

## Transport Department

### Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2010-11

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**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)158**

Question Serial No.

1904

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the traffic accident black spots (TABSS) in Hong Kong, please provide the following information:

- (a) the improvement works carried out by the Government in the past three years (i.e. 2007-08 to 2009-10) to the TABSS, the expenditure involved and the results achieved;
- (b) the improvement works to be carried out in 2010-11 and the estimated expenditure; and
- (c) whether studies have been conducted by the Government on the installation of red light cameras at the TABSS with serious red light jumping problem; if so, what is the progress of the studies and the expenditures involved?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) For the past three years (i.e. 2007-08 to 2009-10), the improvement works carried out by the Administration at traffic accident black spots include-
- (i) adding traffic light signals or improving the method of control for existing traffic light signals;
  - (ii) enhancing facilities for the motorists, e.g. laying anti-skidding materials, constructing central dividers/crash barriers, and adding traffic signs/road markings; and
  - (iii) enhancing facilities for the pedestrians, e.g. adding pedestrian crossings, erecting railings and widening footpaths.



**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)159**

Question Serial No.

1908

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding studies and surveys for comprehensive transport planning, provide the following details:

- (a) the number of studies and surveys conducted in the past two years (i.e. 2008-09 to 2009-10); the progress and expenditure involved; as well as the follow-up actions taken by Transport Department on the results of the studies and surveys; and
- (b) the number of studies and surveys to be commenced in 2010-11, and the estimated expenditure and objective for each of them.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

- (a) The main studies/surveys conducted in the past two years for comprehensive transport planning are:

<b>Study/Survey</b>	<b>Project Cost \$M</b>	<b>Progress</b>	<b>Follow-up actions taken</b>
Congestion Charging Transport Model – Feasibility Study	5.94	Completed	The Transport Model developed will be applied to test the effect of different charging scenarios in future when necessary.
Consultancy Study on Regulatory Arrangements for Cross-boundary Vehicles Upon the Commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB)	1.28	Completed	Findings are referred to in the development of regulatory arrangements for cross-boundary vehicles in the run-up to the commissioning of HZMB.

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<b>Study/Survey</b>	<b>Project Cost \$M</b>	<b>Progress</b>	<b>Follow-up actions taken</b>
Traffic Study for Mid-Levels Area	1.30	In progress	Findings will be taken into account in reviewing the Mid-Levels Moratorium for the area.
West Kowloon Reclamation Development Traffic Study	1.30	Completed	Findings are being taken forward for detailed investigation and implementation of road projects in the area.
Review of Parking Standards for Private Housing Developments in the Hong Kong Planning Standards and Guidelines	0.75	In progress	Findings will be taken into account in the future review of the parking standards for private housing developments in the Hong Kong Planning Standards and Guidelines.
Study on the Planning of Public Transport Services and Facilities for New Boundary Control Points at Liantang / Heung Yuen Wai and HZMB	0.96	Completed	The findings are being used for developing public transport services and facilities for the new crossings at Liantang and HZMB.
Establishment of a Ranking System for Provision of Hillside Escalator Links/Elevator Systems	0.40	In progress	The established ranking system will be used to assess the public's proposals for the provision of hillside escalator links/elevator systems with a view to deciding on the priority for conducting technical feasibility studies on the proposals.
Strategic Highway Project Review 2009	N.A. (In-house study)	In progress	Findings will be adopted in the preliminary planning of strategic highway projects.

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(b) The following three studies will commence in 2010-11:

<b>Study/Survey</b>	<b>Estimate (\$)</b>	<b>Objectives</b>
Traffic Study for Admiralty-Feasibility Study	See note	To examine the arrangement of Admiralty public transport interchange upon the opening of future rail links connected to the area and the pedestrian linkages of Admiralty Station with its surrounding area.
Comprehensive Transport Study Model Enhancement – Feasibility Study	See note	To conduct the travel characteristic surveys in 2011 and to re-calibrate and enhance the comprehensive transport planning model.
Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong	See note	To review the cycling track and cycle parking provision in existing new towns and to recommend improvement measures with the development of conceptual improvement plans.

Note: Studies are at tendering stage.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)160**

Question Serial No.

1909

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In relation to the number of daily spot checks on franchised buses, please provide the following information :

- (a) the manpower establishment and the expenditure deployed for the daily spot check in the past year (i.e. 2009-10), and the detailed inspection procedures; and
- (b) whether the Transport Department (TD) will increase the number of daily spot checks of in-service franchised buses to enhance bus safety?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) In the past year, TD deployed three Motor Vehicle Examiners to conduct an average of 14 spot checks of in-service franchised buses per working day. The annual staff costs, in terms of notional annual mid-point salary, was about \$1.5 million.

TD staff randomly select in-service buses for spot check at different bus depots. The selected buses, after completion of their service trips, have to return to the concerned bus depot for TD's inspection. TD staff will go through all the inspection items as for the annual inspection, including braking system, suspension system, steering system, lighting system, body structure, seats and emission test. The bus companies have to rectify immediately any defects found for re-checking by TD staff before the buses are released back to service.

- (b) At present, there is no plan to increase the number of daily spot checks of in-service franchised buses. TD will continue to monitor the situation and review the arrangement as appropriate.

Examination of Estimates of Expenditure 2010-11

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

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Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)161**

Question Serial No.

1910

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please advise on the details, expenditure and completion dates for the technical feasibility studies for pedestrian footbridge/subway proposals in Causeway Bay and Mong Kok, and the traffic and civil engineering feasibility studies for pedestrian environment improvement proposals in Yuen Long town.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

Details of the studies for improving the pedestrian environment in Causeway Bay, Mong Kok and Yuen Long town are as follows:

- (a) In March 2009, the Transport Department engaged consultants to carry out preliminary feasibility studies and schematic designs for a pedestrian subway system in Causeway Bay and for expanding the existing pedestrian footbridge system in Mong Kok. The consultancy fees are \$1.21 million and \$0.54 million for the Causeway Bay and Mong Kok studies respectively. The studies have investigated the feasibility of possible options for the proposed pedestrian systems and have incorporated the views of concerned District Councils (DCs) and Area Committees. The recommended options were presented to the Panel on Transport of the Legislative Council and the Transport Advisory Committee on 22 January 2010 and 5 February 2010 respectively. The two studies are expected to complete in April 2010.
  
- (b) As regards the pedestrian environment improvement scheme for Yuen Long Town, The Highways Department (HyD) commissioned a public engagement consultancy in May 2009 to gather public views on pedestrian environment problems and improvement measures. HyD also commissioned an engineering consultancy in September 2009 to formulate improvement measures taking into account public views gathered from public engagement exercise. The two consultancies cost \$1.0 million each. Upon completion of the consultancies by the end of 2010, HyD will work out implementation details and programme for further consulting the public and the relevant DC.

Examination of Estimates of Expenditure 2010-11

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**THB(T)161**

Question Serial No.

1910

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

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**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)162**

Question Serial No.

1911

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : During last year (i.e. 2009-10), what was the average time taken for the Transport Department (TD) to disseminate information on traffic and transport incidents to the public after it received reports of such incidents?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

When TD receives report on or comes to know of the occurrence of a traffic and transport incident, it will immediately verify the information with the Police or concerned parties before disseminating the information to the public.

Last year, TD took an average of about ten minutes to verify reports of incidents and disseminate the relevant information to the media for onward transmission to the public.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)163**

Question Serial No.

1347

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the licences for ferry services, please provide information:

- (a) The reasons for the substantial reduction in the number of new or extension of licences for ferry services to 15 in 2010 as compared with 92 in 2008 and 84 in 2009; and
- (b) Please list out the companies to which the estimated 15 new or extension of licences for ferry services are to be granted and the routes to be covered by such licences.

