bay (through Trappist Monastery)
5	Cheung Chau Public Pier – Sai Wan

66 kaito routes	
6	Aberdeen Promenade — Ap Lei Chau Aberdeen Wholesale Fish Market — Ap Lei Chau
7	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
8	Pak Sha Wan — Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Nam Fung Wan/Leung Shuen Wan/Shu Tsui
9	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan/Kau Sai/Leung Shuen Wan
10	Pak Sha Wan — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan
11	Sai Kung — Kiu Tsui/Wong Yi Chau/Leung Shuen Wan/Hap Mun Bay/Yim Tin Tsai
12	Sai Kung — Kiu Tsui/Yim Tin Tsai/Kau Sai/Pak Lap
13	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
14	Pak Sha Wan — Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Ma Nam Wat/Kau Sai/Leung Shuen Wan
15	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
16	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan
17	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Nam Fung Wan/Leung Shuen Wan
18	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Nam Fung Wan/Leung Shuen Wan
19	Pak Sha Wan — Sam Sing Wan/Hap Mun Bay/Kau Sai
20	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai
21	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
22	Sai Kung — Kiu Tsui/Yim Tin Tsai/Leung Shuen Wan/Hap Mun Bay/Kau Sai
23	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
24	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan
25	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan/Kau Sai/Leung Shuen Wan
26	Pak Sha Wan — Sam Sing Wan/Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
27	Sai Kung — Kiu Tsui/Yim Tin Tsai/ Pak Wan/Tai She Wan/Kau Sai/Leung Shuen Wan
28	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan/Tai She Wan
29	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Sai Kung Chong Hing Water Sports Centre/Leung Shuen Wan
30	Sai Kung — Kiu Tsui/Leung Shuen Wan/Hap Mun Bay/Yim Tin Tsai
31	Sai Kung — Hap Mun Bay/Leung Shuen Wan/Sai Wan

66 kaito routes	
32	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan
33	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai
34	Sai Kung — Kiu Tsui/Hap Mun Bay/Wong Yi Chau
35	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
36	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
37	Sai Kung — Hap Mun Bay/Sam Sing Wan/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
38	Sai Kung — Pak Sha Wan/Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Leung Shuen Wan
39	Sai Kung — Pak Sha Wan/Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Yim Tin Tsai
40	Sai Kung — Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Ma Nam Wat/Kau Sai/Leung Shuen Wan
41	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/ Leung Shuen Wan
42	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Tai She Wan/Leung Shuen Wan
43	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
44	Pak Sha Wan — Sam Sing Wan/Hap Mun Bay/Sha Tsui/Kau Sai
45	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan/Leung Shuen Wan
46	Sai Kung — Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Leung Shuen Wan
47	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
48	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai
49	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai
50	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan
51	Sai Kung — Tai Long Sai Wan/Ham Tin
52	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
53	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/ Kau Sai/Leung Shuen Wan
54	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
55	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Sai Kung Chong Hing Water Sports Centre/Leung Shuen Wan
56	Sai Kung — Hap Mun Bay/Kiu Tsui/Leung Shuen Wan
57	Sai Kung — Fo Tau Fan Chau (The Dawn Island Pier)
58	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan
59	Sam Ka Tsuen — Tung Lung Island

66 kaito routes	
60	Sai Wan Ho – Tung Lung Island
61	Sha Tau Kok – Ap Chau/Kat O
62	Wong Shek Pier – Wan Tsai/Chek Keng
63	Ma Liu Shui – Lai Chi Wo
64	Ma Liu Shui – Tung Ping Chau
65	Wong Shek – Tap Mun/Ko Lau Wan/Chek Keng
66	Ma Liu Shui – Sham Chung – Lai Chi Chong – Tap Mun – Ko Lau Wan – Chek Keng – Wong Shek Pier

- (2) In 2018-19, the Transport Department (TD) will invite interested parties to express their interest in operating the “Aberdeen – Pak Kok Tsuen – Yung Shue Wan” ferry service upon the expiry of the ten-year licence, which is the maximum aggregate period of a ferry service licence under the law. Also, the TD invites applications for the operation of kaito services from time to time, and will process the applications upon receipt of them.
- (3) Hong Kong has a well-developed public transport system, made up of different transport modes. Regarding journeys between Hung Hom and Central, Hung Hom and Wan Chai, and Tsuen Wan and Central, there are existing public transport services including rail services, franchised buses and minibuses servicing these areas. Currently, the TD has no plan to commission any study on the waterborne public transport in Hong Kong.

Notwithstanding the above, the Government welcomes applications from operators who are interested in providing new in-harbour licensed ferry services. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, financial and operational viability, etc. When processing the applications for running new ferry services, the TD will also consider the need for inviting applications from the trade.

- (4) The TD will carry out renovation projects for enhancing ferry piers with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by Architectural Services Department, has identified Yung Shue Wan Ferry Pier as the pilot project, having considered factors such as the conditions and utilisation rates of the pier, as well as the design and technical feasibility. The scope of the pilot project would include provision of passengers’ facilities such as additional toilet facilities, new baby care room with facilities for breastfeeding, more seats as well as other interior refurbishment and better lighting facilities. As the scope of the pilot project focuses on upgrading works of ferry pier, and as vehicular transport (except village vehicles) is not permitted in Yung Shue Wan, interchange improvement is not applicable to the Yung Shue Wan Ferry Pier.

CONTROLLING OFFICER'S REPLY**THB(T)383****(Question Serial No. 6138)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise the number of traffic accidents of each disciplined service and government department in the past five years and casualties involved, by traffic accident contributory factors (driving inattentively, lost control of vehicle, driving too close to vehicle in front, careless lane changing, improper or illegal turn, careless cycling, reversing negligently, failing to ensure the safety of passenger, disobey give way sign, disobey traffic signal), and by severity (slight, serious, fatal) of accident.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 743)Reply:

The number of government vehicles involved in traffic accidents by the concerned traffic accident contributory factors set out in the question in the past five years are listed below:

Certain traffic accident contributory factors	2013	2014	2015	2016	2017
Driving inattentively	12	11	18	14	16
Lost control of vehicle	6	7	6	10	11
Driving too close to vehicle in front	2	4	6	4	2
Careless lane changing	2	5	1	1	1
Improper or illegal turn	0	0	0	1	0
Careless cycling	0	0	0	0	0
Reversing negligently	1	1	4	1	1
Failing to ensure the safety of passenger	0	0	2	1	1
Disobey give way sign	0	1	0	0	0
Disobey traffic signal	2	1	0	0	0

Note : Some traffic accidents are not attributable to the above contributory factors while some traffic accidents may have more than one contributory factor.

The number of government vehicles involved in traffic accidents and the casualties involved by accident severity in the past five years are listed below:

		2013	2014	2015	2016	2017
Number of government vehicles involved in traffic accidents	Fatal	1	0	1	0	0
	Serious	13	12	13	10	12
	Slight	95	89	100	85	71
Number of casualties involved in these accidents	Killed	1	0	1	0	0
	Seriously injured	13	12	13	10	11
	Slightly injured	117	111	122	102	88

The Transport Department does not have separate breakdowns of traffic accidents of each disciplined service and government department. The above figures refer to government vehicles with licence plate number having prefix “AM”.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)384

(Question Serial No. 6143)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise the numbers of traffic accidents involving cyclists and the numbers of cyclist casualties over the past five years. Please provide the figures by districts, locations and severities.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 745)

Reply:

The numbers of traffic accidents involving cyclists and the numbers of cyclist casualties by district, location and severity in the past five years are at Annex.

Numbers of traffic accidents involving cyclists and cyclist casualties by district in years between 2013 and 2017

District	2013		2014		2015		2016		2017	
	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties
Central and Western	19	17	20	18	23	17	18	14	21	19
Wan Chai	21	18	22	20	17	16	9	7	14	12
Eastern	22	18	38	36	22	18	17	17	22	20
Southern	32	30	28	26	35	33	32	32	18	17
Yau Tsim Mong	42	35	37	31	31	23	20	15	28	21
Sham Shui Po	40	31	50	46	34	26	27	20	29	21
Kowloon City	25	21	30	28	28	27	18	16	20	18
Wong Tai Sin	22	17	19	18	34	29	17	14	15	13
Kwun Tong	26	23	33	30	43	37	37	34	21	18
Kwai Tsing	28	24	19	17	31	29	22	19	22	19
Tsuen Wan	90	88	66	64	88	84	85	85	86	87
Tuen Mun	161	145	161	148	172	165	131	117	115	105
Yuen Long	391	372	356	330	355	337	354	334	345	318
North	193	178	214	199	218	205	197	182	209	191
Tai Po	590	574	516	504	530	516	452	442	393	380
Sha Tin	599	587	552	544	605	601	424	416	376	358
Sai Kung	118	115	151	146	158	149	135	128	120	111
Islands	130	120	121	110	87	83	92	86	63	51
Total	2 549	2 413	2 433	2 315	2 511	2 395	2 087	1 978	1 917	1 779

Numbers of cyclist casualties by severity and district in years between 2013 and 2017

District	2013			2014			2015			2016			2017		
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured
Central and Western	0	2	15	0	4	14	1	5	11	0	3	11	0	6	13
Wan Chai	0	5	13	0	3	17	0	1	15	0	2	5	0	1	11
Eastern	0	5	13	0	13	23	0	3	15	0	4	13	0	4	16
Southern	0	2	28	1	6	19	0	9	24	0	6	26	1	6	10
Yau Tsim Mong	0	2	33	0	9	22	0	2	21	0	2	13	1	3	17
Sham Shui Po	0	4	27	0	9	37	0	6	20	0	5	15	1	4	16
Kowloon City	0	3	18	0	2	26	0	3	24	1	1	14	0	3	15
Wong Tai Sin	1	4	12	0	7	11	0	10	19	0	3	11	0	0	13
Kwun Tong	0	5	18	0	7	23	0	6	31	1	3	30	1	2	15
Kwai Tsing	1	4	19	1	7	9	0	4	25	0	5	14	0	3	16
Tsuen Wan	1	20	67	0	18	46	1	17	66	0	11	74	0	12	75
Tuen Mun	1	32	112	0	48	100	1	46	118	3	36	78	1	28	76
Yuen Long	0	116	256	2	99	229	3	105	229	2	96	236	2	85	231
North	1	50	127	1	59	139	1	61	143	2	65	115	0	54	137
Tai Po	0	125	449	0	117	387	2	105	409	1	114	327	0	50	330
Sha Tin	1	69	517	1	60	483	0	36	565	2	24	390	1	23	334
Sai Kung	0	29	86	0	33	113	1	30	118	1	20	107	0	12	99
Islands	0	17	103	1	15	94	0	19	64	1	11	74	1	3	47
Total	6	494	1 913	7	516	1 792	10	468	1 917	14	411	1 553	9	299	1 471

