

Transport Department

Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)161

Question Serial No.

1284

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 travel characteristics survey, one of the items requiring special attention in 2011-12, what is the aim of the survey? When will the survey commence? How will the survey be conducted? Will the survey results be disclosed to the public? Are there any extra resources and manpower involved in conducting the survey?

Asked by: Hon. CHAN Hak-kan

Reply:

The travel characteristics survey aims at collecting the latest travel characteristics data and information of Hong Kong residents and visitors. The information collected will be used to assist in the formulation of transport policies and the planning for land use and new transport infrastructures.

The survey will commence in September 2011. It will be carried out by a service contractor, and the information will be collected through household interviews. The price of the service contract will only be available when the contract is awarded in May 2011.

The findings of the survey, when ready, will be uploaded onto the Transport Department's website for free reference by the public.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)162

Question Serial No.

1285

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 replacement of the area traffic control (ATC) system, please provide the below information:

- (a) What is the progress of replacing the ATC system in Sha Tin district? When will the works be completed? Upon completion of the works, how the traffic situation in the district including journey time, traffic delay and number of vehicle stops can be improved?
- (b) As regards expanding the ATC coverage to Tseung Kwan O, which major routes and streets will be involved? How much will the engineering works cost? When will the works commence?

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) Replacement of the ATC system in Sha Tin district commenced in July 2010. Works are in progress and scheduled to complete in November 2011. Upon completion of the replacement, we estimate that traffic delay (stopping time) and number of vehicle stops will be reduced by about 11% and 16% respectively, and reduction in journey time will be about 2%.
- (b) The ATC system in Tseung Kwan O will cover 33 traffic signal junctions along the major roads in the district, viz. Po Lam Road North, Po Hong Road, Tong Chun Street, Tong Tak Street, Tong Ming Street, Wan Po Road and King Ling Road. The cost of engineering works is about \$4.7 million. Works commenced in October 2010.

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

THB(T)162

Question Serial No.

1285

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)163

Question Serial No.

1286

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 estimated to process 37 rationalisation packages in 2011. What are the reasons for the significant decrease in the number of estimated bus rationalisation packages to be processed in 2011 as compared with that of 92 rationalisation packages processed in 2010? What are the details of the bus routes involved and the number of passengers affected?

Asked by : Hon. CHAN Hak-kan

Reply :

As a result of the commissioning of new railways in the past few years, major bus rationalisation exercises were carried out in response to changes in passenger demand as well as to improve operational efficiency of buses and optimise resource utilisation. With the gradual stabilisation of passenger travelling pattern, the scope for bus rationalisation in 2011 would be reduced.

To improve operational efficiency and to address environmental and traffic concerns, 37 rationalisation packages are planned to be implemented in 2011, including cancellation of four bus routes, truncation of two routes, amalgamation of two routes into one route, frequency reduction, re-routeing and conversion of the low utilisation bus routes from double deck to single deck buses. About 9 700 passengers will be affected by the above rationalisation packages.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

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

Reply Serial No.

THB(T)164

Question Serial No.

1287

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 : Paragraphs 164 to 166 of the Budget Speech mentioned increasing the First Registration Tax for private cars. It was pointed out that the average speed on major trunk roads in the territory had dropped by over 5%. However, the Transport Department stated in Programme (3) that the average vehicular speeds in the urban area and the New Territories were about 22 km/h and 40 km/h respectively over the period from 2009 to 2011 (forecast). It seems that there has been no noticeable drop in speed. Please advise the reasons.

Asked by : Hon. CHAN Hak-kan

Reply :

According to results of our surveys, the average vehicular speeds in 2010 in the urban area and the New Territories were 22.2 km/h and 39.9 km/h respectively, compared to the average speeds of 23.4 km/h and 42.9 km/h respectively in 2009. Hence, the average vehicular speeds in the urban area and the New Territories recorded noticeable decline of around 5% and 7% respectively in 2010.

Signature _____

Name in block letters _____ JOSEPH Y T LAI _____

Post Title _____ Commissioner for Transport _____

Date _____ 17 March 2011 _____

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

Reply Serial No.

THB(T)165

Question Serial No.

1288

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 : Under Matters Requiring Special Attention in 2011-12, it is mentioned that new management contracts for Lion Rock Tunnel, Shing Mun Tunnels and Tseung Kwan O Tunnel will be awarded. What are the details?