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) In the past, the licence period for kaito services was one year. Since 2009, the licence period was extended to two or three years to provide kaito service operators with a more stable operating environment. This accounts for, in the main, the substantial reduction in the estimated number of ferry service licences to be extended in 2010.
- (b) The 15 ferry services and their licensees are shown in the table below:

	<b>Licences for ferry services</b>	<b>Licensees</b>
1	Kwun Tong – North Point (dangerous goods vehicular ferry service)	The Hongkong & Yaumati Ferry Co. Ltd.
2	Kwun Tong / North Point – Mui Wo (dangerous goods vehicular ferry service)	
3	Kwun Tong / North Point – Mui Wo (emergency vehicular ferry service)	

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**THB(T)163**

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1347

	<b>Licences for ferry services</b>	<b>Licensees</b>
4	Sha Tau Kok – Kat O	Kut O Village Rural Committee (Tung Lok House) Limited
5	Discovery Bay – Mui Wo	Peng Chau Kai To Ltd.
6	Wong Shek – Wan Tsai / Chek Keng	Tsui Wah Ferry Service (H.K.) Limited
7	Ma Liu Shui – Tung Ping Chau	
8	Tap Mun – Wong Shek	
9	Ma Liu Shui – Tap Mun	
10	Sai Kung – Kiu Tsui / Yim Tin Tsai / Pak Wan / Tai She Wan / Kau Sai / Leung Shuen Wan	Mr. KWOK Kam-to
11	Sai Kung - Kiu Tsui / Hap Mun Bay / Yim Tin Tsai / Kau Sai / Leung Shuen Wan	Mr. LEE Chuk-ming
12	Sai Kung - Kiu Tsui / Hap Mun Bay / Yim Tin Tsai / Kau Sai / Nam Fung Wan / Leung Shuen Wan	Mr. MA Yun-fat
13	Sai Kung – Kiu Tsui / Hap Mun Bay / Yim Tin Tsai / Tai She Wan / Kau Sai / Leung Shuen Wan	Ms. FONG Mui-fa
14	Hei Ling Chau – Peng Chau	Subject to tender result
15	Aberdeen – Mo Tat – Sok Kwu Wan	Subject to tender result

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)164**

Question Serial No.

1348

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide information about bus interchange schemes currently provided by public transport operators in Hong Kong:

Public transport operator	No. of bus routes involved in bus interchange schemes solely provided by the operator	No. of bus routes involved in bus interchange schemes jointly provided with other public transport operators	No. of bus routes involved in new bus interchange schemes under application or assessment

Asked by : Hon. CHEUNG Hok-ming

Reply :

As at end 2009, the number of bus routes involved in bus interchange schemes were as follows:

Public transport operator	No. of bus routes involved in bus interchange schemes solely provided by the operator	No. of bus routes involved in bus interchange schemes jointly provided with other public transport operators	No. of bus routes involved in new bus interchange schemes under application or assessment
The Kowloon Motor Bus Company (1933) Limited	199	65	6

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Public transport operator	No. of bus routes involved in bus interchange schemes solely provided by the operator	No. of bus routes involved in bus interchange schemes jointly provided with other public transport operators	No. of bus routes involved in new bus interchange schemes under application or assessment
New World First Bus Services Limited	20	54	5
Citybus Limited	15	79	2
Long Win Bus Company Limited	0	12	0
New Lantao Bus Company (1973) Limited	0	3	0
MTR Corporation Limited (Feeder bus routes for Light Rail Transit)	13	0	0

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)165**

Question Serial No.

1349

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide details of the installation of electronic black box and speed limiter by the three franchised bus companies:

(a) Installation of electronic black box (EBB)

Franchised bus company	No. of buses with EBB  (as at 31 December 2009)	No. of buses planned to be installed with EBB in 2010	No. of buses with EBB and planned to be installed with EBB in 2010 as percentage of the total bus fleet

(b) Installation of speed limiter

Franchised bus company	No. of buses with speed limiter (as at 31 December 2009)	No. of buses planned to be installed with speed limiter in 2010	No. of buses with speed limiter and planned to be installed with speed limiter by the end of 2010 as percentage of the total bus fleet

Asked by : Hon. CHEUNG Hok-ming

**CONTROLLING OFFICER'S REPLY TO  
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**THB(T)165**

Question Serial No.

1349

Reply :

- (a) The details of the installation of EBB by the existing franchised bus companies are as follows :

Franchised bus company	No. of buses with EBB  (as at 31 December 2009)	No. of buses planned to be installed with EBB in 2010	No. of buses with EBB and planned to be installed with EBB in 2010 as percentage of the total bus fleet
The Kowloon Motor Bus Co. (1933) Ltd. ("KMB")	3 632	255	96.5%
Citybus Limited (Franchise 1) ("CTB (F1)") <small>(Note)</small>	28	500	66.0%
Citybus Limited (Franchise 2) ("CTB (F2)") <small>(Note)</small>	5	1	3.5%
New World First Bus Services Limited ("NWFB") <small>(Note)</small>	72	20	13.0%
Long Win Bus Co. Ltd. ("LW")	167	21	100%
New Lantao Bus Company (1973) Limited ("NLB")	104	23	100%

Note : Due to liquidation of the EBB contractor, there is some slippage in the installation programme.

- (b) The details of the installation of speed limiter by the existing franchised bus companies are as follows :

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Franchised bus company	No. of buses with speed limiter (as at 31 December 2009)	No. of buses planned to be installed with speed limiter in 2010	No. of buses with speed limiter and planned to be installed with speed limiter by the end of 2010 as percentage of the total bus fleet
KMB	3 841	255	99.2%
CTB (F1)	759	45	100%
CTB (F2)	172	1	100%
NWFB	705	20	100%
LW	167	21	100%
NLB	71	22	89.4%

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)166**

Question Serial No.

1350

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the section of Route 8 (R8) from Tsing Yi (TY) to Cheung Sha Wan (CSW), please provide the following information:

- i. since road opening, the traffic flow for various types of vehicles during peak and non-peak periods on a monthly basis;
- ii. since opening of the section of R8 from TY to CSW, the respective traffic flows for Lion Rock Tunnel and Tate's Cairn Tunnel during peak and non-peak periods on a monthly basis;
- iii. the publicity expenditure incurred during the past year in encouraging motorists to use the section of R8 from TY to CSW; and
- iv. since road opening, the complaints or improvement suggestions proposed by the public on the section of R8 from TY to CSW; and the details in the handling of these suggestions or complaints by the Administration.

Asked by : Hon. CHEUNG Hok-ming

Reply :

- i. The average peak (0800 to 0900) and non-peak (0900 to 1600) hourly two-way traffic flows during normal working days on the section of R8 from TY to CSW since opening on 20 December 2009 for small sized vehicle (length up to six metres), medium sized vehicles (length exceeding six metres but up to 12 metres) and large vehicles (length exceeding 12 metres) are tabulated below:

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Month	Period	Vehicle Size			Total
		Small	Medium	Large	
Dec 2009	Peak	1 375	318	213	1 906
	Non Peak	1 487	310	194	1 991
Jan 2010	Peak	1 290	290	195	1 775
	Non Peak	1 226	248	169	1 643
Feb 2010	Peak	1 368	267	188	1 823
	Non Peak	1 208	225	150	1 583

- ii. Since the opening of the section of R8 from TY to CSW, the average peak (0800 to 0900) and non-peak (0900 to 1600) hourly two-way traffic flows during normal working days in Lion Rock Tunnel and Tate's Cairn Tunnel are tabulated below:

Month	Period	Lion Rock Tunnel	Tate's Cairn Tunnel
Dec 2009	Peak	4 780	4 737
	Non Peak	4 558	2 926
Jan 2010	Peak	5 356	5 083
	Non Peak	4 479	2 754
Feb 2010	Peak	4 976	4 732
	Non Peak	4 390	2 752

- iii. During the past year, the publicity expenditure incurred by the Transport Department (TD) in encouraging motorists to use the section of R8 from TY to CSW was about \$83,000. This sum was mainly used for the production of radio APIs and publicity pamphlets. In addition, TD had carried out other publicity work such as issuing press releases, updating notes on the internet on driving rules and routes on the use of the new road, etc. As the work is undertaken by TD's existing staff as part of their normal duties, there is no separate breakdown on the expenditure involved.



**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)167**

Question Serial No.

1351

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the following information regarding the Driving-offence Points System:

- (i) the number of drivers who incurred 15 points or more in the past three years (2007 to 2009); and
- (ii) the details of the disqualification of these drivers by the court:

Disqualification for three months (No. of cases)	Disqualification for six months (No. of cases)	Others (Please specify) (No. of cases)

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (i) The number of summonses issued to drivers with 15 points or more in the past three years is as follows:

<b>Year</b>	<b>No. of Summons</b>
2007	4 513
2008	5 104
2009	4 842

- (ii) As at end February 2010, the number of disqualifications in respect of the above summons cases is as follows:

**CONTROLLING OFFICER'S REPLY TO  
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Reply Serial No.

**THB(T)167**

Question Serial No.

1351

Year	Disqualification for three months (No. of cases)	Disqualification for six months (No. of cases)	Other Disqualification (No. of cases)	Others <sup>(Note 3)</sup> (No. of cases)	Total
2007	3 020	1 266	1 <sup>(Note 1)</sup>	226	4 513
2008	3 451	1 350	1 <sup>(Note 2)</sup>	302	5 104
2009	3 170	1 274	0	398	4 842

Note 1 : The disqualification of a driver ceased after he successfully appealed to High Court.

Note 2 : The driver concerned was disqualified for five months.

Note 3 : These include cases withdrawn by the prosecution and cases the hearing of which have been adjourned, etc.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)168**

Question Serial No.

1352

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : What is the number of applications for renewal of ten-year driving licences processed by the Transport Department (TD) in the past three years?