Numbers of cyclist casualties by location and district in years between 2013 and 2017

District	2013			2014			2015			2016			2017		
	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^
Central and Western	0	16	1	0	16	2	0	15	2	0	14	0	0	18	1
Wan Chai	0	18	0	0	20	0	0	15	1	0	6	1	0	12	0
Eastern	0	18	0	0	36	0	0	13	5	0	17	0	0	18	2
Southern	0	27	3	0	25	1	0	32	1	0	31	1	0	16	1
Yau Tsim Mong	0	35	0	0	30	1	0	23	0	0	15	0	0	21	0
Sham Shui Po	0	29	2	0	43	3	0	25	1	0	19	1	0	20	1
Kowloon City	0	17	4	0	25	3	0	17	10	0	16	0	0	16	2
Wong Tai Sin	0	14	3	0	13	5	0	21	8	0	14	0	0	9	4
Kwun Tong	0	18	5	0	25	5	0	29	8	0	26	8	0	17	1
Kwai Tsing	0	20	4	0	16	1	0	25	4	0	16	3	0	17	2
Tsuen Wan	0	81	7	0	45	19	0	67	17	0	74	11	0	69	18
Tuen Mun	56	70	19	53	75	20	51	93	21	27	61	29	30	50	25
Yuen Long	93	235	44	62	227	41	85	224	28	65	228	41	63	208	47
North	60	91	27	71	102	26	60	113	32	45	106	31	52	107	32
Tai Po	394	134	46	370	101	33	407	82	27	320	96	26	279	70	31
Sha Tin	471	91	25	456	72	16	485	97	19	329	63	24	270	55	33
Sai Kung	68	38	9	82	50	14	93	49	7	72	40	16	74	23	14
Islands	21	62	37	15	75	20	15	60	8	12	50	24	6	27	18
Total	1 163	1 014	236	1 109	996	210	1 196	1 000	199	870	892	216	774	773	232

Note: ^ Others refer to places such as cycle parks, playgrounds and open spaces.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)385

(Question Serial No. 6148)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the figures on the number of self-drive tours and the Mainland drivers driving their private cars to Hong Kong in the past five years, with breakdowns by the control points.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 746)

Reply:

The first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) was rolled out in March 2012 to allow qualified owners of Hong Kong private cars entering Guangdong with ad hoc quota. The Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). The position remains the same. Hence, there was no Mainland driver driving their private cars to Hong Kong with ad hoc quota in the past five years.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)386

(Question Serial No. 5812)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Quite a number of residents of San Po Kong and Wong Tai Sin have complained that notwithstanding the significant increase in pedestrian and traffic flows in the district upon completion of new commercial buildings and hotels, the supply of parking spaces in the district is severely insufficient, leading to serious illegal kerbside parking problems and vehicle-pedestrian conflicts. As a result, traffic accidents involving casualties occurred from time to time. Despite so, the Government has all along turned a deaf ear to the residents' demands. The newly completed housing estate (King Tai Court) under the Government's Green Form Subsidised Home Ownership Scheme (GSH) not only is not provided with a car park, but its construction also entailed the rezoning of a temporary large-scale open-air car park site in the district, without being accompanied by the corresponding provision of additional parking spaces. This brought resentment and grievances among motorists.

What short, medium and long term measures will the Government take to increase the provision of parking spaces in the district so as to address residents' demands and alleviate public grievances? What is the estimated government expenditure involved in taking these measures?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 72)

Reply:

The Government is actively pursuing a number of measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;

- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Increasing the provision for parking is an ongoing task and is undertaken by the existing staff of the Transport Department. There is no separate breakdown of manpower and expenditure involved. For the study on parking for commercial vehicles, the consultancy fee is about \$4 million.

Specifically, to cater for the parking demand in the San Po Kong area, the Government is considering utilising the underground space beneath the Kai Tak East Playground for providing a public car park. The Energizing Kowloon East Office of the Development Bureau commenced the Study on Pedestrian Environment and Traffic Improvement of San Po Kong Business Area in February 2018, which seeks to ascertain, among other things, the traffic impact of providing an underground public car park at the said location. As the proposal is still at planning stage, the estimated expenditure of the project has yet to be assessed.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)387****(Question Serial No. 5515)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of the following:

Regarding “service development programmes and applications for fare adjustment for different public transport modes”, please provide the extent of fare adjustments in the applications submitted by different public transport modes and the application results from the previous financial year up until now with breakdown by (a) public transport mode (with further breakdown by green minibuses (GMB) routes and ferry service); (b) application date; (c) range of fare adjustment applied for; and (d) application result.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 185)Reply:

The latest situation on fare adjustment applications received from various public transport modes in 2017-18 is as follows:

(A) Franchised Bus

Bus company	Application date	Fare adjustment applied for	Result
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	August 2017	To increase by a weighted average of 12%	Being processed
New World First Bus Services Limited	August 2017	To increase by a weighted average of 12%	Being processed

(B) Green Minibus (GMB)

GMB route		Application date	Fare adjustment applied for	Result
1.	Kowloon (Kln) 5M	April 2017	To increase by 22.2%	To be increased by 8.9%
2.	Kln 37A	April 2017	To increase by 10.5%	Increased by 7.9%
3.	Kln 37M	April 2017	To increase by 10.5%	Increased by 7.9%
4.	New Territories (NT) 27	April 2017	To increase by 13.7%	To be increased by 8.2%
5.	NT 27A	April 2017	To increase by 12.8%	To be increased by 9%
6.	NT 27B	April 2017	To increase by 12.8%	To be increased by 9%
7.	NT 39	April 2017	To increase by 11.9%	To be increased by 10.2%
8.	NT 39A	April 2017	To increase by 11.9%	To be increased by 10.2%
9.	NT 68K	April 2017	To increase by 13.2%	To be increased by 5.7%
10.	NT 69K	April 2017	To increase by 11.1%	To be increased by 4.8%
11.	NT 501A	April 2017	To increase by 20%	To be increased by 13.3%
12.	NT 501K	April 2017	To increase by 20%	To be increased by 13.3%
13.	NT 501S	April 2017	To increase by 20%	To be increased by 14.7%
14.	NT 811	April 2017	To increase by 13.6%	To be increased by 9.1%
15.	NT 811A	April 2017	To increase by 11.1%	To be increased by 9.9%
16.	NT 811P	April 2017	To increase by 16.3%	To be increased by 11.6%
17.	NT 811S	April 2017	To increase by 13.6%	To be increased by 11.4%
18.	NT 310M	May 2017	To increase by 10%	To be increased by 10%
19.	NT 312	May 2017	To increase by 7.8%	Increased by 7.8%
20.	NT 313	May 2017	To increase by 7.6%	Increased by 7.6%
21.	NT 410	May 2017	To increase by 9%	To be increased by 10.3%
22.	Hong Kong Island (HKI) 22	June 2017	To increase by 13.3%	Increased by 10.7%
23.	HKI 22S	June 2017	To increase by 13.3%	Increased by 10.7%
24.	HKI 22X	June 2017	To increase by 13.3%	Increased by 10.7%
25.	HKI 23	June 2017	To increase by 18.2%	Increased by 12.7%
26.	HKI 23M	June 2017	To increase by 18.2%	Increased by 12.7%
27.	HKI 65	June 2017	To increase by 21.9%	Increased by 7.8%
28.	HKI 65A	June 2017	To increase by 21.9%	Increased by 7.8%
29.	NT 57K	June 2017	To increase by 9.6%	To be increased by 5.8%
30.	NT 58K	June 2017	To increase by 10.6%	To be increased by 6.4%
31.	NT 58S	June 2017	To increase by 10.5%	To be increased by 6.3%
32.	NT 59K	June 2017	To increase by 10.6%	To be increased by 7.1%
33.	NT 20A	July 2017	To increase by 14.8%	To be increased by 5.6%
34.	NT 20B	July 2017	To increase by 15.9%	To be increased by 5.8%
35.	NT 20C	July 2017	To increase by 15.1%	To be increased by 5.5%
36.	NT 20E	July 2017	To increase by 15.1%	To be increased by 5.5%
37.	NT 20K	July 2017	To increase by 14.8%	To be increased by 4.9%
38.	NT 20M	July 2017	To increase by 14.8%	To be increased by 5.6%
39.	NT 20P	July 2017	To increase by 14.8%	To be increased by 5.6%
40.	NT 20R	July 2017	To increase by 15.5%	To be increased by 5.2%
41.	NT 20S	July 2017	To increase by 16.7%	To be increased by 6.3%
42.	NT 20T	July 2017	To increase by 15.9%	To be increased by 5.8%
43.	NT 20X	July 2017	To increase by 14.8%	To be increased by 5.6%
44.	NT 21A	July 2017	To increase by 16.3%	To be increased by 7%
45.	NT 21K	July 2017	To increase by 15.5%	To be increased by 5.2%
46.	NT 22K	July 2017	To increase by 15.2%	To be increased by 6.1%