Asked by : Hon. CHAN Hak-kan

Reply :

The current contracts for the management, operation and maintenance of Lion Rock Tunnel, and of Shing Mun Tunnels and Tseung Kwan O Tunnel, will expire on 31 March 2012 and 31 May 2012 respectively. The Transport Department aims to invite tenders in late 2011 for the award of new contracts upon the expiry of the current ones.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)166

Question Serial No.

1289

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 the Tsing Sha Control Area, please provide the following information on the Tsing Sha Highway since its full opening:

- (a) average traffic flow (peak and non-peak hours) and the breakdown by different types of vehicles; and
- (b) changes in traffic flow at Shing Mun Tunnels, Lion Rock Tunnel and Tate's Cairn Tunnel.

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) The average peak (0800 to 0900) and non-peak (0900 to 1600) hourly two-way traffic flows of the Tsing Sha Highway from its full opening on 20 December 2009 to 31 January 2011 are 2 208 vehicles and 1 584 vehicles respectively. The breakdown by different types of vehicles is tabulated below:

Period	Hourly Two-way Traffic Flow (No. of Vehicles)			
	Private Cars, Taxis and Motor Cycles	Single Deck Buses, Light Buses and Goods Vehicles of 5.5 tonnes and less	Double Deck Buses and Goods Vehicles above 5.5 tonnes	Total
Peak	1 507	346	355	2 208
Non-peak	865	348	371	1 584

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THB(T)166

Question Serial No.

1289

- (b) The changes in average daily traffic flow at Shing Mun Tunnels, Lion Rock Tunnel and Tate's Cairn Tunnel since the full opening of Tsing Sha Highway are tabulated below:

Tunnel	Average Daily Traffic Flow (No. of Vehicles)		Changes (%)
	December 2009	January 2011	
Shing Mun Tunnels	48 817	49 099	+ 0.58%
Lion Rock Tunnel	87 824	90 964	+ 3.58%
Tate's Cairn Tunnel	52 022	53 132	+ 2.13%

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)167

Question Serial No.

1920

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 Transport Department estimated that there will be seven bus interchange schemes to be implemented in 2011. Please provide the following information, including the number of bus routes involved, arrangement of the interchange schemes, fare discounts, and number of passengers benefited.

Asked by : Hon. CHAN Hak-kan

Reply :

The details about the seven bus interchange schemes planned for implementation in 2011 are as follows –

Item	Bus Routes Involved	Fare Discounts
1	KMB ¹ Routes 74A and 74X	\$5.5 - \$8.8
2	KMB ¹ Routes 203 and 1/1A	\$2.8 - \$3.7
3	Citybus ² Routes 6 and 6X	\$4.6 - \$5.3
4	Citybus ² Routes 25C and A11	\$4.0
5	NWFB ³ Routes 94X and 4 / 7 / 71 / 91	\$4.2 - \$4.4
6	NWFB ³ Routes 796S and 792M/ 694	\$3.7 - \$5.7
7	NWFB ³ Route 682A and Cross-harbour Tunnel Routes 606 / 606A / 606P / 682 / 682P / 694 / 302 / 307 / 307P / 373 / 601 / 601P / 603 / 603S / 619 / 619P / 641 / 671 / 680 / 680A / 680P / 680X / 681 / 681P / 690 / 690P / 692 / 692P	\$5.0

¹ The Kowloon Motor Bus Company (1933) Limited (KMB).

² Citybus Limited (CTB).

³ New World First Bus Services Limited (NWFB).

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The above bus interchange schemes are expected to benefit about 1 600 passengers a day.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

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

Reply Serial No.

THB(T)168

Question Serial No.

2194

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 covered public transport interchanges, please provide the following information :

- (a) The Administration indicated in the above-said programme an additional provision to create two posts in 2011-12 for enhancing the management of government-owned covered public transport interchanges. What are the details?
- (b) Currently, how many covered public transport interchanges are under the management of the Transport Department? How many of these public transport interchanges are operated without passing routes of franchised buses and public light buses? Please show their figures and locations according to the 18 district boundaries.
- (c) What factors will the Administration consider in providing covered public transport interchanges?

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) One Transport Officer II post and one Transport Controller II post will be created in 2011-12 to enhance the management of Government-owned covered public transport interchanges (PTIs).
- (b) The Transport Department assumes a co-ordinating role in the management of 59 Government-owned covered PTIs. All of these PTIs are served by terminating/passing bus routes or public light bus routes. Distribution of these PTIs by district is at Annex.
- (c) In planning for new covered public transport interchanges, consideration will be given to land availability, cost, utilisation of other public transport terminating facilities in the vicinity, planned development in the area, and the planned public transport services for the interchanges.