Year 2007	Year 2008	Year 2009	Year 2010 (Forecast)

Asked by : Hon. CHEUNG Hok-ming

Reply :

The number of applications for renewal of ten-year driving licences processed by TD in the past three years is as follows:

Year 2007	Year 2008	Year 2009	Year 2010 (Forecast)
261 772	366 390	321 703	230 000

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)169**

Question Serial No.

1353

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please advise the latest progress of the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Hong Kong and Guangdong authorities have agreed in principle to roll out an ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port. Implementation details including the number of quotas to be introduced, issuing criteria and application procedures etc. are being sorted out.

The exact implementation date is subject to discussion with Guangdong side which is still underway.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**  
\_\_\_\_\_

Post Title      **Commissioner for Transport**  
\_\_\_\_\_

Date      **17 March 2010**  
\_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)170**

Question Serial No.

1354

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the regulation of franchised bus services, please provide the following information –

- (a) number of new routes approved in the past three years (i.e. 2007 to 2009) and their routeings; and
- (b) details of bus fare increase applications which the Administration received from franchised bus companies in the past six months.

<b>Franchised Bus Route No.</b>	<b>District Served</b>	<b>Percentage of Fare Increase Applied</b>	<b>Assessment Result</b>

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) The Transport Department (TD) approved the introduction of the following seven new franchised bus routes in the past three years –

<b>Franchised Bus Route No.</b>	<b>Districts served</b>
B1	Tin Shui Wai Station to Lok Ma Chau Station
B2	Yuen Long Station to Shenzhen Bay Port
B3	Tuen Mun Pierhead to Shenzhen Bay Port

**CONTROLLING OFFICER'S REPLY TO  
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**THB(T)170**

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1354

<b>Franchised Bus Route No.</b>	<b>Districts served</b>
H1	Central Ferry Piers (Pier 7) to Pokfield Road
H2	Central Ferry Piers (Pier 7) to Wan Chai (Morrison Hill Road)
30X	Cyberport to Central (Exchange Square) (Circular)
N64	Airport (Ground Transportation Centre) to Tung Chung (Yat Tung Estate Public Transport Terminus)

- (b) TD has not received any fare increase applications for franchised bus services in the past six months.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)171**

Question Serial No.

1355

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In respect of the management of government multi-storey car parks, please provide the peak-hour and non peak-hour utilisation rate of each multi-storey car park in 2007, 2008 and 2009.

Name of Multi-storey Car Park	Peak-hour utilisation rate (%)	Non peak-hour utilisation rate (%)

Asked by : Hon. CHEUNG Hok-ming

Reply :

The peak-hour and non peak-hour utilisation rates of the 14 government multi-storey car parks in 2007, 2008 and 2009 are as follows:

Name of Multi-storey Car Park	Peak-hour utilisation rate (%)			Non peak-hour utilisation rate (%)		
	2007	2008	2009	2007	2008	2009
Kennedy Town	66	91	93	61	86	89
Rumsey Street	34	43	43	27	33	34
Star Ferry	42	52	52	20	26	24
City Hall	18	30	18	7	14	8
Murray Road	40	44	43	27	28	28

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

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1355

Name of Multi-storey Car Park	Peak-hour utilisation rate (%)			Non peak-hour utilisation rate (%)		
	2007	2008	2009	2007	2008	2009
Aberdeen	43	45	47	36	38	39
Tin Hau	27	30	30	25	28	27
Shau Kei Wan	30	34	36	28	31	33
Middle Road	36	39	39	19	21	22
Yau Ma Tei	22	26	26	13	16	16
Sheung Fung Street	31	30	28	25	25	23
Kwai Fong	11	11	11	10	11	11
Tsuen Wan	27	28	23	22	23	19
Tsuen Wan Transport Complex	10	11	14	9	10	12

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)172**

Question Serial No.

1395

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : As regards Matters Requiring Special Attention in 2010-11, please advise the followings:

- (a) the programme, locations and expenditure of the territory-wide replacement of conventional traffic signals with more energy efficient LED traffic signals project; and
- (b) resources to be spent in 2010-11 on research, development and implementation of enhancing road-safety related facilities and measures? Any of these resources involves research and development in collaboration with the universities? If any, the details and the amount of fund and if no, the reasons.

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) The territory-wide replacement of conventional traffic signals with LED traffic signals will be conducted by regions in three phases as follows:

Phase (Region)	Period
Phase 1 (Hong Kong Island)	Feb 2009 – May 2010
Phase 2 (Kowloon)	Sep 2009 – Mar 2011
Phase 3 (New Territories)	Sep 2010 – Aug 2012

The estimated expenditure for replacing all conventional traffic signals with LED traffic signals throughout Hong Kong is about \$100 million.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)172**

Question Serial No.

1395

- (b) In 2010-11, to enhance road safety, the Transport Department (TD) will:
- (i) continue to conduct studies on traffic accident black sites and to devise and implement improvement measures for these sites;
  - (ii) commission a consultancy study to investigate the feasibility of installing seat belts in student service vehicles, at an estimated cost of \$1.3 million;
  - (iii) continue a study programme with the University of Hong Kong, the Hong Kong University of Science & Technology and the Hong Kong Polytechnic University on the investigation of a new roundabout marking system to improve the operational efficiency and road safety performance of roundabouts. The study will be conducted by university staff at no cost charged to TD; and
  - (iv) commission a consultancy study to review the cycling infrastructures in existing new towns and formulate improvement measures at an estimated cost of \$1.2 million.

We plan to deploy two professional staff and two technical staff to handle the above work in 2010-11.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)173**

Question Serial No.

0219

Head : 186 – Transport Department      Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : There will be a net increase of 15 non-directorate posts in the Transport Department in 2010-11. Please list out the post titles, duties and annual emoluments for these posts and advise which kinds of service are to be improved by these new posts.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The net increase of 15 non-directorate posts in 2010-11 is the result of creation of 22 non-directorate posts to be offset by the deletion of seven non-directorate posts. The post-holders will take up duties and responsibilities contributing to the operation and delivery of services under the following programmes:

- (i) Programme (1) Planning and Development: three posts – one Treasury Accountant, one Executive Officer II and one Clerical Assistant;
- (ii) Programme (2) Licensing of Vehicles and Drivers: 12 posts – one Chief Executive Officer, two Executive Officer II, two Assistant Clerical Officer and seven Clerical Assistant;
- (iii) Programme (3) District Traffic and Transport Services: five posts – one Transport Officer II, two Technical Officer (Traffic)/Technical Officer Trainee (Traffic) and two Clerical Assistant; and
- (iv) Programme (4) Management of Transport Services: two posts – one Senior Transport Officer and one Transport Officer II.



**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)174**

Question Serial No.

0220

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Amongst the Matters Requiring Special Attention in 2010-11, please provide details, including the progress, implementation status, study cost and method to assess the effectiveness, on deploying advanced technologies to enhance the Department's capability in incident management.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The Transport Department (TD) commissioned the feasibility study of deploying advanced technologies in incident management in 2007. The study covers such aspects as incident detection, data analysis, traffic impact assessment, dissemination of real-time traffic information, as well as cost and benefit analysis. The study is substantially completed with an estimated cost of \$7 million.

In the light of the study recommendations, TD will be seeking funding approval of the Finance Committee in 2010-11 to install a traffic and incident management system to facilitate traffic and incident management in a more effective and efficient manner.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)175**

Question Serial No.

0221

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : On the continued replacement of CCTV cameras in the Urban Area and New Territories, please provide details including the progress, programme, expenditure in 2010-11 and manpower required.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The replacement and installation of new CCTV cameras in the Urban Area and New Territories commenced in January 2008 and is scheduled for completion in late 2010. As at end 2009, about 80% of the works were completed. The estimated expenditure for the works in 2010-11 is \$101.9 million. The works require the input of three professional and one technical staff and these are met from existing resources.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**  
\_\_\_\_\_

Post Title      Commissioner for Transport  
\_\_\_\_\_

Date      17 March 2010  
\_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)176**

Question Serial No.

1254

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : As regards continuing the territory-wide replacement of conventional traffic signals with LED traffic signals, please provide details including the progress, programme, expenditure in 2010-11 and manpower required.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The territory-wide replacement of conventional traffic signals with LED traffic signals will be conducted in three phases as follows:

Phase (Region)	Period
Phase 1 (Hong Kong Island)	Feb 2009 – May 2010
Phase 2 (Kowloon)	Sep 2009 – Mar 2011
Phase 3 (New Territories)	Sep 2010 – Aug 2012

As at end 2009, 400 out of 1 763 existing signalised junctions in the territory were replaced with LED traffic signals. The estimated expenditure for the works in 2010-11 is \$27.1 million. The works require the input of three professional and three technical staff, and these are met from the Transport Department's existing resources.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**

Post Title      Commissioner for Transport

Date      17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)177**

Question Serial No.