GMB route		Application date	Fare adjustment applied for	Result
47.	NT 23K	July 2017	To increase by 14.9%	To be increased by 6.4%
48.	NT 23S	July 2017	To increase by 15.4%	To be increased by 5.8%
49.	NT 90A	July 2017	To increase by 50%	Being processed
50.	NT 90P	July 2017	To increase by 50%	Being processed
51.	NT 91	July 2017	To increase by 38.5%	Being processed
52.	NT 91A	July 2017	To increase by 44.4%	Being processed
53.	Kln 23	August 2017	To increase by 16.7%	Being processed
54.	Kln 23B	August 2017	To increase by 12.5%	Being processed
55.	Kln 23C	August 2017	To increase by 16.7%	Being processed
56.	Kln 23M	August 2017	To increase by 16.7%	Being processed
57.	Kln 23S	August 2017	To increase by 7.1%	Being processed
58.	Kln 24	August 2017	To increase by 26.3%	Being processed
59.	Kln 24M	August 2017	To increase by 14.7%	Being processed
60.	NT 36	August 2017	To increase by 23%	Being processed
61.	NT 37	August 2017	To increase by 23%	Being processed
62.	NT 38	August 2017	To increase by 23%	Being processed
63.	NT 80	August 2017	To increase by 15.6%	Being processed
64.	NT 95	August 2017	To increase by 16.2%	Being processed
65.	NT 95A	August 2017	To increase by 16.1%	Being processed
66.	NT 95K	August 2017	To increase by 16.2%	Being processed
67.	NT 95M	August 2017	To increase by 16.1%	Being processed
68.	NT 96	August 2017	To increase by 15.6%	Being processed
69.	NT 96A	August 2017	To increase by 13.6%	Being processed
70.	NT 96B	August 2017	To increase by 16.2%	Being processed
71.	NT 96C	August 2017	To increase by 15.6%	Being processed
72.	NT 96M	August 2017	To increase by 15.6%	Being processed
73.	NT 96P	August 2017	To increase by 16.2%	Being processed
74.	NT 401	August 2017	To increase by 11.1%	Being processed
75.	NT 402S	August 2017	To increase by 9%	Being processed
76.	NT 601	August 2017	To increase by 11.9%	Being processed
77.	NT 601B	August 2017	To increase by 8.1%	Being processed
78.	NT 601C	August 2017	To increase by 9.1%	Being processed
79.	NT 602	August 2017	To increase by 11.9%	Being processed
80.	NT 602C	August 2017	To increase by 9.1%	Being processed
81.	NT 603	August 2017	To increase by 11.9%	Being processed
82.	NT 604	August 2017	To increase by 18.4%	Being processed
83.	NT 605	August 2017	To increase by 17.9%	Being processed
84.	NT 606S	August 2017	To increase by 4.2%	Being processed
85.	NT 807A	August 2017	To increase by 20.9%	Being processed
86.	NT 807B	August 2017	To increase by 20%	Being processed
87.	NT 807K	August 2017	To increase by 20%	Being processed
88.	NT 807P	August 2017	To increase by 20.9%	Being processed
89.	HKI 45A	September 2017	To increase by 15.4%	To be increased by 5.8%
90.	HKI 45S	September 2017	To increase by 15.4%	To be increased by 5.8%
91.	NT 50A	September 2017	To increase by 10.9%	Being processed
92.	NT 50K	September 2017	To increase by 10.9%	Being processed
93.	NT 51K	September 2017	To increase by 10.3%	Being processed
94.	NT 113	September 2017	To increase by 10.5%	Being processed
95.	HKI 4A	October 2017	To increase by 14.6%	Being processed
96.	HKI 4B	October 2017	To increase by 12.9%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
97.	HKI 4C	October 2017	To increase by 14.6%	Being processed
98.	HKI 4M	October 2017	To increase by 7.1%	Being processed
99.	HKI 4S	October 2017	To increase by 56.3%	Being processed
100.	HKI N4X	October 2017	To increase by 14.6%	Being processed
101.	HKI 5	October 2017	To increase by 19.3%	Being processed
102.	HKI 5M	October 2017	To increase by 7.1%	Being processed
103.	HKI 8	October 2017	To increase by 8.5%	Being processed
104.	HKI 8X	October 2017	To increase by 8.5%	Being processed
105.	HKI 35M	October 2017	To increase by 12.9%	Being processed
106.	HKI 51	October 2017	To increase by 13.3%	Being processed
107.	HKI 51A	October 2017	To increase by 13.3%	Being processed
108.	HKI 51S	October 2017	To increase by 14.3%	Being processed
109.	HKI 63	October 2017	To increase by 12.3%	Being processed
110.	HKI 63A	October 2017	To increase by 9.8%	Being processed
111.	HKI 69	October 2017	To increase by 14.8%	Being processed
112.	HKI 69A	October 2017	To increase by 16.7%	Being processed
113.	HKI 69X	October 2017	To increase by 16.3%	Being processed
114.	NT 83A	October 2017	To increase by 12.7%	Being processed
115.	NT 85	October 2017	To increase by 12.7%	Being processed
116.	NT 86	October 2017	To increase by 12.7%	Being processed
117.	NT 86A	October 2017	To increase by 12.3%	Being processed
118.	NT 86M	October 2017	To increase by 12.7%	Being processed
119.	NT 403	October 2017	To increase by 14.6%	Being processed
120.	NT 403A	October 2017	To increase by 14.6%	Being processed
121.	NT 403P	October 2017	To increase by 14.6%	Being processed
122.	NT 403X	October 2017	To increase by 14.6%	Being processed
123.	HKI 30	November 2017	To increase by 13%	Being processed
124.	HKI 66	November 2017	To increase by 16.7%	Being processed
125.	HKI 66A	November 2017	To increase by 16.7%	Being processed
126.	HKI 68	November 2017	To increase by 17.4%	Being processed
127.	Kln 70	November 2017	To increase by 9.6%	Being processed
128.	Kln 70A	November 2017	To increase by 9.6%	Being processed
129.	Kln 83A	November 2017	To increase by 13.5%	Being processed
130.	Kln 83M	November 2017	To increase by 13.5%	Being processed
131.	NT 46	November 2017	To increase by 8.5%	Being processed
132.	NT 46A	November 2017	To increase by 8.5%	Being processed
133.	NT 502	November 2017	To increase by 12.5%	Being processed
134.	HKI 52	December 2017	To increase by 14.6%	Being processed
135.	Kln 18M	December 2017	To increase by 11.1%	Being processed
136.	Kln 19	December 2017	To increase by 20.8%	Being processed
137.	Kln 19A	December 2017	To increase by 11.4%	Being processed
138.	Kln 19M	December 2017	To increase by 15.4%	Being processed
139.	Kln 19S	December 2017	To increase by 15.4%	Being processed
140.	Kln 60	December 2017	To increase by 10.6%	Being processed
141.	Kln 66S	December 2017	To increase by 10.4%	Being processed
142.	Kln 69	December 2017	To increase by 14.4%	Being processed
143.	Kln 69A	December 2017	To increase by 12.2%	Being processed
144.	NT 40	December 2017	To increase by 10%	Being processed
145.	NT 41	December 2017	To increase by 9.1%	Being processed
146.	NT 97A	December 2017	To increase by 9.6%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
147.	NT 99	December 2017	To increase by 12.1%	Being processed
148.	HKI 39C	January 2018	To increase by 14.3%	Being processed
149.	HKI 39M	January 2018	To increase by 16.3%	Being processed
150.	HKI 39S	January 2018	To increase by 14.3%	Being processed
151.	HKI 40	January 2018	To increase by 15.7%	Being processed
152.	HKI 40X	January 2018	To increase by 15.7%	Being processed
153.	Kln 45B	January 2018	To increase by 30.8%	Being processed
154.	Kln 45M	January 2018	To increase by 30.8%	Being processed
155.	NT 1	January 2018	To increase by 18%	Being processed
156.	NT 1A	January 2018	To increase by 18%	Being processed
157.	NT 1S	January 2018	To increase by 16.5%	Being processed
158.	NT 2	January 2018	To increase by 27.7%	Being processed
159.	NT 7	January 2018	To increase by 15.7%	Being processed
160.	NT 9	January 2018	To increase by 10.3%	Being processed
161.	NT 109M	January 2018	To increase by 14.3%	Being processed
162.	NT 481	January 2018	To increase by 14.6%	Being processed
163.	NT 481A	January 2018	To increase by 14.6%	Being processed
164.	NT 481B	January 2018	To increase by 14.6%	Being processed
165.	NT 482	January 2018	To increase by 14.1%	Being processed
166.	HKI 54	February 2018	To increase by 20%	Being processed
167.	HKI 54M	February 2018	To increase by 15.1%	Being processed
168.	HKI 54S	February 2018	To increase by 15.1%	Being processed
169.	HKI 55	February 2018	To increase by 14.3%	Being processed
170.	Kln 13	February 2018	To increase by 20%	Being processed
171.	Kln 13A	February 2018	To increase by 28.6%	Being processed
172.	NT 28K	February 2018	To increase by 2%	Being processed
173.	NT 28S	February 2018	To increase by 5.6%	Being processed

The processing time for GMB fare increase applications varies as, amongst other reasons, the time that the applicant takes to furnish the information required by the Transport Department (TD) may differ. In some cases, the TD may also require the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, another 14 GMB routes had applied for fare increase but their applications were rejected by the TD.

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	October 2017	To increase by 12% (Fast Ferry) and 10% (Ordinary Ferry) for weekday service and, 13.3% (Fast Ferry) and 12% (Ordinary Ferry) for holiday service	Being processed
2.	Discovery Bay – Central	October 2017	To increase by 15.0% (Cash or Non-registered Octopus Card), 4.7% (Registered Octopus Card) and 15.1% (T-Card) for day service; and 14.9% (Cash or Non-registered Octopus Card), 7.4% (Registered Octopus Card) and 19.6% (T-Card) for overnight service	Being processed
3.	North Point – Kwun Tong (Dangerous Goods Vehicular Service)	January 2018	To increase by 8.4% (vehicles not exceeding 11 meters in length and exceeding 5.5 tonnes in weight) and 7.1% (vehicles not exceeding 11 meters in length and not exceeding 5.5 tonnes in weight)	Being processed

(D) Taxi

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2016	To increase by 16%	Increased by 10% on average on 9 April 2017
New Territories Taxi	April 2016	To increase by 17.4%	Increased by 11.2% on average on 9 April 2017
Lantau Taxi	April 2016	To increase by 18.2%	Increased by 8.6% on average on 9 April 2017

(E) Tram

Application date	Fare adjustment applied for	Result
August 2017	To increase by 13.0%	Being processed

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for franchised ferry services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)388****(Question Serial No. 5518)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the regulation of cross-boundary vehicles, please inform this Committee of the following:

- (1) What were the numbers of applications received and approved under the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) for self-drive to Guangdong Province in the past three years?
- (2) It was indicated during the preparation stage of introducing ad hoc quotas that the ultimate goal was to allow Mainland vehicles to apply for self-drive tours in Hong Kong under the Scheme. Is there any implementation timetable for such initiative? If yes, what are the details?
- (3) Please provide information on road traffic offences committed by the Mainland drivers holding “cross-boundary vehicle licences” in the past three years.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 186)

Reply:

- (1) The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. The numbers of applications received and approved in the past three years are as follows:

Year (Calendar year)	Number of applications received	Number of applications approved
2015	2 293	2 151
2016	2 711	2 597
2017	2 866	2 773

- (2) The Guangdong Provincial Government and the Government of the Hong Kong Special Administrative Region clearly indicated in 2012 that there was no concrete

implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). The position remains the same.