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Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

THB(T)168

Question Serial No.

2194

Annex

**Government-owned Covered Public Transport Interchanges (PTIs)
(as at end February 2011)**

	Region	District	Name
1	Hong Kong (HK)	Central and Western (C&W)	Admiralty Station (East) Bus Terminus
2	HK	C&W	Central (Exchange Square) Bus Terminus
3	HK	C&W	Central (Hong Kong Station) PTI
4	HK	C&W	The Peak Public Transport Terminus
5	HK	Eastern (E)	Sai Wan Ho (Grand Promenade) PTI
6	HK	E	Siu Sai Wan (Island Resort) PTI
7	HK	E	Shau Kei Wan Station PTI
8	HK	E	Tin Hau Station PTI
9	HK	Southern (S)	South Horizons PTI
10	HK	S	Cyberport PTI
11	HK	S	Shum Wan Road PTT
12	Kowloon (KLN)	Kowloon City (KC)	Laguna Verde PTT
13	KLN	KC	Whampoa Garden PTI
14	KLN	KC	Kowloon Tong (Suffolk Road) PTI

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Reply Serial No.

THB(T)168

Question Serial No.

2194

Annex

	Region	District	Name
15	KLN	Kwun Tong (KT)	Kowloon Bay PTI
16	KLN	KT	Laguna City PTI
17	KLN	KT	Lam Tin Station PTI
18	KLN	KT	Ping Shek PTI
19	KLN	Sham Shui Po (SSP)	Cheung Sha Wan Plaza PTI
20	KLN	SSP	Kowloon Tong (Festival Walk) PTI
21	KLN	SSP	Yen Chow Street PTI
22	KLN	SSP	Kau Wa Keng PTI
23	KLN	Wong Tai Sin	Diamond Hill MTR Station PTI
24	KLN	Yau Tsim Mong (YTM)	Island Harbourview PTI
25	KLN	YTM	Kowloon Station PTI
26	KLN	YTM	Olympic Station PTI
27	KLN	YTM	Park Avenue PTI
28	KLN	YTM	Tsim Sha Tsui East Bus Terminus
29	KLN	YTM	Tsim Sha Tsui East (Mody Road) Bus Terminus
30	KLN	YTM	Langham Place Public Light Bus Terminus
31	New Territories East (NTE)	Sha Tin (ST)	Bayshore Towers PTI

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Annex

	Region	District	Name
32	NTE	ST	Ma On Shan Town Centre PTT
33	NTE	ST	Sha Tin Central Bus Terminus
34	NTE	ST	Tai Wai Station PTI
35	NTE	ST	Wu Kai Sha Station PTI
36	NTE	Sai Kung (SK)	Hang Hau Station PTI
37	NTE	SK	Po Lam PTI
38	NTE	SK	Tiu Keng Leng Station PTI
39	NTE	SK	Tseung Kwan O Station PTI
40	NTE	Tai Po	Tai Po Market Station Bus Terminus
41	NTE	North (N)	Luen Wo Hui PTT
42	NTE	N	Sheung Shui Bus Terminus
43	New Territories West (NTW)	Tuen Mun (TM)	Lung Mun Oasis Bus Terminus
44	NTW	TM	Sam Shing Bus Terminus
45	NTW	TM	Tuen Mun Central Bus Station
46	NTW	TM	Tuen Mun Pier Head Bus Terminus
47	NTW	TM	Tuen Mun Station PTI
48	NTW	TM	Bayview Garden Bus Terminus

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Reply Serial No.

THB(T)168

Question Serial No.

2194

Annex

	Region	District	Name
49	NTW	Tsuen Wan (TW)	Discovery Park PTI
50	NTW	TW	Nina Tower Bus Terminus
51	NTW	TW	Sai Lau Kok PTI
52	NTW	TW	Tsuen Wan Station PTI
53	NTW	TW	Tsuen Wan West Station PTI
54	NTW	TW	Vision City Public Light Bus Terminus
55	NTW	Yuen Long (YL)	Tin Shui Wai Town Centre PTI
56	NTW	YL	Yuen Long Station (North) PTI
57	NTW	Island	Tung Chung Station Bus Terminus
58	NTW	Kwai Tsing (KwT)	Kwai Fong Station Bus Terminus
59	NTW	KwT	Kwai Hing Station Bus Terminus

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

Reply Serial No.