2475

Head : 186 – Transport Department      Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding consultations conducted or to be conducted under various programmes for the purpose of policy formulation and evaluation, please provide the relevant information in the following format:

For consultation projects for which funds have been allocated in 2009-10, please provide information in the following format:

Name /subject matter of the consultation project	Revised Estimate (\$)	Progress of consultation (under planning/ in progress/ completed)	Mode of consultation (e.g. written submissions, consultative forums, focus group meetings), number of times, names of bodies consulted, and number of people consulted	Administration's follow-up action on the consultation results and progress made (if any)	If the consultation is completed, have the results been released to the public? If yes, through what channels? If no, what are the reasons?

Asked by : Hon. EU Yuet-mee, Audrey

Reply :

The major consultation exercises the Transport Department (TD) carried out in 2009-10 to help formulate or assess major transport policies include the following:

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)177**

Question Serial No.

2475

Name(s) /content of consultation project(s)	Revised Estimate (\$)	Progress of consultation (under planning/ in progress/ completed)	Mode of consultation (e.g. collection of written submissions, consultation sessions, focus groups), the number of consultation exercises, the name(s) of organisation(s) and the number of people consulted	The Administration's follow-up actions on the outcomes of consultation and the progress made (if any)	For consultation(s) already completed, were the outcomes of consultation made known to the public? If so, what were the channels? If not, please give the reasons.
1. Legislative amendments to combat drink driving and other inappropriate driving behaviour	Absorbed in the day to day operational expenses of TD	Completed	<p>Nine consultation meetings involving about 190 participants were conducted. The parties consulted included Transport Advisory Committee, Transport Panel of the Legislative Council (LegCo), Road Safety Council, and transport trades including franchised bus, public light bus, taxi and goods vehicle trades.</p> <p>In addition, written feedbacks were received from non-franchised bus and nanny van trades.</p>	The general views collected from the consultation supported the proposed legislative amendments to be taken forward	The legislative amendment proposals, which have taken into account the suggestions and views gathered from the community, will be introduced into the LegCo later this year.
2. Installation of speed limiter on public light buses through introduction of a new condition to vehicle licence and passenger service licence of public light buses	Absorbed in the day to day operational expenses of TD	Completed	<p>Four consultation meetings involving about 100 participants were conducted. The parties consulted included Transport Advisory Committee, Transport Panel of the LegCo, and the green mini bus and red mini bus trades.</p> <p>In addition, consultation letters were sent to all registered owners and passenger service licence holders of public light buses inviting them to express their views, and written feedbacks were received.</p>	The general views collected from the consultation supported the installation of speed limiter on public light buses through the introduction of a new condition to vehicle licence and passenger service licence of public light buses	TD has already notified registered owners and holders of passenger service licence of public light buses that the new condition will take effect from 7 June 2010. All public light buses will, from that date onwards, be required to be installed with a speed limiter approved by TD (within three months from the effective date of the new vehicle licence).

Examination of Estimates of Expenditure 2010-11

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)177**

Question Serial No.

2475

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 19 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)178**

Question Serial No.

2476

Head : 186 – Transport Department      Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding consultations conducted or to be conducted under various programmes for the purpose of policy formulation and evaluation, please provide the relevant information in the following format:

For consultation projects for which funds have been allocated in 2010-11, please provide information in the following format:

Name /subject matter of the consultation project	Expenditure (\$)	Progress of consultation (under planning/ in progress/ completed)	Mode of consultation (e.g. written submissions, consultative forums, focus group meetings), number of times, names of bodies consulted, and number of people consulted	If the consultation will be completed in 2010-11, will the results be released to the public? If no, what are the reasons?

Asked by : Hon. EU Yuet-mee, Audrey

Reply :

The major consultation exercises the Transport Department (TD) plans to carry out in 2010-11 to help formulate or assess major transport policies include the following:

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)178**

Question Serial No.

2476

<b>Name(s) /content of consultation project(s)</b>	<b>Expenditure (\$)</b>	<b>Progress of consultation (under planning/ in progress/ completed)</b>	<b>Mode of consultation (e.g. collection of written submissions, consultation sessions, focus groups), the number of consultation exercises, the name(s) of organisation(s) and the number of people to be consulted</b>	<b>For consultation(s) scheduled for completion in the financial year of 2010-11, will the outcomes of consultation be made known to the public? If not, please give the reasons.</b>
1. Proposals to combat drug driving	To be absorbed in the day to day operational expenses of TD	Under planning	Under planning	Under planning
2. Legislative proposals to enhance the safety of public light buses - to govern the installation of speed limiter, to stipulate the maximum running speed for public light buses, to specify the requirements of black box for newly registered public light buses, and to require applicants for public light bus driving licence to attend a pre-service training course	To be absorbed in the day to day operational expenses of TD	Under planning	Under planning	Under planning

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)178**

Question Serial No.

2476

Name(s) /content of consultation project(s)	Expenditure (\$)	Progress of consultation (under planning/ in progress/ completed)	Mode of consultation (e.g. collection of written submissions, consultation sessions, focus groups), the number of consultation exercises, the name(s) of organisation(s) and the number of people to be consulted	For consultation(s) scheduled for completion in the financial year of 2010-11, will the outcomes of consultation be made known to the public? If not, please give the reasons.
3. Traffic Study for Mid-Levels Area	To be absorbed in the day to day operational expenses of TD	Not yet started	The Central and Western District Council will be consulted on the study recommendations.	Under planning
4. Review on Grouping of Private Driving Instructors' (PDI) Licences	To be absorbed in the day to day operational expenses of TD	Not yet started	The Transport Panel of the Legislative Council, the PDI trade and Transport Advisory Committee will be consulted.	Under planning

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 19 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)179**

Question Serial No.

2674

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In relation to “promoting safer vehicles through reviewing and updating the relevant vehicle regulations and safety standards” in the Controlling Officer’s Report, will the Government inform this Committee of the existing regulatory control on the safety of vehicles imported by the vehicle dealers? With regard to the recent safety problems on Toyota vehicles in other countries, is the Government fully in the picture on this issue and has any related investigation been conducted? If yes, what are the findings? If no, why is the investigation not conducted?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

To ensure vehicle safety and roadworthiness, every vehicle, including its body work and fittings, shall be soundly and properly constructed of suitable materials and in good and serviceable condition in accordance with the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A), Regulation (5)(1).

Regarding the recent safety recall of Toyota vehicles, the Transport Department has been liaising closely with the local agent, Crown Motors (Hong Kong) Limited (CML), on the subject issue since Toyota first announced its recall campaign action in the USA and Japan. According to information from CML, of the various Toyota models sold in Hong Kong, only the “Prius 250” model is affected. CML advised that they have already made contact with all concerned owners and most of the affected vehicles have already had the relevant computer software programme upgraded.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)180**

Question Serial No.

1418

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Administration will oversee the installation of speed limiters on public light buses in 2010-11. Would the Administration advise on:

- (a) the present progress; and
- (b) the expected timetable for completion of installation of speed limiter on all public light buses.

Asked by : Hon. IP LAU Suk-ye, Regina

Reply :

- (a) All public light buses will be required to install speed limiters through the introduction of a new condition in the vehicle licence and passenger service licence of public light buses. The Transport Department (TD) has already notified registered owners and holders of passenger service licence of public light buses that the new condition will take effect from 7 June 2010 onwards. All public light buses will then be required to be installed with a speed limiter approved by TD (within three months from the effective date of the new vehicle licence).
- (b) All public light buses are expected to be installed with a speed limiter by late 2011.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)181**

Question Serial No.

1419

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Administration will introduce new service in 2010-11 to support an ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port. What are the concrete details of the “new service” and the related expenditure items?

Asked by : Hon. IP LAU Suk-ye, Regina

Reply :

The “new service” refers to the services to be introduced to support the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port. These services include –

- (i) on-line and telephone reservation services for the ad hoc quotas; and
- (ii) on-line application for the ad hoc quotas and Closed Road Permits.

The above services will incur an estimated capital expenditure of about \$9.8 million for developing new computer systems and an estimated recurrent expenditure of about \$4 million, covering expenses for maintenance of the related computer systems, rental of leased data lines, staff costs and other administrative expenses.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)182**

Question Serial No.