- (3) The Hong Kong Police Force does not compile or maintain any statistics on road traffic offences committed by Mainland drivers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)389

(Question Serial No. 5519)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of franchised bus service under this Programme, please inform this Committee of the following:

- (1) Given that the Transport Department (TD) and bus companies have implemented several bus route rationalisation proposals using the Area Approach over the past few years, will similar proposals be introduced in 2018-19 and 2019-20? If yes, what are the areas involved and the details?
- (2) Since traffic speed along busy corridors in urban areas will affect the quality of bus service, what measures will the Transport and Housing Bureau (THB) and the TD take in 2018-19 to address the problem?
- (3) Have studies been conducted on the provision of additional bus-only lanes on more urban road sections in the past three years? If yes, what were the details?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 187)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD. Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation plans under the Area Approach to facilitate coordination between railways and other public transport services. In the past few years, the TD has carried out bus route rationalisation under the Area Approach in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western District and Southern District.

According to established practice, the TD will, upon commissioning of new railways, implement public transport re-organisation plans having regard to changes in the travelling patterns and passenger demand. This can enhance the coordination and complementarity between different road-based public transport modes and railway systems for the convenience of passengers and better service efficiency. In view of the upcoming commissioning of the Shatin to Central Link (SCL), the TD has commissioned a consultancy study to assess the impact of SCL on other public transport services and devise the relevant public transport service re-organisation plans. The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section of the SCL will be completed for consultation by the third quarter of 2018. The TD will consult the relevant District Councils and public transport operators on the study outcome. The part on the Hung Hom to Admiralty section of the SCL will be completed by the first quarter of 2019 and the TD will allow sufficient time for consultation before its commencement of operation by 2021. The TD will continue to suitably consider the need to pursue comparatively large-scale bus route rationalisation using the Area Approach in other districts.

- (2) The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the

impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- (3) The TD studies from time to time possible proposals (including those proposed by franchised bus companies or other parties like district council members) on provision of additional bus-only lanes at individual locations. In the past three years (from 2015 to 2017), the TD extended the operation hours of six bus-only lanes and implemented one additional bus-only lane, the details of which are as follows:

Bus-only lane	Operation hours	Progress
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	The operation hours were extended from the period between 16:00 and 19:00 to the period between 16:00 and 20:00 on weekdays (except public holidays).	Implemented since 22 January 2016.
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	The operation hours were extended from the period between 07:00 and 10:00 to the periods between 07:00 and 10:00 and between 17:00 and 19:00 on weekdays (except public holidays).	Implemented since 11 April 2016.
Nathan Road southbound (between Mong Kok Road and Dundas Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.

Bus-only lane	Operation hours	Progress
Nathan Road northbound (between Dundas Street and Nelson Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.
Heung Yip Road eastbound near Nam Long Shan Road	A 24-hour daily bus-only lane commenced operation.	Implemented since 28 December 2016.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)390

(Question Serial No. 5520)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee: the average vehicular speeds during the morning and evening peak hours of the following roads in 2015, 2016 and 2017: (1) Canal Road Flyover, (2) Gloucester Road east bound, Island Eastern Corridor (section near Victoria Park), (3) Connaught Road West, (4) Connaught Road Central, (5) Pedder Street, (6) Harcourt Road, (7), Hennessy Road, (8) Queen's Road Central, (9) Chatham Road North, (10) Princess Margaret Road, (11) Gascoigne Road, and (12) Kwun Tong Bypass (near Lei Yue Mun Road).

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 188)

Reply:

The Transport Department conducts the Car Journey Time Survey (CJTS) every year to survey vehicular speeds along major roads at major peak hours on weekdays. For road section with less traffic in the evening, the CJTS covers only morning peak periods. The CJTS does not cover weekends when traffic is generally less critical. The average vehicular speeds during the morning and evening peak hours of the concerned road sections in 2015, 2016 and 2017 are at the Annex.

It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road		Average speed at morning and evening peak hours [@] [kilometres / hour]					
		2017		2016		2015	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) [#]	50	-	38	-	34	-
	Canal Road Flyover (north bound) [#]	10	-	7	-	10	-
(2)	Gloucester Road (east bound)	15	26	19	25	19	17
	Island Eastern Corridor (section near Victoria Park) (east bound) [#]	55	-	46	-	60	-
	Island Eastern Corridor (section near Victoria Park) (west bound) [#]	25	-	22	-	20	-
(3)	Connaught Road West (east bound)	28	42	37	47	40	39
	Connaught Road West (west bound)	56	56	61	52	56	50
(4)	Connaught Road Central (east bound)	21	16	19	23	22	19
	Connaught Road Central (west bound)	22	15	26	25	25	24
(5)	Pedder Street [§]	6	7	7	9	-	-
(6)	Harcourt Road (east bound)	23	17	34	29	29	20
	Harcourt Road (west bound)	43	22	46	33	45	40
(7)	Hennessy Road (east bound)	17	11	17	6	15	11
	Hennessy Road (west bound)	12	12	15	11	14	12
(8)	Queen's Road Central	18	10	18	12	19	9
(9)	Chatham Road North (south bound) [#]	4	-	5	-	4	-
	Chatham Road North (north bound) [#]	45	-	39	-	32	-
(10)	Princess Margaret Road (south bound)	7	49	8	59	16	49
	Princess Margaret Road (north bound)	51	51	39	56	30	44
(11)	Gascoigne Road (east bound) [#]	8	-	20	-	12	-
	Gascoigne Road (west bound) [#]	18	-	24	-	18	-
(12)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	52	-	55	-	64	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	64	-	68	-

[@] They refer to morning peak hours at 8:00am - 9:30am and evening peak hours at 5:00pm - 7:00pm on weekdays.

[#] The CJTS only covered the morning peak hours.

[§] The CJTS only covered Pedder Street in 2017 and 2016.

CONTROLLING OFFICER'S REPLY**THB(T)391****(Question Serial No. 5522)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government introduced in the 2017 Policy Address the initiative of promoting “Walk in HK”. Regarding this initiative, please inform this Committee of:

- (a) the implementation details of this initiative and the expenditure involved in 2017-18 and 2018-19;
- (b) the staff establishment for and the expenditure involved in this initiative; and
- (c) the progress of selecting two areas in Hong Kong for pilot study to test out innovative measures for a comfortable walking environment.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 189)Reply:(a) & (b)

Under the “Walk in HK” initiative, the Transport Department (TD) has implemented specific measures, the details and costs of which are tabulated as follows:

Completed Initiatives Under “Walk in HK” and Expenditures Incurred in 2017-18	Work Plan and Estimated Costs in 2018-19
a) The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the “Hong Kong e-Transport” mobile application in October 2017 at a cost of about \$300,000.	a) The TD plans to extend the walking route search function to Yau Tsim Mong area by end 2018 at an estimated cost of about \$1 million. The TD is also planning to extend the coverage progressively to other areas in Hong Kong in the coming two to three years. In addition, the TD is exploring new features in the Hong Kong e-Transport

Completed Initiatives Under “Walk in HK” and Expenditures Incurred in 2017-18	Work Plan and Estimated Costs in 2018-19
<p>b) The TD completed synchronisation of traffic lights at 18 staggered crossings in 2017 such that the pedestrian green signals on both sides of the refuge island will light up simultaneously for pedestrians to complete the crossings in one go. The cost of the synchronisation works completed is approximately \$160,000.</p> <p>c) The TD has launched a trial scheme to install smart device at signalised pedestrian crossings to lengthen pedestrian green signals time for the elderly and the disabled. The trial has been implemented at four junctions since January 2018. The cost of the smart devices installed in the four junctions is approximately \$2.9 million.</p> <p>d) Under the covered walkway initiative, each of 18 district councils has selected one suitable public walkway for the provision of covers.</p> <p>e) The TD commenced three consultancy studies in end 2017, namely “Consultancy Study on Enhancing Walkability in Hong Kong”, “Review</p>	<p>application to facilitate those in need for barrier-free walking routes. The barrier-free walking route search function covering major shopping areas in Causeway Bay will be available in mid-2018. The cost of developing this function is approximately \$300,000.</p> <p>b) Synchronisation of traffic lights at another 20 suitable staggered crossings is scheduled for completion in 2018, and the cost will be approximately \$180,000.</p> <p>c) The smart device will be installed in five more junctions by the first quarter of 2018, and the estimated cost is approximately \$ 2 million.</p> <p>d) The TD and the Highways Department (HyD) will continue with the implementation of the 18 covered walkway proposals, and the HyD is conducting feasibility studies on them. The total consultancy fee covering the feasibility studies of 18 proposals is approximately \$4 million to be incurred by the HyD. The TD will explore the relaxation of existing requirements for adding covers to such walkways as stipulated in the Transport Planning and Design Manual in 2018.</p> <p>e) The total consultancy fees of the three studies are approximately \$13.9 million, \$22 million and \$3.6 million respectively. The consultancy fees to be paid for the</p>

Completed Initiatives Under “Walk in HK” and Expenditures Incurred in 2017-18	Work Plan and Estimated Costs in 2018-19
<p>of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” and “Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study”. The first two studies are expected to complete in June 2020 and the third one in March 2019. The expenditures of the three studies incurred in 2017-18 are approximately \$2.6 million.</p>	<p>three studies in 2018-19 are \$5 million, \$8 million, \$3 million respectively. Respective public engagement exercises will be conducted under the three studies in 2018-19.</p>

The three consultancy studies under “Walk in HK” are supervised by three Senior Engineers and four Engineers in total. As for the other measures mentioned above, the work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of manpower for such work.