THB(T)169

Question Serial No.

2481

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 advise on the latest development of the Trunk Road T4 project in Sha Tin, including details of consultation, outcome of the environmental impact assessment, latest traffic flow forecast and anticipated date of commencing construction.

Asked by: Hon. CHAN Hak-kan

Reply:

The Civil Engineering and Development Department has been consulting the Traffic and Transport Committee of the Sha Tin District Council throughout the project development since 2005. The latest consultation meeting was held in March 2009. The environmental impact assessment (EIA) of the project has been completed and the EIA Report was approved by the Director of Environmental Protection. Our recent traffic review shows that Road T4 is needed in the longer term and we will continue to monitor the traffic situation.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 17 March 2011

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Reply Serial No.

THB(T)170

Question Serial No.

3552

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 : Under Matters Requiring Special Attention in 2011-12, it is mentioned that new management contracts will be awarded for Lion Rock Tunnel, Shing Mun Tunnels and Tseung Kwan O Tunnel through tendering. What are the details? Would there be any impact on the tolls after the new contracts have been awarded?

Asked by : Hon. CHAN Hak-kan

Reply :

The current contracts for the management, operation and maintenance (MOM) of Lion Rock Tunnel, and of Shing Mun Tunnels and Tseung Kwan O Tunnel, will expire on 31 March 2012 and 31 May 2012 respectively. The Transport Department aims to invite tenders in late 2011 for the award of new contracts upon the expiry of the current ones. The fee for the MOM contracts is only one of the operating costs of the tunnels. The toll levels of Government toll-tunnels are regularly reviewed, taking into account various factors such as the costs, traffic situation, and public affordability and acceptability, etc.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

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Reply Serial No.

THB(T)171

Question Serial No.

3061

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 : What helping measures has the Government provided to ferry services to encourage bidding in the tender exercises, and what is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply:

The Government has adopted the following measures to encourage bidding in the current tender exercises for inner harbour ferry services and the six major trunk outlying island ferry services. These measures include –

- (a) adjusting the service level to enhance operational efficiency;
- (b) grouping ferry services in different packages to facilitate efficient use of resources, and flexibility in submitting tender bids; and
- (c) providing helping measures to reduce operating costs of the ferry operators including:
 - (i) taking over pier maintenance responsibilities;
 - (ii) waiving fuel duty; and
 - (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme.

The expenditure involved in taking over pier maintenance responsibilities is absorbed in the existing provisions of the relevant works departments while there is no expenditure involved in waiving fuel duty. The expenditure involved in reimbursing pier rentals and exempting vessel licence fees for ferry services will depend on the actual revenue foregone by the ferry operators under the Elderly Concessionary Fares Scheme.

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As a further step to encourage bidding for the six major outlying island ferry services, the Government will also provide the following special helping measures –

- (a) waiving annual vessel survey fee and private mooring fee;
- (b) reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government;
- (c) reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of reimbursement of pier rentals and vessel licence fee exemption) under the Elderly Concessionary Fares Scheme subject to a cap prescribed by the Government; and
- (d) when there is a justified case for fare increase, reimbursing the actual vessel maintenance cost incurred by the operators with a view to reducing the rate of fare increase by half (after netting off the rate of general inflation since the last fare increase).

The estimated expenditure to be involved for the above special helping measures to the six major outlying island ferry services in 2011-12 is about \$31.08 million.

Signature _____

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

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Reply Serial No.

THB(T)172

Question Serial No.

3062

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 : Apart from encouraging the franchised bus companies for deployment of environment-friendly buses, what measures will be taken to phase out old buses? What will be the cost involved?

Asked by : Hon. CHAN Tanya

Reply :

The franchised bus companies are committed to using buses below 18 years old, and have been replacing their buses accordingly. This arrangement has taken account of the maintenance, operational and financial capability of the bus operators and their obligations to provide a proper and efficient service to the public. The Transport Department (TD) will continue to monitor the progress of the bus replacement programmes of the franchised bus companies, and require them to adopt the latest commercially available and proven environmental protection technology when acquiring new buses. As the work is undertaken by the staff of TD as an integral part of their normal duties, there is no breakdown on the expenditure involved.

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

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Reply Serial No.

THB(T)173

Question Serial No.

3063

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 : What measures and actions will the Government take in the planning and introduction of green minibus (GMB) services? What is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

The Transport Department takes into account a number of factors in planning and introducing new green minibus (GMB) services, including:

- (a) the existing and forecast transport demand and travel pattern;
- (b) the availability of existing and planned public transport services;
- (c) the provision of new transport infrastructure facilities in the areas concerned;
- (d) the financial viability of the proposed GMB route; and
- (e) the requests and suggestions from the public.