0402

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department has started the territory-wide replacement of conventional traffic signals with LED traffic signals since 2009. Please advise this Committee of the following:

- (a) the expenditure for replacing traffic signals with LED;
- (b) after the replacement, the savings of electricity bill per annum as compared with conventional traffic signals;
- (c) the anticipated completion date of the whole project; and
- (d) how to assess whether intensity of the traffic signal is adequate, yet not too bright and at the same time striking a balance against electricity cost? What is the standard intensity level?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The estimated expenditure for replacing all conventional traffic signals with LED traffic signals in the territory is about \$100 million.
- (b) With the completion of the replacement project, it is estimated that the annual electricity bill will be reduced from \$13.0 million by \$9.0 million to \$4.0 million.
- (c) The whole replacement project is scheduled to be completed in mid 2012.
- (d) The intensity of the traffic signals is set at a level such that they are conspicuous to motorists and pedestrians during day and night operations whilst economising the resulting electricity bill. The standard intensity level of a normal size signal lamp varies between 300 and 360 candela, depending on the colour. The intensity level is reduced by 50% at night.

Examination of Estimates of Expenditure 2010-11

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)182**

Question Serial No.

0402

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)183**

Question Serial No.

2787

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department (TD) will conduct a tender exercise for awarding a new management contract for the Cross-Harbour Tunnel. Please provide the timeframe for tender invitation, factors that the Administration would consider in awarding the contract, and the estimated expenditure involved.

Asked by : Hon. LAU Kin-yee, Miriam

Reply:

The current contract for management, operation and maintenance of the Cross-Harbour Tunnel will expire on 31 October 2010. TD aims to invite tender in April 2010 for awarding a new contract upon expiry of the current one. When evaluating the tenders, the Administration will take into account various factors including service commitments, manpower proposals and management capability, management and operation procedures and arrangements, and price bids. The contract value for the current contract is about \$63.4 million per contract year. The contract fee for the new contract will only be available when the tender is awarded.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)184**

Question Serial No.

1858

Head : 186 – Transport Department

Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding encouraging franchised bus companies to deploy environment-friendly buses at busy corridors, please provide the following information -

- (a) the number of franchised buses retrofitted with emission reduction devices (ERDs) in 2009-10, and whether the Administration has studied the effectiveness of such devices. If yes, what are the details? If not, what are the reasons; and
- (b) whether consideration will be given to co-operating and studying with other government departments for mandatory replacement of older buses with higher emission. If yes, what are the details? If not, what are the reasons?

Asked by : Hon. LEE Wing-tat

Reply :

- (a) As at end 2009, 4 372 franchised buses were retrofitted with ERDs. All franchised buses of pre-Euro and Euro I emission standards have been retrofitted with ERDs. The Transport Department (TD) has been encouraging the franchised bus companies to continue to retrofit ERDs on their buses of Euro II and Euro III emission standards where technically feasible. According to the Environmental Protection Department, the ERDs installed on buses of Euro II and Euro III emission standards can reduce particulate matters, hydrocarbons and carbon monoxides by about 80% to 90%.
- (b) The franchised bus companies are committed to using buses below 18 years old for their franchised bus services. TD will continue to require the franchised bus companies to adopt the latest commercially available and proven environmental protection technology in acquiring new buses.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)185**

Question Serial No.

1860

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the rationalisation and improvement of bus services in 2010-11, please provide details about the bus routes planned to be rationalised and the districts they serve, the expenditure involved, and how many of them operate in busy traffic corridors.

Asked by : Hon. LEE Wing-tat

Reply :

In 2010-11, the Transport Department plans to rationalise 59 bus routes covering all districts in Hong Kong. Of these routes, 18 are operating via busy traffic corridors. No additional expenditure will be involved in the planned rationalisation of the bus services.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)186**

Question Serial No.

1861

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the implementation of pedestrian improvement schemes, please provide the details, estimated expenditure and target completion date of those schemes which are being implemented or which will commence in 2010-11 (please list schemes by district).

Asked by : Hon. LEE Wing-tat

Reply :

The details of pedestrian improvement schemes that are being implemented are tabulated below-

<b>District</b>	<b>Location</b>	<b>Target Completion Date</b>	<b>Project Estimate (\$ million)</b>	<b>Estimated Expenditure in 2010-11 (\$ million)</b>
Yau Tsim Mong	Ning Po Street, Saigon Street and Pak Hoi Street (between Nathan Road and Shanghai Street)	End 2010	1.2	0.3
	<b>Parkes Street (between Jordan Road and Saigon Street)</b>	End 2010	1.8	0.5
	<b>Woosung Street (between Jordan Road and Kansu Street)</b>	Mid 2011	3.4	0.2
Sham Shui Po	<b>Yu Chau Street (between Yen Chow Street and Nam Cheong Street)</b>	Early 2010	1.8	0.1
	Kweilin Street (between Yu Chau Street and Un Chau Street)	End 2010	1.4	0.3

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)186**

Question Serial No.

1861

The details of pedestrian improvement schemes that are scheduled to start in 2010-11 are tabulated below-

<b>District</b>	<b>Location</b>	<b>Target Completion Date</b>	<b>Project Estimate (\$ million)</b>	<b>Estimated Expenditure in 2010-11 (\$ million)</b>
Wan Chai	East Point Road and Great George Street (between East Point Road and Paterson Street)	Mid 2011	1.9	0.9
Yau Tsim Mong	Peking Road (between Nathan Road and Hankow Road)	End 2010	0.7	0.7
	Prat Avenue (between Hart Avenue and Chatham Road South)	Mid 2011	0.7	- *
	Sai Yeung Choi Street South (between Nelson Street and Soy Street)	End 2011	2.8	0.5
	Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street)	End 2011	2.0	0.1
	Argyle Street (between Fa Yuen Street and Nathan Road)	End 2011	0.4	0.2

\* The planning and design work is scheduled to commence in 2010-11 and the payments are expected to be due in 2011-12.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 19 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)187**

Question Serial No.

2613

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : There is an increase in provision of 59.9% (\$141.8 million) under Programme (4) Management of Transport Services of the Transport Department. The increase includes additional provision for outsourcing the management, operation and maintenance of Tsing Sha Control Area (TSCA) as well as the management of covered public transport interchanges. Please provide details of the increase with the additional provisions and creation of posts.

Asked by : Hon. LEUNG Mei-fun, Priscilla

Reply :

The increase in provision under Programme (4) is mainly due to:

- (a) an additional provision of \$34 million for outsourcing the management, operation and maintenance of TSCA, which started full operation after its Stage 2 commissioned in December 2009;
- (b) an additional provision of \$9 million for enhancing the management and cleansing work for the government-owned covered public transport interchanges;
- (c) an additional provision of \$89 million for the replacement of 28 specialised vehicles for Tsing Ma Control Area, Lion Rock Tunnel, Aberdeen Tunnel and Kai Tak Tunnel; and
- (d) an additional provision of \$1 million for creating two posts for strengthening the professional support to the planning of new cross boundary infrastructure projects and their management afterwards.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI

Post Title \_\_\_\_\_ Commissioner for Transport

Date \_\_\_\_\_ 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)188**

Question Serial No.

1618

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Matters Requiring Special Attention in 2010-11, the Transport Department (TD) will continue to rationalise and improve bus services including re-organisation of bus stops to improve the quality and efficiency, and to help relieve bus congestion and reduce road-side emission. In this regard, please provide the following information -

- (a) the number of bus routes as percentage out of all bus routes, which meet each of the three planning principles for service reduction;
- (b) the number of bus routes as percentage out of all bus routes, which are deployed with buses of Euro III or above emission standard; and
- (c) the number of bus routes as percentages out of all bus routes, which are deployed with buses of Euro III or above emission standard and operate along non-busy corridors, listing out by 18 districts according to their starting points.

Asked by : Hon. LI Fung-ying

Reply :

- (a) In 2010-11, TD plans to rationalise 59 bus routes. All these proposals, if implemented, would improve the efficiency of bus services, help relieve bus congestion, and reduce road-side emission. The 59 bus routes comprise about 10.4% of the total number of bus routes.
- (b) Buses which meet Euro III or above emission standards are deployed in 208 bus routes, accounting for about 36.5% of all franchised bus routes.
- (c) Buses which meet Euro III or above emission standards are deployed in 100 routes which operate along non-busy corridors, accounting for about 17.5% of all franchised bus routes. The origin of these bus routes by district is listed out below -

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)188**

Question Serial No.

1618

<b>District</b>	<b>No. of bus routes</b>
Eastern	5
Southern	1
Kwun Tong	13
Sham Shui Po	2
Wong Tai Sin	6
Kowloon City	1
Tsuen Wan	2
Yuen Long	8
North	8
Sha Tin	16
Sai Kung	4
Kwai Tsing	2
Tai Po	4
Tuen Mun	7
Islands	21
<b>Total:</b>	<b>100</b>

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)189**

Question Serial No.

1619

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the introduction of bus-bus interchange (BBI) schemes, please provide the following information –

- (a) the estimated number of BBI schemes for 2010 is five, compared with nine schemes in 2009. What are the reasons for the reduction; and
- (b) are there measures to expand the existing BBI schemes so as to support rationalisation and improvement of bus services for improvement of air quality.