(c)

The two areas for pilot study will be selected and examined under the “Consultancy Study on Enhancing Walkability in Hong Kong”, based on factors such as the pedestrian flow and traffic conditions of the area, and whether major destinations in the area are densely located and within walking distance, etc. After initial proposals have been worked out within 2018, the TD will conduct local consultation in the two areas concerned.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)392****(Question Serial No. 5523)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the shortage of parking spaces in Hong Kong, please advise this Committee:

- (1) What are the numbers of parking spaces for private cars and commercial vehicles provided by public car parks (including on-street parking spaces) in the 18 districts of Hong Kong?
- (2) Will the Government conduct a study on parking policy or a review on the existing policy? If yes, what are the estimated expenditure and timetable?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 190)Reply:

- (1) The number of parking spaces for private cars and commercial vehicles provided by public car parks (including on-street parking spaces) as at February 2018 in each of the 18 districts is as follows:

District	Number of parking spaces	
	Private car	Commercial vehicle
Central and Western	10 471	980
Wan Chai	10 264	95
Eastern	13 694	795
Southern	8 295	844
Yau Tsim Mong	15 474	2 332
Sham Shui Po	10 329	2 556
Kowloon City	10 429	1 767
Wong Tai Sin	6 301	394
Kwun Tong	14 425	1 278
Tsuen Wan	10 891	1 245
Tuen Mun	10 201	1 618

District	Number of parking spaces	
	Private car	Commercial vehicle
Yuen Long	10 137	1 014
North	6 731	1 107
Tai Po	7 365	747
Sai Kung	12 805	932
Sha Tin	18 637	1 508
Kwai Tsing	11 287	7 864
Islands	6 691	479
Total	194 427	27 555

- (2) The Transport Department is taking forward a consultancy study on parking for commercial vehicles at a consultancy fee of about \$4 million. The study, which commenced in December 2017 for completion in 2019, includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)393

(Question Serial No. 5531)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local bicycle-friendly policy, please advise the Committee on the following:

- (1) In 2018-19, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
- (2) In 2018-19, will action be taken to improve the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
- (3) Will cycling facilities be constructed in the urban area? If yes, what are the details and estimated expenditure involved?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 191)

Reply:

(1) to (3)

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones owing to road safety considerations, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer

and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering the provision of cycle tracks in the Kai Tak Development (13 Km), in the Development of Anderson Road Quarry site project (2.6 Km), at the waterfront promenade along the new Central harbourfront (details to be further considered), and on the proposed boardwalk underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay (2 Km). Since the construction of these cycle tracks will not commence in 2018-19, there is no estimated expenditure for the construction works in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)394****(Question Serial No. 5731)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the vehicle inspection work of public light buses, will the Transport Department (TD) provide the following information:

- (1) the number of public light buses inspected by the TD's vehicle examination centres (VECs) and the number of public light buses failing such inspections with the reasons in the past three years;
- (2) the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
- (3) among the public light buses passing the inspections, the numbers that belong to the models of Toyota Coaster, Mitsubishi Rosa and Dongfeng Gemini.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use):192)Reply:

- (1) The number of public light buses inspected by Government VECs and the number of public light buses failing such inspections in each of the years between 2015 and 2017 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate ¹
2015	4 479	232	5%
2016	4 552	231	5%
2017	4 336	162	4%

¹ Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system and damage to bodywork.

(2) and (3)

There were 4 349 registered public light buses in Hong Kong as in March 2018, comprising five models, namely Toyota Coaster, Mitsubishi Rosa, Dongfeng Gemini, Golden Dragon XML6700 series, and Optare Solo. Apart from the Golden Dragon XML6700 series and Optare Solo which were newly introduced in Hong Kong in mid-2017 and early 2018 respectively and hence no inspection has been required yet, all other models had been involved in cases in which the vehicles concerned failed the inspections. The average passing and failure rates of vehicle inspection of public light buses, sorted by vehicle models in the past three years, are as follows:

	Model	Passing rate ²	Failing rate ²
2015-2017	Toyota Coaster	95%	5%
	Mitsubishi Rosa	95%	5%
	Dongfeng Gemini	100%	0%

² Percentages are rounded to the nearest integer.

The TD does not have a breakdown of the reasons for failure cases by manufacturer and vehicle model.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)395****(Question Serial No. 5789)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee:

- (1) In the past three years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?
- (2) How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February 2016? How many places that have been issued are not used?
- (3) What were the monthly traffic flows on the closed roads in South Lantau in the past three years?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 193)Reply:

- (1) The number of traffic accidents that occurred on the closed roads in South Lantau and the number of prosecution cases that were related to driving on such closed roads without valid permits in the past three years are provided below:

	2015	2016	2017
Number of traffic accidents	47	40	39
Number of prosecution cases related to driving on Lantau closed roads without valid permits	1 007	932	1 047

- (2) Since the implementation of the Scheme in February 2016 and up to end February 2018, a total of 11 489 places were allotted. The Transport Department (TD) does

not have information on the number of issued places that were not used by the applicants.

- (3) The average daily traffic flows of major closed road sections in South Lantau each year between 2014 and 2016 are provided below:

Year (Calendar year)	2014 (Number of vehicles)	2015 (Number of vehicles)	2016 (Number of vehicles)
Tung Chung Road (south of Shek Mun Kap Road)	4 740	4 820	4 880
South Lantau Road	3 160	2 910	3 340
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 560	2 610	2 620
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 110	1 080	1 150

The traffic data for 2017 are being compiled and therefore are not available. The TD does not have statistics on traffic flow by month.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)396

(Question Serial No. 5271)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will assist the Transport and Housing Bureau (THB) in the legislative amendment exercise on reviewing the eligibility requirements for applications of commercial vehicle driving licences, and continue with the preparation work for extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers. Please advise this Committee of the progress of the concerned work, timetable, and the staffing and expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 59)

Reply:

The Government is working on the legislative amendment exercise to relax the requirement of holding a driving licence for private car or light goods vehicle from a period of three years to one year before a person may apply for a commercial vehicle driving licence. At the same time, the design of the courses for extending the mandatory pre-service course requirement, currently applicable to applicants of public light bus full driving licence, to new applicants for a full driving licence to drive a taxi or public bus is also underway. The Government plans to introduce the relevant legislative proposals into the Legislative Council within 2018.

The work as mentioned above is undertaken by staff of the THB and the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)364****(Question Serial No. 1448)**Head: (186) Transport DepartmentSubhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Labour and WelfareQuestion:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please provide information on the estimated beneficiaries under the Scheme in this year and the beneficiaries under the Scheme in the past 3 years. Please provide the information using the table below.

Beneficiaries	2018-19 (estimate)	2017-18	2016-17	2015-16
Eligible persons with disabilities				
Elderly people aged 65 to 70				
Elderly people aged 71 to 75				
Elderly people aged 75 or above				
Amount involved				

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 14)Reply:

The average daily passenger trips taken under the Scheme each year between 2015 and 2017, as well as the estimated average daily passenger trips taken under the Scheme in 2018 are listed below:

Calendar year	Average daily passenger trips taken under the Scheme ^(Note 1)	
	The Elderly ^(Note 2)	Eligible Persons with Disabilities ^(Note 3)
2015	893 000	129 000
2016	974 000	140 000
2017	1 065 000	150 000
2018 (estimate)	1 149 000	163 000

In 2015-16 and 2016-17, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme are \$870 million and \$990 million respectively. The relevant revised estimated expenditure for 2017-18 and estimated expenditure for 2018-19 are \$1.10 billion and \$1.31 billion respectively.

(Note 1) The Government does not have the figures with breakdown by age group.

(Note 2) Persons aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)365****(Question Serial No. 1338)**Head: (186) Transport DepartmentSubhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Labour and WelfareQuestion:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), will the Government advise on:

- (a) the numbers of passenger trips made by elderly people and eligible persons with disabilities under the Scheme in the past 3 years; and
- (b) the total amount of subsidy involved in the past 3 years.

Asked by: Hon KWONG Chun-yu (Member Question No. (LegCo use): 53)Reply:

The information sought is provided as follows:

- (a) The average daily passenger trips taken under the Scheme in 2015, 2016 and 2017 are listed below:

Calendar year	Average daily passenger trips taken under the Scheme	
	The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)
2015	893 000	129 000
2016	974 000	140 000
2017	1 065 000	150 000

(Note 1) Persons aged 65 or above.

(Note 2)

Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (b) In 2015-16 and 2016-17, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme are \$870 million and \$990 million respectively. The relevant revised estimated expenditure for 2017-18 is \$1.10 billion.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)366

(Question Serial No. 2324)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise on:

- (1) the numbers of elderly people and persons with disabilities eligible for the Scheme, as well as the average numbers of passenger trips taken by each eligible person in the past 3 years;
- (2) the amounts of subsidy provided by the Government for each eligible person in the past 3 years;
- (3) the amounts of reimbursement to the public transport operators for the revenue forgone in the past 3 years; and
- (4) the average daily number of passenger trips taken under the Scheme with breakdown by public transport operator.

Asked by: Hon WONG Kwok-kin (Member Question No. (LegCo use): 59)

Reply:

- (1) & (2) To date, the total number of eligible beneficiaries under the Scheme is around 1.38 million, with about 1.22 million elderly people ^(Note 1) and about 160 000 eligible persons with disabilities ^(Note 2). The Government does not have information on the numbers of passenger trips taken by each eligible beneficiary or the amounts of subsidy provided for each eligible beneficiary.
- (3) The Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in 2015-16, 2016-17 and 2017-18 is provided below:

Public transport operator	2015-16 Actual \$'000	2016-17 Actual \$'000	2017-18 Revised estimate \$'000
MTR Corporation Limited (MTRCL)	206,596	243,513	274,094
Franchised bus operators	421,960	446,846	477,347
Ferry operators	26,086	24,717	28,520
Green minibus (GMB) operators	216,007	275,953	316,595
Total	870,649	991,029	1,096,556

- (4) The average daily passenger trips taken under the Scheme each year between 2015 and 2017 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly	Eligible Persons with Disabilities
MTRCL	2015	290 000	46 000
	2016	318 000	50 000
	2017	357 000	54 000
Franchised bus operators	2015	437 000	60 000
	2016	452 000	63 000
	2017	478 000	66 000
Ferry operators	2015	5 900	700
	2016	6 200	800
	2017	6 700	800
GMB operators	2015	160 000	22 000
	2016	198 000	26 000
	2017	223 000	29 000

(Note 1) Persons aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1765)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

In 2017, the Transport Department (TD) continued to extend the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to more green minibus (GMB) routes. What were the details of and estimated expenditure involved in such work? Will the Scheme be extended to public light buses (PLBs) so as to benefit more elderly people and persons with disabilities? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 25)

Reply:

As at end February 2018, there are 524 GMB routes operated by 160 operators. There are 159 participating GMB operators operating 518 routes, accounting for 99% of the total number of GMB operators and the total number of routes respectively. One remaining GMB operator, who operates six routes, has not yet joined in the Scheme. This operator has agreed to join the Scheme and preparatory work is underway so as to meet the accounting and auditing requirements for participating in the Scheme. Pending the completion of preparatory work, this operator has taken the initiative to provide \$2 fare concession to the elderly and eligible persons with disabilities from 1 April 2017.

The 2018-19 estimate for reimbursing the GMB operators their revenue forgone as a result of implementing the Scheme is about \$380 million.

Under the Scheme, the Government reimburses the participating public transport operators regularly the revenue forgone as a result of the implementation of the Scheme on an accountable and reimbursement basis. The fare adjustments for the public transport services currently covered by the Scheme are regulated by the Government, while the mode of operation of PLBs (red minibuses (RMBs)) is different from that of GMBs with their routings and fares not subject to the regulation of the Government. Under the current

policy, the Government encourages the conversion of RMBs to GMBs by planning and introducing more new GMB routes. The Government will consider the scope of the modes of public transport under the Scheme in the comprehensive review scheduled to take place in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4469)

Head: (186) Transport Department

Subhead(No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please list out the number of persons with disabilities who have successfully applied for using the \$2 fare concessions under the Scheme in each of the past three years, and the number of persons with disabilities who are currently using the \$2 fare concessions under the Scheme

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 467)

Reply:

Under the Scheme, eligible persons with disabilities (recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group) are required to use Personalised Octopus with "Persons with Disabilities Status". To apply for a Personalised Octopus with "Persons with Disabilities Status", an eligible person with disabilities is required to submit the application form with confirmation of the applicant's eligibility by the Social Welfare Department, together with the applicant's passport photo, to a MTR Customer Service Centre. To date, there are about 160 000 eligible persons with disabilities under the Scheme. Each eligible person with disabilities can hold no more than one Personalised Octopus with "Persons with Disabilities Status".

According to the information provided by the MTR Corporation Limited, the number of successful applications for Personalised Octopus with "Persons with Disabilities Status" each year between 2015 and 2017 are about 19 400, 18 000 and 18 900 respectively.

As at end February 2018, the number of Personalised Octopus with "Persons with Disabilities Status" is about 132 000. The Government does not have information on the use of concessions by each eligible person with disabilities under the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)798

(Question Serial No. 4487)

Head: (186) Transport Department

Subhead(No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise on:

- (1) the number of passenger trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators in the past three years;
- (2) the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) domestic services and franchised bus services in the past three years in a table;
- (3) the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme; and
- (4) the average costs and marginal costs per passenger trip of the participating public transport operators.

Asked by: Hon CHEUNG Chiu-hung, Fernando(Member Question No. (LegCo use):616)

Reply:

The information sought is provided as follows:

- (1)&(2) The average daily passenger trips taken under the Scheme each year between 2015 and 2017 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly ^(Note1)	Eligible Persons with Disabilities ^(Note2)
MTR Corporation Limited (MTRCL)	2015	290 000	46 000
	2016	318 000	50 000
	2017	357 000	54 000
Franchised bus operators	2015	437 000	60 000
	2016	452 000	63 000
	2017	478 000	66 000
Ferry operators	2015	5 900	700
	2016	6 200	800
	2017	6 700	800
Green minibus (GMB) operators	2015	160 000	22 000
	2016	198 000	26 000
	2017	223 000	29 000

(Note 1) Persons aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (3) Since the implementation of the Scheme, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme up to 28 February 2018 is as follows:

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 28 February 2018) (\$'000)
MTRCL	1,112,186
Franchised bus operators	2,169,589
Ferry operators	112,744
GMB operators	776,719
Total	4,171,238

- (4) According to the public transport operators, they do not have information on the average costs and marginal costs per daily passenger trip under the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)799

(Question Serial No. 4488)

Head: (186) Transport Department

Subhead (No. & title): (927) Hong Kong Society for Rehabilitation – rehabuses (block vote)

Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

1. What is the fleet size of rehabuses?
2. What were the total numbers of orders entertained each quarter in the past three years (with a breakdown by intended purpose of appointment)?
3. What were the total numbers of orders not entertained each quarter in the past three years (with a breakdown by intended purpose of appointment)?
4. Please provide the figures and proportions of turnover of rebus drivers in the past three years and the reasons.
5. Please provide the number of orders not entertained due to driver shortage in the past three years.
6. Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the numbers of wheelchair accessible vehicles registered by them (including all franchised bus companies).

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 617)

Reply:

1. The current fleet size of rehabuses is 164.

2. The numbers of orders for dial-a-ride (DAR) services entertained each quarter between 2015 and 2017 with a breakdown by intended purpose of appointment are provided below:

Intended purpose of using DAR Services		Number of orders for DAR services entertained		
		Year		
		2015	2016	2017
First quarter January to March	1. Receiving medical treatment	4 180	4 107	6 010
	2. Attending social activities	5 063	5 671	6 220
	3. Attending school/ training	6 135	7 561	8 583
	4. Receiving rehabilitation treatment	3 117	3 225	2 249
	5. Going to work	393	255	419
	6. Others	411	435	585
Second quarter April to June	1. Receiving medical treatment	4 353	4 349	6 695
	2. Attending social activities	4 858	5 137	5 659
	3. Attending school/ training	5 952	7 997	7 948
	4. Receiving rehabilitation treatment	3 359	3 447	2 420
	5. Going to work	484	396	493
	6. Others	478	509	717
Third quarter July to September	1. Receiving medical treatment	4 242	5 359	7 743
	2. Attending social activities	5 140	5 641	5 592
	3. Attending school/ training	6 784	7 921	7 871
	4. Receiving rehabilitation treatment	3 216	3 711	2 781
	5. Going to work	542	400	541
	6. Others	561	489	590
Fourth quarter October to December	1. Receiving medical treatment	4 113	5 268	6 196
	2. Attending social activities	5 564	6 195	6 359
	3. Attending school/ training	7 531	7 599	7 645
	4. Receiving rehabilitation treatment	3 288	3 831	2 821
	5. Going to work	370	394	542
	6. Others	616	637	679
Total number of orders:		80 750	90 534	97 358

3. The numbers of orders for DAR services not entertained each quarter between 2015 and 2017 with a breakdown by intended purpose of appointment are provided below:

Intended purpose of using DAR Services		Number of orders for DAR services not entertained		
		Year		
		2015	2016	2017
First quarter January to March	1. Receiving medical treatment	1 521	1 165	973
	2. Attending social activities	479	273	328
	3. Attending school/ training	197	100	153
	4. Receiving rehabilitation treatment	603	273	152
	5. Going to work	19	15	14
	6. Others	139	65	87
Second quarter April to June	1. Receiving medical treatment	1 201	1 361	605
	2. Attending social activities	220	209	245
	3. Attending school/ training	116	81	143
	4. Receiving rehabilitation treatment	418	253	101
	5. Going to work	25	17	16
	6. Others	59	55	62
Third quarter July to September	1. Receiving medical treatment	1 220	1 002	594
	2. Attending social activities	255	240	204
	3. Attending school/ training	106	149	173
	4. Receiving rehabilitation treatment	351	186	93
	5. Going to work	25	12	60
	6. Others	56	54	57
Fourth quarter October to December	1. Receiving medical treatment	1 230	960	1 255
	2. Attending social activities	359	384	541
	3. Attending school/ training	174	119	441
	4. Receiving rehabilitation treatment	385	221	263
	5. Going to work	11	34	128
	6. Others	73	94	115
Total number of orders:		9 242	7 322	6 803

4. The total numbers of rehabus drivers who retired and resigned between 2015 and 2017 were 21 and 69 respectively and the turnover rates for the three years were 20.8%, 21.5% and 16.4% respectively. The Hong Kong Society for Rehabilitation (HKSR) does not keep records on the reasons of resignation of rehabus drivers.
5. There are various factors leading to DAR service orders not entertained, including high demands during peak hours. The HKSR does not keep records on the number of DAR service orders not entertained due to shortage of rehabus drivers.

6. Details on transport services for wheelchair users under the regulation of the Transport Department (TD) are set out below:

Transport service	Operator	Number of registered wheelchair accessible vehicles (as at end-January 2018)
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	3 981
	Citybus Limited	964
	New World First Bus Services Limited	715
	Long Win Bus Company Limited	247
	New Lantao Bus Company (1973) Limited	58
MTR bus	MTR Corporation Limited	161
Green minibus	AMS Public Transport Holdings Limited	1
Taxi service	Individual taxi operators (the taxi fleets of Diamond Cab and SynCab)	83
Hire car	Individual hire car operators	26

Apart from the above transport modes, the TD also monitors the operation of the rebus services provided by the HKSR.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)800****(Question Serial No. 4492)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Labour and WelfareQuestion:

Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the numbers of wheelchair accessible vehicles registered by them (including all bus companies).