Asked by : Hon. LI Fung-ying

Reply :

- (c) The planning and implementation of BBI schemes is an ongoing exercise. In formulating these schemes, the Government, together with the bus operators, will take into account suggestions from the public and factors such as the operational and financial implications, and how the proposed scheme can improve the bus network coverage and efficiency. Owing to the variations of these factors from year to year, the number of BBI schemes planned or introduced each year may differ.
- (d) The Transport Department has been encouraging and working with the bus operators to formulate more BBI schemes with the provision of fare concessions so as to reduce the need for new long haul and direct point-to-point bus services, enable better utilisation of the limited road space, and ease traffic congestion and roadside emission.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**

Post Title      **Commissioner for Transport**

Date      **17 March 2010**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)190**

Question Serial No.

2837

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : How does the Transport Department (TD) safeguard the safety of school children crossing the roads in the vicinity of kindergartens and primary schools in the territory? In order to understand the road safety issues at school entrances or on the roads in the vicinity of schools with a view to implementing improvement measures, has TD kept an inventory of the addresses of all kindergartens and primary schools with the assistance of the Education Bureau (EDB), conducted site inspections in all districts, and approached schools to collect information as shown in the table below through questionnaire surveys? Has TD received any pedestrian crossing improvement suggestions from schools? If TD had not done the above, why not? If it is necessary to carry out surveys to enhance service and safeguard the road safety of school children, how much staff and other resources will be required and how long will it take to complete the surveys? Will such surveys be carried out in the future? In the coming year, what improvement measures will be carried out to safeguard the road safety of school children?

District	Name of kindergarten / primary school	Address	Any railings to prevent school children from running on to carriageways	Any pedestrian crossings to help school children cross the roads safely	Any "Slow" or "Children ahead" signs or markings	Any parking spaces for use by school buses to pick up/ set down school children	Views from the schools on the safety of the nearby roads

Asked by : Hon. LI Wah-ming, Fred

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)190**

Question Serial No.

2837

Reply :

TD is conscious of the importance of road safety in the vicinity of schools. As part of our day to day work, we regularly monitor traffic conditions in the vicinity of schools and, where appropriate, implement measures to improve pedestrian crossing facilities in these places. We also welcome suggestions or proposals by the public and schools on possible improvement measures which will be taken on board where appropriate.

There are over 1 500 schools and kindergartens in Hong Kong. As the neighbouring environment, including the road and traffic conditions, of each school are different, the pedestrian crossing facilities in the vicinity of each school are also different. TD has not kept an inventory of the type as outlined in the Question and it does not have an estimate on the time and resources required if one were to be drawn up. However, staff in TD's regional offices are expected to have a good understanding of any major road safety problems in the vicinity of schools which come under the districts they work in. It is also their responsibility to review, from time to time, the need to improve pedestrian crossing facilities in the vicinity of schools, taking into account any public views received.

In the coming year, TD will, by means of appropriate traffic management measures, continue to enhance road safety in the vicinity of schools. These measures will be complemented by appropriate education, publicity and enforcement measures. In particular, road safety education is effective on target audience such as young school children. EDB will continue to educate school children to understand the importance of paying attention to road safety through study courses, other educational and experience learning activities. EDB also encourages schools to establish road safety patrol teams to help school children cross the roads. The district Road Safety Units of the Police also conduct activities regularly to promote school children's understanding of road safety. These include road safety talks, distribution of publicity leaflets at schools and community centres, visits to "Road Safety Town", etc. Furthermore, the Police regularly launches safety campaigns for motorists and pedestrians to remind them to pay attention to road safety, and prosecutes those who do not observe traffic regulations.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)191**

Question Serial No.

1027

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the issue of deploying feasible advanced technologies to enhance the Department's capability in incident management, please advise on:

- (a) the advanced technologies involved; the expenditure, human resources and implementation schedule for each of these technologies;
- (b) whether comprehensive assessment has been carried out on the Department's existing incident management capability. If yes, what is the assessment result? If not, why and whether carrying out related assessment will be considered in the future; and
- (c) the objective and target performance of deploying feasible advanced technologies.

Asked by : Hon. TAM Wai-ho, Samson

Reply :

(a) & (b) The Administration appointed a Task Force to review and recommend measures to enhance emergency transport coordination in 2005. The Task Force assessed the incident management mechanism in the government and recommended that the facilities of the Emergency Transport Coordination Centre of the Transport Department (TD) should be upgraded and TD should harness advanced technologies to strengthen its emergency handling capabilities. TD commissioned a consultancy to study the feasibility of deploying advanced technologies in incident management in 2007. In the light of the study recommendation, TD plans to install a Traffic and Incident Management System (TIMS) to facilitate traffic and incident management in a more effective and efficient manner. The cost of the TIMS is being finalised. TD plans to seek funding approval of the Finance Committee in 2010-11. The project will require the input of three professional and three technical staff which will be met by internal staff redeployment.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)191**

Question Serial No.

1027

- (c) The aim of deploying advanced technologies in traffic and incident management is to minimise traffic impact and inconvenience to the road users. The effectiveness of the system will be assessed by its ability to reduce the impacts of traffic and transport incidents.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2010

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)192**

Question Serial No.

2874

Head : 186 – Transport Department      Subhead (No. & title) : 000 Operational expenses

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The actual expenditure for 2008-09 as well as the revised and original estimates for 2009-10 under the general departmental expenses of the Transport Department (TD) are around \$120 million. However, the provision for 2010-11 is significantly increased to \$141 million. Please provide the reasons for and details of such increase.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The actual expenditure for 2008-09, the original estimate for 2009-10 and the revised estimate for 2009-10 under the general departmental expenses of TD are \$122.195 million, \$129.659 million and \$125.595 million respectively. The increase by \$15.467 million to \$141.062 million in provision for 2010-11 over the revised estimate for 2009-10 is mainly due to:

- (i) additional provision for management and cleansing contract of covered public transport interchanges (\$9 million); and
- (ii) additional provision for operation and maintenance of e-applications of the transport and motoring cluster under GovHK, the one-stop shop for on-line government information and services (\$4.8 million).

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2010

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)193**

Question Serial No.

2875

Head : 186 – Transport Department      Subhead (No. & title) : 603 Plant, vehicles and equipment

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under plant, vehicles and equipment, the provision for 2010-11 (\$115.571 million) is nearly five times higher than the 2009-10 revised estimates. Will the Administration provide the reasons for the significant increase?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Under Subhead 603 Plant, vehicles and equipment, the increase in provision for 2010-11 over the revised estimate for 2009-10 by \$90.993 million (370%) is mainly due to the additional provision for the replacement of 28 specialised vehicles (\$89 million) for Tsing Ma Control Area, Lion Rock Tunnel, Aberdeen Tunnel and Kai Tak Tunnel.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**  
\_\_\_\_\_

Post Title      Commissioner for Transport  
\_\_\_\_\_

Date      17 March 2010  
\_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)194**

Question Serial No.

2357

Head : 186 – Transport Department      Subhead (No. & title) : 000 Operational expenses

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the following information in table form for procurement of services from employment agencies (EAs) from 2006-07 to 2009-10 :

- (a) the number of contracts with the EAs;
- (b) the contract sum and term of service for each EA;
- (c) the number of workers supplied by each EA contract and their duties;
- (d) details of the workers' wages, including monthly rate and daily rate under each EA contract;
- (e) the percentages of year-on-year changes in the number of EA engaged, service contracts, workers supplied and total contract sum;
- (f) if more than one EA were engaged during the financial year, provide the number of contracts, contract sum and number of agency workers for each EA;
- (g) the maximum, the minimum and the median of the wages offered by each EA to its workers ;
- (h) the proportion of agency workers out of the total number of staff in the Department; and
- (i) the proportion of expenditure on procurement of agency services out of total departmental expenditure.

Asked by : Hon. WONG Kwok-hing

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)194**

Question Serial No.