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 622)Reply:

Details on transport services for wheelchair users under the regulation of the Transport Department (TD) are set out below:

Transport service	Operator	Number of registered wheelchair accessible vehicles (as at end-January 2018)
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	3 981
	Citybus Limited	964
	New World First Bus Services Limited	715
	Long Win Bus Company Limited	247
	New Lantao Bus Company (1973) Limited	58
MTR bus	MTR Corporation Limited	161
Green minibus	AMS Public Transport Holdings Limited	1
Taxi service	Individual taxi operators (the taxi fleets of Diamond Cab and SynCab)	83
Hire car	Individual hire car operators	26

Apart from the above transport modes, the TD also monitors the operation of the rehabus services provided by the Hong Kong Society for Rehabilitation. As at end-January 2018, the total number of wheelchair accessible rehabuses is 164.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)801****(Question Serial No. 5870)**Head: (186) Transport DepartmentSubhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Labour and WelfareQuestion:

There were newspaper reports that some non-Hong Kong residents aged over 65 exploited the loophole of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) by taking buses such as route no. B1 of The Kowloon Motor Bus (1933) Limited (KMB), route nos. B2/B2P/B2X of New Lantau Bus Company Limited (NLB), and route nos. B3/B3A/B3M/B3X of Citybus Limited (CTB) to the boundary control points at the concessionary fare for the purpose of parallel trading, resulting in the rise of the phenomenon of using public money to fund parallel trading activities. This went against the original intention of the Scheme, i.e. "to help build a caring and inclusive society by encouraging these groups (the elderly and eligible persons with disabilities) to participate more in community activities".

In this regard, will the Government provide the following figures for the past three years:

a. Use of Elder Octopus

	Expenditure involved in providing concession for passengers travelling on KMB buses to the boundary control point	Number of passengers travelling on KMB buses to the boundary control point at concessionary fare	Expenditure involved in providing concession for passengers travelling on NLB buses to the boundary control point	Number of passengers travelling on NLB buses to the boundary control point at concessionary fare	Expenditure involved in providing concession for passengers travelling on CTB buses to the boundary control point	Number of passengers travelling on CTB buses to the boundary control point at concessionary fare

b. Use of Personalised Octopus with “Elderly Status” or “Persons with Disabilities Status”

Expenditure involved in providing concession for passengers travelling on KMB buses to the boundary control point	Number of passengers travelling on KMB buses to the boundary control point at concessionary fare	Expenditure involved in providing concession for passengers travelling on NLB buses to the boundary control point	Number of passengers travelling on NLB buses to the boundary control point at concessionary fare	Expenditure involved in providing concession for passengers travelling on CTB buses to the boundary control point	Number of passengers travelling on CTB buses to the boundary control point at concessionary fare

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 75)

Reply:

Currently, the KMB, CTB and NLB all provide franchised bus services to the boundary control points at Lok Ma Chau or Shenzhen Bay Port (including route nos. B1, B2, B2P, B2X, B3, B3A, B3M and B3X^(Note 1)). The average daily passenger trips of the above services provided by the franchised bus companies under the Scheme in the past three years are as follows:

Franchised bus operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly ^(Note 2)	Eligible Persons with Disabilities ^(Note 3)
KMB	2015	4 490	380
	2016	5 120	440
	2017	4 990	410
CTB	2015	2 170	100
	2016	2 280	110
	2017	2 470	140
NLB	2015	1 440	130
	2016	1 520	130
	2017	1 790	150

^(Note 1) Information of the routes is as follows:

B1: Tin Tsz Estate–Lok Ma Chau Station

B2: Yuen Long Station–Shenzhen Bay Port

B2P: Tin Tsz Estate Bus Terminus–Shenzhen Bay Port

B2X: Tin Yiu Estate Bus Terminus–Shenzhen Bay Port

B3: Tuen Mun Pier Head–Shenzhen Bay Port

B3A: Shan King Estate–Shenzhen Bay Port

B3M: Shenzhen Bay Port–Tuen Mun Station Public Transport Interchange (Circular)

B3X: Tuen Mun Town Centre–Shenzhen Bay Port

^(Note 2) Persons aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

Regarding the aforementioned routes, the Government's reimbursement of the revenue forgone to the relevant franchised bus companies under the Scheme is as follows:

Franchised bus operator	Financial year	The Elderly (\$'000)	Eligible Persons with Disabilities (\$'000)
KMB	2015-16	6,733	1,351
	2016-17	7,374	1,525
	2017-18 (up to end-December 2017)	5,336	1,047
CTB	2015-16	2,758	333
	2016-17	2,935	374
	2017-18 (up to end-December 2017)	2,401	327
NLB	2015-16	1,357	284
	2016-17	1,551	321
	2017-18 (up to end-December 2017)	1,318	272

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)802****(Question Serial No. 6117)**Head: (186) Transport DepartmentSubhead(No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Labour and WelfareQuestion:

In recent years, the expenditures involved in the provision of transport services for persons with disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) have been continuously rising.

In this connection, will the Government provide the following figures for the past three years:

a. Use of Elder Octopus

	Annual expenditure involved in providing concession for passengers travelling on buses of Kowloon Motor Bus Company (1933) Limited (KMB) under the Scheme	Annual number of passengers travelling on KMB buses under the Scheme	Annual average number of passenger trips taken per person on KMB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers	Annual number of passengers travelling on CTB buses under the Scheme	Annual average number of passenger trips taken per person on CTB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	travelling on buses of Citybus Limited (CTB) under the Scheme				

	Annual expenditure involved in providing concession for passengers travelling on buses of New World First Bus Services Limited (NWFB) under the Scheme	Annual number of passengers travelling on NWFB buses under the Scheme	Annual average number of passenger trips taken per person on NWFB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on buses of Long Win Bus Company Limited (LWB) under the Scheme	Annual number of passengers travelling on LWB buses under the Scheme	Annual average number of passenger trips taken per person on LWB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on buses of New Lantao Bus Company (1973) Limited (NLB) under the Scheme	Annual number of passengers travelling on NLB buses under the Scheme	Annual average number of passenger trips taken per person on NLB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on the Mass Transit Railway (the MTR) under the Scheme	Annual number of passengers travelling on the MTR under the Scheme	Annual average number of passenger trips taken per person on the MTR under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on the green minibuses (GMBs) under the Scheme	Annual number of passengers travelling on GMBs under the Scheme	Annual average number of passenger trips taken per person on GMBs under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries under the Scheme	Annual number of passengers travelling on ferries under the Scheme	Annual average number of passenger trips taken per person on ferries under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

b. Use of Personalised Octopus with “Elderly Status” or “Persons with Disabilities Status”

	Annual expenditure involved in providing concession for passengers travelling on KMB buses	Annual number of passengers travelling on KMB buses under the Scheme	Annual average number of passenger trips taken per person on KMB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	under the Scheme				

	Annual expenditure involved in providing concession for passengers travelling on CTB buses under the Scheme	Annual number of passengers travelling on CTB buses under the Scheme	Annual average number of passenger trips taken per person on CTB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on NWFB buses under the Scheme	Annual number of passengers travelling on NWFB buses under the Scheme	Annual average number of passenger trips taken per person on NWFB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on LWB buses under the Scheme	Annual number of passengers travelling on LWB buses under the Scheme	Annual average number of passenger trips taken per person on LWB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on NLB buses under	Annual number of passengers travelling on NLB buses under the Scheme	Annual average number of passenger trips taken per person on NLB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
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	the Scheme				

	Annual expenditure involved in providing concession for passengers travelling on MTR under the Scheme	Annual number of passengers travelling on MTR under the Scheme	Annual average number of passenger trips taken per person on MTR under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on GMBs under the Scheme	Annual number of passengers travelling on GMBs under the Scheme	Annual average number of passenger trips taken per person on GMBs under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of Fortune Ferry Company Limited under the Scheme	Annual number of passengers travelling on ferries of Fortune Ferry Company Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Fortune Ferry Company Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of New World First Ferry	Annual number of passengers travelling on ferries of New World First Ferry Services Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of New World First Ferry Services Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
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	Services Limited under the Scheme				

	Annual expenditure involved in providing concession for passengers travelling on ferries of Coral Sea Ferry Service Company Limited under the Scheme	Annual number of passengers travelling on ferries of Coral Sea Ferry Service Company Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Coral Sea Ferry Service Company Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of Hong Kong &Kowloon Ferry Limited under the Scheme	Annual number of passengers travelling on ferries of Hong Kong &Kowloon Ferry Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Hong Kong &Kowloon Ferry Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of Discovery Bay Transportation Services Limited under the Scheme	Annual number of passengers travelling on ferries of Discovery Bay Transportation Services Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Discovery Bay Transportation Services Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of the Park Island Transport Company Limited under the Scheme	Annual number of passengers travelling on ferries of the Park Island Transport Company Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of the Park Island Transport Company Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of Peng Chau Kai To Limited under the Scheme	Annual number of passengers travelling on ferries of Peng Chau Kai To Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Peng Chau Kai To Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of Chuen Kee Ferry Limited under the Scheme	Annual number of passengers travelling on ferries of Chuen Kee Ferry Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Chuen Kee Ferry Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	Annual expenditure involved in providing concession for	Annual number of passengers travelling on ferries of Tsui Wah Ferry	Annual average number of passenger trips taken per person on ferries of	Average daily number of passenger trips taken per person under the	Average daily amount of reimbursement per person provided under
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	passengers travelling on ferries of Tsui Wah Ferry Service (H.K.) Limited under the Scheme	Service (H.K.) Limited under the Scheme	Tsui Wah Ferry Service (H.K.) Limited under the Scheme	Scheme	the Scheme

	Annual expenditure involved in providing concession for passengers travelling on ferries of other ferry operators under the Scheme	Annual number of passengers travelling on ferries of other ferry operators under the Scheme	Annual average number of passenger trips taken per person on ferries of other ferry operators under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

Asked by: Hon MO Claudia (Member Question No. (LegCo use):109)

Reply:

Under the Scheme, elderly people are required to use Elder Octopus or their Personalised Octopus whereas eligible persons with disabilities to use Personalised Octopus with “Persons with Disabilities Status”.

The Government does not maintain a breakdown on the number of passenger trips taken by the elderly with the use of Elder Octopus and Personalised Octopus under the Scheme, as well as the average number of passenger trips taken per beneficiary under the Scheme, etc. The average number of passenger trips taken under the Scheme in each of the three years between 2015 and 2017 are as follows:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)
MTR Corporation Limited	2015	290 000	46 000
	2016	318 000	50 000
	2017	357 000	54 000
The Kowloon Motor Bus Company (1933) Limited	2015	327 500	44 500
	2016	336 600	46 800
	2017	359 600	49 700
Citybus Limited	2015	48 100	7 300

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)
	2016	50 900	7 600
	2017	50 900	7 400
New World First Bus Services Limited	2015	53 600	6 900
	2016	56 300	7 100
	2017	59 000	7 400
Long Win Bus Company Limited	2015	4 000	900
	2016	4 300	1 000
	2017	4 600	1 000
New Lantao Bus Company (1973) Limited	2015	3 300	800
	2016	3 400	900
	2017	3 900	900
New World First Ferry Services Limited	2015	2 900	395
	2016	3 000	404
	2017	3 300	442
Fortune Ferry Company Limited	2015	141	16
	2016	162	17
	2017	187	19
The “Star” Ferry Company, Limited ^(Note 3)	2015	-	55
	2016	-	54
	2017	-	68
Coral Sea Ferry Service Company Limited	2015	73	6
	2016	83	8
	2017	103	11
Hong Kong & Kowloon Ferry Limited	2015	631	102
	2016	689	117
	2017	748	109
Discovery Bay Transportation Services Limited	2015	869	39
	2016	901	41
	2017	906	42
Park Island Transport Company Limited	2015	406	16
	2016	426	15
	2017	462	18
Peng Chau Kai To Limited	2015	12	<1
	2016	14	<1
	2017	17	<1
Chuen Kee Ferry Limited	2015	110	10
	2016	114	10
	2017	114	9
Tsui Wah Ferry Service (H.K.) Limited	2015	90	8
	2016	94	8
	2017	101	11
Other ferry operators ^(Note 4)	2015	681	87
	2016	698	87

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)
	2017	775	98
Green minibus operators	2015	160 000	22 000
	2016	198 000	26 000
	2017	223 000	29 000

The Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in each of the past three financial years is tabulated below:

Public transport operator	2015-16 Actual \$'000		2016-17 Actual \$'000		2017-18 Revised estimate \$'000	
	The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)	The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)	The Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)
MTR Corporation Limited	169,386	37,210	200,582	42,931	226,105	47,989
The Kowloon Motor Bus Company (1933) Limited	215,495	89,215	227,133	94,390	244,834	101,411
Citybus Limited	44,056	15,600	47,212	16,658	48,792	17,085
New World First Bus Services Limited	31,407	11,681	33,461	12,305	35,411	13,092
Long Win Bus Company Limited	6,201	2,888	6,687	3,093	7,293	3,297
New Lantao Bus Company (1973) Limited	4,096	1,321	4,512	1,395	4,698	1,434
New World First Ferry Services Limited	10,609	1,497	8,942	1,248	10,726	1,569
Fortune Ferry Company Limited	518	53	444	40	523	44
The "Star" Ferry Company, Limited ^(Note 3)	-	2	-	2	-	3

Public transport operator	2015-16 Actual \$'000		2016-17 Actual \$'000		2017-18 Revised estimate \$'000	
	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
Coral Sea Ferry Service Company Limited	68	6	81	7	98	11
Hong Kong & Kowloon Ferry Limited	2,276	360	2,107	345	2,820	441
Discovery Bay Transportation Services Limited	5,759	534	6,126	555	5,946	571
Park Island Transport Company Limited	1,075	99	1,245	107	1,328	132
Peng Chau Kai To Limited	37	1	41	2	48	2
Chuen Kee Ferry Limited	359	19	394	18	420	19
Tsui Wah Ferry Service (H.K.) Limited	233	21	264	24	296	31
Other ferry operators (Note 4)	2,266	294	2,416	309	3,082	410
Green minibus operators	189,305	26,702	243,070	32,883	278,811	37,784
Total	683,146	187,503	784,717	206,312	871,231	225,325

(Note 1) Persons aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

(Note 3) The “Star” Ferry Company, Limited offers free ride for the elderly, so the information on passenger trips taken by the elderly under the Scheme and the reimbursement of revenue forgone in relation to elderly passengers is not available.

(Note 4) Other ferry operators include Winnertex Limited, Maris Ferry Service Limited and Islands Ferry Company Limited.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)803****(Question Serial No. 5781)**Head: (186) Transport DepartmentSubhead(No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Labour and WelfareQuestion:

Regarding the public transport fare concession scheme, please advise on the amounts of the Government's reimbursement of the revenue forgone to the participating public transport operators under the "Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities" (the Scheme) in 2017-18. Please provide the information with a breakdown by the name of public transport operator and advise on the ten routes with the highest amounts of reimbursement of revenue forgone.

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 171)Reply:

Under the revised estimate for 2017-18, the Government's estimated reimbursement of the revenue forgone to the participating public transport operators under the Scheme is provided below:

Public transport operator	2017-18 Revised estimate \$'000
MTR Corporation Limited	274,094
Franchised bus operators	477,347
Ferry operators	28,520
Green minibus operators	316,595
Total	1,096,556

The Government does not have information on the amounts of revenue forgone by individual route of the participating public transport operators under the Scheme. Therefore, the information on the ten routes with the highest amounts of reimbursement of revenue forgone is not available.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)03

(Question Serial No. S0061)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the figures provided by the Government in Reply Serial No. THB(T)136, the numbers of bicycle parking spaces available in the Central and Western, Wan Chai, Eastern and Southern Districts of Hong Kong Island are 40, 8, 44 and 13 respectively, whereas according to Reply Serial No. THB(T)141, the cycle tracks on Hong Kong Island are only located in the Southern District with a length of 0.3 km, and, in the vicinity of Residence Bel-air and Cyberport where there are not many users. The figures show that the Government lacks comprehensive planning for cycling on Hong Kong Island. Scattered and extremely short cycle tracks without ancillary facilities in effect exist in name only. With the promotion of the concept of green commuting and the emergence of bicycle-sharing services, there will certainly be more Hong Kong Island residents using bicycles for commuting.

Please advise:

- (1) For Hong Kong Island, does the Government have any plan to promote the use of bicycles as a transport mode by the residents? If yes, what are the details? If no, what are the reasons?
- (2) Does the Government have any plan to provide additional bicycle parking spaces as well as cycle tracks on Hong Kong Island? If yes, what are the details? If no, what are the reasons?
- (3) In the future transport planning for Hong Kong Island, will the Government include bicycles as one of the transport modes, and carry out relevant infrastructure planning, in order to encourage the residents to use bicycles for commuting and thereby reduce the burden on the public transport system?

Asked by: Hon AU Nok-hin

Reply:

- (1) Like other urban areas in Hong Kong, on Hong Kong Island, the traffic is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. Given the relatively limited road space, it is not practicable to designate dedicated cycle lanes or build cycle track network on Hong Kong Island without narrowing the existing walkways or carriageways, which will inevitably bring inconvenience to other road users and aggravate road traffic congestions. Allowing a large number of bicycles to share the busy roads on Hong Kong Island with other vehicles without dedicated cycle lanes or cycle tracks will increase the risks of accidents. Owing to road safety considerations, the Government currently does not have any plan to promulgate the use of bicycles as a mode of transport on Hong Kong Island as well as in other parts of the urban areas.
- (2) The Government is considering the provision of cycle tracks and ancillary facilities for recreational purpose at the waterfront promenade along the new Central harbourfront and on the proposed boardwalk underneath the Island Eastern Corridor from North Point to Quarry Bay.
- (3) The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. However, owing to the reasons stated in (1) above, the Government does not encourage the public to use bicycles for commuting in urban areas.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)04

(Question Serial No. S0062)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the quota for Hong Kong cross-boundary private car using HZMB to the Guangdong has been increased to 10 000. Among these quotas, would there be any for the Hong Kong local private cars (without dual-plate) to enter Guangdong for a single trip?

Asked by: Hon CHOW Ho-ding, Holden

Reply:

The governments of Guangdong Province, Hong Kong and Macao Special Administrative Regions will allow qualified cross-boundary private cars to travel between Guangdong/Hong Kong and Hong Kong/Macao via the HZMB with reference to the existing quota system for Guangdong/Hong Kong cross-boundary private cars. The Guangdong and Hong Kong Governments have agreed that 10 000 quotas will be provided for the Hong Kong dual-plate cross-boundary private cars to use the HZMB for multiple entries to Guangdong during the quota validity period. According to the established practice, these private cars would need to complete all the required formalities in both Hong Kong and the Mainland, including obtaining Mainland vehicle licences, before driving across the boundary via the HZMB. The arrangement does not allow Hong Kong local private cars (without Mainland vehicle licences) to enter Guangdong for a single trip.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)05

(Question Serial No. S0051)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Question Serial No. 0503 and Reply Serial No. THB(T)239, the Government indicated in its reply that it has started implementing a number of new measures to increase the supply of parking spaces since 2017. Will the Government specifically state how many parking spaces mentioned in the table of the reply were provided as a result of the new measures, and what are the details of the relevant new measures for providing parking spaces?

Asked by: Hon POON Siu-ping

Reply:

In 2017-18, a total of about 300 additional public parking spaces were provided in various districts. Of these, 67 are provided under measures introduced since 2017, comprising 49 overnight parking spaces for commercial vehicles and 18 parking and pick-up/set-down spaces for coaches. As the new measures also include medium to long-term ones, the Transport Department will continue to monitor their overall effectiveness in the provision of parking spaces for various types of vehicles in the territory.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)06

(Question Serial No. S0065)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Relating to the reply with reference THB(T)213, it is mentioned in the last paragraph that “Franchised bus companies are required to provide their services with buses under the age of 18. Newly purchased buses are also required to comply with the prevailing statutory emission standards. As such, we expect that all in-service buses of Euro II, Euro III and Euro IV emission standards will be retired by end 2019, 2026 and 2029 respectively”. For the “emission standards” mentioned in the reply, please clarify whether it refers to the emission standards at the time the buses were first registered, or it refers to the emission standards at the time the buses were retrofitted with the catalytic reduction devices.

Asked by: Hon TAM Man-ho, Jeremy

Reply:

The “emission standards” mentioned in the reply with reference THB(T)213 refer to the emission standards of the franchised buses when they were first registered.

- End -

CONTROLLING OFFICER'S REPLY

SV-THB(T)04

(Question Serial No. SV017)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Follow-up question to Reply Serial No. THB(T)205:

What was the number of applications proposed by non-franchised bus (NFB) operators concerning route modification of residents' services (RS)? How many of these applications were not accepted? What were the reasons for not accepting the applications?

Asked by: Hon POON Siu-ping

Reply:

The Transport Department received 26 applications from NFB operators concerning route modification of RS in 2017. Among the applications, two were not approved because the proposed changes would have adverse impact on existing franchised bus services.

- End -