2357

Reply :

	Type of contract	2009-10 <sup>Note 1</sup>	2008-09	2007-08	2006-07
(a)	Others	5 (no change)	5 (+25%)	4 (+300%)	1
	T-contract	1 (no change)	1 (no change)	1 (no change)	1
	<b>Note</b>				
	<b>2</b>				
(b) (i)	Others				
	Total:	<b>\$3.7 (-7.5%)</b>	<b>\$4 (+37.9%)</b>	<b>\$2.9 (+123%)</b>	<b>\$1.3</b>
	Range:	\$0.24 to \$1.2	\$0.3 to \$1.3	\$0.26 to \$1.3	
	T-contract	<b>\$10.8 (-45.2%)</b>	<b>\$19.7 (+0.5%)</b>	<b>\$19.6 (+16%)</b>	<b>\$16.9</b>
(b) (ii)	Others	1 year			
	T-contract	6 to 15 months for individual workers supplied through T-contract			
(c)	Others				
	Total:	<b>41 (+24.2%)</b>	<b>33 (+17.9%)</b>	<b>28 (+250%)</b>	<b>8</b>
	Range:	<b>1 to 16</b>	<b>1 to 15</b>	<b>1 to 15</b>	
	Duties:	to provide temporary executive support, general support, project management support and record services	to provide temporary executive support, general support, project management support and record services	to provide temporary executive support, general support, project management support and record services	to provide temporary general support services
	T-contract				
	Total:	<b>46 (+7%)</b>	<b>43 (no change)</b>	<b>43 (-4.4%)</b>	<b>45</b>
	Duties:	to provide temporary IT support services	to provide temporary IT support services	to provide temporary IT support services	to provide temporary IT support services

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)194**

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2357

	Type of contract	2009-10 <sup>Note 1</sup>	2008-09	2007-08	2006-07
(d) Details of the workers' wages, including monthly rate and daily rate under each EA contract &	Others	The contracts TD entered into with EA specify the service fee charged by the latter in providing agency workers. TD normally does not specify the wages of agency workers, except with regard to the wages of non-skilled workers <sup>Note 3</sup> . Hence, the information requested is unavailable to TD.			
	T-contract				
(g) The maximum, the minimum and the median of the wages offered by each EA to its workers	Others				
	T-contract				
(e)	The percentages of the year-on-year changes in the number of EA engaged, service contracts, workers supplied and total contract sum are provided in brackets in items (a), (b) and (c) above.				
(f)	The number of contracts, contract sum and number of agency workers are provided in items (a), (b) and (c) above.				
(h) The proportion of agency workers out of the total number of staff in the Department <sup>Note 4</sup>	Others	2.80%	2.32%	1.96%	0.56%
	T-contract	3.14%	3.02%	3.02%	3.16%
(i) The proportion of expenditure on procurement of agency services out of departmental expenditure	Others	0.35%	0.38%	0.33%	0.15%
	T-contract	1.02%	1.89%	2.24%	2.01%

( ) Percentage of year-on-year changes

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
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**THB(T)194**

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2357

Note 1: Position as at 30 September 2009

Note 2: T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

Note 3: As a measure to protect non-skilled workers, the Administration promulgated a mandatory requirements on wage rates for government service contracts in May 2004. Under this requirement, service providers are required to offer monthly wages to non-skilled workers which are no less than the average monthly wages for the relevant industry/occupation as published in the latest Census and Statistics Department's Quarterly Report for Wage and Payroll Statistics at the time when tenders are invited. This requirement applies to service contracts in respect of supply of non-skilled agency workers.

Note 4: The percentage of agency workers as compared with total staff in the Department is arrived at with reference to a specific date (i.e. 30 September 2009 for 2009-10 and end of financial year for the other financial years).

Signature \_\_\_\_\_

**Name in block**

**letters**

\_\_\_\_\_  
JOSEPH Y T LAI

Post Title \_\_\_\_\_  
Commissioner for Transport

Date \_\_\_\_\_  
17 March 2010

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
 INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)195**

Question Serial No.

2358

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : (a) Please provide information on the employment and anticipated employment of temporary staff to provide services from 2007-08 to 2010-11 :

	2010-11	2009-10	2008-09	2007-08
No. of temporary staff employed	( )	( )	( )	( )
Total expenditure on salaries of temporary staff employed	( )	( )	( )	( )
Percentage of temporary staff out of the total no. of staff of the Department (%)	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

(b) Please provide a breakdown of the number of temporary staff by length or anticipated length of employment for each year from 2007-08 to 2010-11 :

Length of employment	No. of staff in 2010-11	No. of staff in 2009-10	No. of staff in 2008-09	No. of staff in 2007-08
6 months	( )	( )	( )	( )
1 year	( )	( )	( )	( )
2 years	( )	( )	( )	( )
3 years	( )	( )	( )	( )
more than 3 years	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)195**

Question Serial No.

2358

Reply :

We have not employed any temporary staff other than the non-civil service contract staff in the three years from 2007-08 to 2009-10. We have no plan to employ any temporary staff in 2010-11.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **JOSEPH Y T LAI**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **18 March 2010**

Examination of Estimates of Expenditure 2010-11  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)196**

Question Serial No.

2359

Head : 186 – Transport Department      Subhead (No. & title) : 000 Operational expenses

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : a. Please provide details about the outsourced services (including property management, security guarding, cleansing, telecommunication technology and statistical surveys etc., excluding outsourcing construction works) as follows:

	2010-11	2009-10	2008-09	2007-08
Number of outsourcing service contracts	( )	( )	( )	( )
Total contract value of these contracts	( )	( )	( )	( )
Number of staff employed under these contracts	( )	( )	( )	( )
Number of employees under outsourced contract replaced by civil servants	( )	( )	( )	( )

( ) year-on-year change

b. In the coming three years (i.e. in 2010-11 to 2012-13), how many posts employed under the outsourcing service contracts may be replaced by civil servants?

Asked by : Hon. WONG Kwok-hing

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)196**

Question Serial No.

2359

Reply :

- a. Almost all of the outsourcing services (in terms of contract value) currently used by the Transport Department (TD) relate to the management, operation and maintenance of the government tunnels, bridges, carparks and vehicle examination centres etc. Details about the actual/forecast positions of these contracts as at the financial year end (i.e. 31 March) of 2007-08, 2008-09, 2009-10 and 2010-11 are provided below:

	2010-11	2009-10	2008-09	2007-08
(i) Number of outsourcing service contracts	14 (-) [forecast]	14 (-)	14 (-)	14 (+7.7%) (Note 1)
(ii) Total contract value of these contracts (\$ billion) (Note 2)	Not available at this stage due to re-tendering of some existing contracts	3.7 (-)	3.7 (+2.8%) (Note 3)	3.6 (+28.6%) (Note 1)
(iii) Number of staff employed under these contracts	Not available at this stage due to re-tendering of some existing contracts	2 315(+7.9%) (Note 4 and 5)	2 146(+0.3%) (Note 3 and 4)	2 139(+16.2%) (Note 1 and 4)
(iv) Number of employees under outsourced contract replaced by civil servants	Nil	Nil	Nil	Nil

( ) year-on-year change

Note

- (1) The year-on-year change in 2007-08 is mainly due to a new contract for Stage I of the Tsing Sha Control Area which was commissioned on 21 March 2008.
- (2) Total contract value represents the agreed price for the whole period of the contract.
- (3) The year-on-year change in 2008-09 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for Aberdeen Tunnel and New Kowloon Bay Vehicle Examination Centre.
- (4) The figures denote the minimum number of staff required by these contracts.
- (5) The year-on-year change in 2009-10 is mainly due to the additional staffing requirements arising from the commissioning of Stage II and III of the Tsing Sha Control Area on 20 December 2009.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)196**

Question Serial No.

2359

- b. In the coming three years, there will not be any staff employed under the outsourcing service contracts that may be replaced by civil servants.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 19 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)197**

Question Serial No.

2360

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : (c) Please provide the following information on the employment of non-civil service contract (NCSC) staff to provide services:

	2010-11	2009-10	2008-09	2007-08
Number of NCSC staff	( )	( )	( )	( )
Total expenditure on the salaries of NCSC staff	( )	( )	( )	( )
Number of NCSC staff converted to civil servants	( )	( )	( )	( )
Number of NCSC staff who had chances for conversion to civil servants on permanent terms but failed to do so	( )	( )	( )	( )
Percentage of NCSC staff in the total number of staff in the Department (%)	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

(d) Please provide a breakdown of the number of NCSC staff by length of employment for each year from 2007-08 to 2010-11 in the following table:

Length of employment	Number of NCSC staff in 2010-11	Number of NCSC staff in 2009-10	Number of NCSC staff in 2008-09	Number of NCSC staff in 2007-08
6 months – 1 year	( )	( )	( )	( )
1 year – 3 years	( )	( )	( )	( )
3 years – 5 years	( )	( )	( )	( )
5 years – 10 years	( )	( )	( )	( )
10 years – 15 years	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

(e) In the coming three years (i.e. 2010-11 to 2012-13), how many NCSC staff will be able to convert to civil servants on permanent terms?

Asked by : Hon. WONG Kwok-hing

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)197**

Question Serial No.

2360

Reply :

(a)

	2010-11(Note 2)	2009-10	2008-09	2007-08
Number of NCSC staff (Note 1)	-	193 (+6.6%)	181 (-7.7%)	196
Total expenditure on the salaries of NCSC staff <i>(\$ million)</i>	-	36.8 (+9.9%)	33.5 (-10.2%)	37.3
Number of NCSC staff appointed as civil servants (Note 3)	-	28	7	7
Number of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so (Note 4)	Information not available			
Percentage of NCSC staff in the total number of staff in the Department (%)	-	13.2% (+0.5%)	12.7% (-1%)	13.7%

*( ) percentage of year-on-year changes*

Note 1 : Part-time NCSC staff included.

Note 2 : Figures are not available as the number of NCSC staff varies from time to time in the light of changing service needs and operational requirements.

Note 3 : This refers to NCSC staff of the Department who were subsequently selected through open recruitment and appointed to civil service posts.

Note 4 : This refers to NCSC staff of the Department who were subsequently not selected through open recruitment for appointment to civil service posts.



**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)198**

Question Serial No.

2536

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In the fourth paragraph, the Administration indicated that it “monitored the service readiness of the Tseung Kwan O Extension (Phase II) and the Kowloon Southern Link (KSL), and implemented bus service rationalisation in the context of route development programmes and in relation to the commissioning of KSL”. Regarding the above-said policy, please provide the following information:

- (a) details of the bus service rationalisation after the commissioning of the KSL, the estimated expenditure and manpower arrangement; and
- (b) whether the relevant District Councils and local residents would be consulted in implementing route rationalisation.

Asked by : Hon. WONG Kwok-kin

Reply :

- (a) In response to changes in the demand for bus services after the commissioning of the KSL, we cancelled three bus routes, truncated one route, reduced the service frequency of five routes and improved the service frequency of one route. The rationalisation of bus services is an on-going exercise, and is handled by the Transport Department using existing resources.
- (b) Before implementing bus service rationalisation proposal, it is our standard practice to consult the relevant District Councils to gauge the views of the local residents.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)199**

Question Serial No.

1655

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Administration will introduce new service in 2010-11 to support an ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port. Please advise when the “new service” will commence. Will the Government need to increase manpower and expenditure to cope with the work?

Asked by : Hon. WONG Ting-kwong

Reply :

The Hong Kong and Guangdong authorities have agreed in principle to roll out an ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port. Implementation details including the number of quotas to be introduced, issuing criteria and application procedures etc. are being sorted out.

The exact implementation date is subject to discussion with Guangdong side which is still underway.

The implementation of the trial scheme will incur an estimated capital expenditure of about \$9.8 million for developing new computer systems and an estimated recurrent expenditure of about \$4 million, covering expenses for maintenance of the related computer systems, rental of leased data lines, staff costs of three civil service clerical posts and other administrative expenses.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2010 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)317**

Question Serial No.

2867

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (5) Transport Services for Persons with Disabilities

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Labour and Welfare

Question : This Committee has carried motions on a number of occasions calling for the Government to provide additional resources to effectively improve the existing rebus services. In the Estimates, the Government proposes to procure four additional rebuses in the coming year (i.e. 2010-11). Will the Administration inform this Committee if the procurement of four additional rebuses is sufficient to satisfy the current demand? If not, what measures does the Administration have to address the problems confronted by persons with disabilities in using means of public transport?

Asked by : Hon. CHAN Mo-po, Paul

Reply :

Rebus operation comprises scheduled route (SR) services and dial-a-ride (DAR) services. Three out of the four new rebuses will be deployed on SR services and the remaining one deployed on DAR services. Rebuses used for SR services will be flexibly deployed on DAR services during the off peak periods.

If the demand for SR services remains at the present level, the three additional rebuses together with the on-going service rationalisation will be able to fully cater for the applicants currently on the waiting list of SR services. Assuming that the demand for DAR services remains at the present level, the additional rebuses should help reduce the booking orders currently not entertained by about 25%.

With the availability of more accessible public transport services and facilities, persons with disabilities at present have more choices on the mode of transport to travel around the territory than before. The Transport Department will continue to review annually the fleet size of rebuses having regard to the service demand and to encourage public transport operators to improve the accessibility of public transport services and facilities.

Examination of Estimates of Expenditure 2010-11

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)317**

Question Serial No.

2867

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 12 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)318**

Question Serial No.

1356

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (5) Transport Services for Persons with Disabilities

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Labour and Welfare

Question : Please provide information on the utilisation of rehasub services:

	2007	2008	2009	2010 (up to the latest situation)
<b><u>Scheduled route services</u></b>				
Daily passenger trips				
Number of vehicles				
Number of passengers on waiting list as at year-end				
<b><u>Dial-a-ride services</u></b>				
Daily passenger trips				
Number of vehicles				
Number of orders received				
Number of orders not entertained				

Asked by : Hon. CHEUNG Hok-ming

Reply :

Requested information on the utilisation of rehasub services is as follows:



**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)319**

Question Serial No.

2154

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (5) Transport Services for Persons with Disabilities

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Labour and Welfare

Question : The Administration plans to procure four additional rehabuses and replace six old vehicles in 2010-11. Will the Administration provide a definition of “old vehicles”? What is the number of the rehabuses the Administration plans to replace in the coming three years? Will the Administration inform this Committee of the age profile of the current 115 rehabuses? Will the Administration inform this Committee of the estimated decrease in waiting time as a result of the four additional buses?

Asked by : Hon. CHEUNG Kwok-che

Reply :

All rehabuses are required to undergo annual vehicle examination to ensure their roadworthiness. Electrical and Mechanical Services Department (EMSD) will recommend the replacement of vehicles which are assessed to be beyond economical repair. Vehicle replacement programme in the coming years will depend on the condition of individual vehicles, the outcome of examination, and recommendation by the EMSD.

The average age of the current 115 rehabuses is about four and a half years, ranging from three months to 11 years.

Rehabus operation comprises scheduled route (SR) services and dial-a-ride (DAR) services. Three out of the four new rehabuses will be deployed on SR services and the remaining one deployed on DAR services. Rehabuses used for SR services will be flexibly deployed on DAR services during the off peak periods.

For SR services, the average waiting time was about two months in 2009. If the demand for the services remains at the present level, the three additional rehabuses together with the on-going service rationalisation will be able to fully cater for the applicants currently on the waiting list of SR services.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)319**

Question Serial No.

2154

DAR services are operated on a first-come-first-served basis and may be booked in advance without time restriction. Demand on DAR services also varies at different time and on different days. As such, it is difficult to give a precise estimate on the number of days in advance required to secure the provision of DAR services. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce booking orders currently not entertained by about 25%.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 12 March 2010

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)320**

Question Serial No.

1993

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (5) Transport Services for Persons with Disabilities

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Labour and Welfare

Question : In respect of the rebus, the Administration will provide additional funding of about \$8 million to acquire four new buses and replace six old buses. Will the Administration advise the utilisation of rebus services in 2009-10 and 2010-11? What is the waiting time for rebus services for persons with disabilities and senior citizens in 2009-10? What will be the estimated waiting time upon procurement of new buses?

Asked by : Hon. HO Sau-lan, Cyd

Reply :

Rebus operation comprises scheduled route (SR) services and dial-a-ride (DAR) services. Three out of the four new rebuses will be deployed on SR services and the remaining one on DAR services. Rebuses used for SR services will be flexibly deployed on DAR services during the off peak periods. It is estimated that the total passenger trips for the two rebus services in 2009-10 and 2010-11 will be about 696 000 and 733 000 respectively.

For SR services, the average waiting time was about two months in 2009. If the demand for the services remains at the present level, the three additional rebuses together with the on-going service rationalisation will be able to fully cater for the applicants currently on the waiting list of SR services.

DAR services are operated on a first-come-first-served basis and may be booked in advance without time restriction. Demand on DAR services also varies at different time and on different days. As such, it is difficult to give a precise estimate on the number of days in advance required to secure the provision of DAR services. Assuming that the demand for DAR services remains at the present level, the additional rebuses should help reduce the booking orders currently not entertained by about 25%.

Examination of Estimates of Expenditure 2010-11

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)320**

Question Serial No.

1993

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **JOSEPH Y T LAI**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **12 March 2010**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**LWB(WW)321**

Question Serial No.

1073

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (5) Transport Services for Persons with Disabilities

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Labour and Welfare

Question : How did the Administration assess that the replacement of six rehabuses and the procurement of four additional rehabuses in the coming year (i.e. 2010-11) were adequate to cope with service demand?

Asked by : Hon. LEUNG Yiu-chung

Reply :

Rehabus operation comprises scheduled route (SR) services and dial-a-ride (DAR) services. Three out of the four new rehabuses will be deployed on SR services and the remaining one deployed on DAR services. Rehabuses used for SR services will be flexibly deployed on DAR services during the off peak periods.

If the demand for SR services remains at the present level, the three additional rehabuses together with the on-going service rationalisation will be able to fully cater for the applicants currently on the waiting list of SR services. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce the booking orders currently not entertained by about 25%.

With the availability of more accessible public transport services and facilities, persons with disabilities at present have more choices on the mode of transport to travel around the territory than before. The Transport Department will continue to review annually the fleet size of rehabuses having regard to the service demand and to encourage public transport operators to improve the accessibility of public transport services and facilities.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      12 March 2010