The District Councils concerned and the relevant public transport trades including the public light bus trade will be consulted during the route planning stage. New GMB routes will be gazetted to invite applications for operation of the new routes. The work involved is absorbed by the existing resources of the Department.

Signature _____

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Post Title _____ Commissioner for Transport

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Reply Serial No.

THB(T)174

Question Serial No.

3064

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 : What measures and action will the Government take to deal with bus rationalisation? What is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

In response to changes in passenger demand and to improve bus operational efficiency and optimise resource utilisation, franchised bus routes with low utilisation will be rationalised from time to time. Rationalisation measures may include adjustment of bus routeing, service frequency and timetable, truncation of routes and amalgamation or cancellation of routes. In general, the Transport Department (TD) will work with the franchised bus operators on the rationalisation proposals and put forward the proposals to relevant District Councils for consultation in the context of the annual bus route development programme before implementation. As the work involved is undertaken by staff of TD as an integral part of their normal duties, there is no breakdown on the expenditure involved.

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

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Reply Serial No.

THB(T)175

Question Serial No.

3065

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 : Will the Administration implement any measures to improve Connaught Road West? Does the width of the footpath outside the Liaison Office of the Central People's Government meet the international standards? What is the cost involved? If not, why?

Asked by : Hon. CHAN Tanya

Reply :

The width of the footpath outside the Liaison Office of the Central People's Government in Connaught Road West is three metres which is adequate to cater for the pedestrian flow observed thereat. The above provision is in accordance with the Transport Planning and Design Manual which is adopted by the Transport Department for road infrastructures in the whole territory. At this stage, the Administration does not see any traffic need for modifying the width of the footpath.

Signature _____

Name in block letters JOSEPH Y T LAI

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Reply Serial No.

THB(T)176

Question Serial No.

3066

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 :
1. Please advise the expenses incurred by the Transport Department (TD) in conducting surveys and taking enforcement action against the unauthorised operation of residents' service.
 2. In view of the fact that some bus operators operate residents' services prior to obtaining necessary approval, would TD deploy more resources to conduct surveys on such services provided by housing estates?

Asked by : Hon. CHAN Tanya

Reply :

1. In 2010-11, about \$2.7 million was incurred by the Transport Department to conduct surveys and take enforcement actions against various types of illegal non-franchised bus (NFB) services, including unauthorised residents' service.
2. A major area of work of the Transport Tribunal is to hear appeals lodged by NFB operators against the sanctions imposed by the Commissioner for Transport on operators found to have engaged in unauthorized NFB services. To strengthen the support provided to the Tribunal, a Senior Transport Officer post will be created by the Department as from 1 April 2011. The need to strengthen the resources of the Department in taking enforcement action against unauthorized NFB activities will be reviewed as necessary.

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Reply Serial No.

THB(T)177

Question Serial No.

1104

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 :
- (a) Has the “Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong” (the Study) commenced? What is the cost for the Study? What is the completion time frame stated in the tender document? How is the Study progressing at present?
 - (b) Will the department consult the public and stakeholders during the Study and after completion of the Study? If so, please advise on the anticipated timing of consultation. Has the consultation been carried out, or has it been completed? Who are the stakeholders to be consulted?
 - (c) Will the department release the findings of the Study? When will the department implement the Study’s recommendations?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The Consultancy Study was awarded in May 2010 at a cost of \$0.7 million for completion in February 2011. With the inclusion of additional works, the Study is now aimed for completion in the latter half of 2011.
- (b)&(c) When the findings of the Study are available, we intend to consult the local cycling associations, relevant interest groups, Legislative Council Panel, District Councils, the Road Safety Council as well as other interested parties on the basis of the Study’s findings and take appropriate follow up actions having regard to the outcome of the consultation.

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Signature _____

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Reply Serial No.

THB(T)178

Question Serial No.

1105

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 Matters Requiring Special Attention in 2011-12 mentioned “continue to formulate legislative proposals to further enhance the safety of public light bus operation”. Please advise on the relevant details, current progress and the estimated timing for introducing the legislative proposals.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

To enhance the safety of public light bus (PLB) operation, the Government aims to introduce in the 2010-11 legislative session the following legislative amendment proposals:

- (a) imposing a maximum speed limit of 80 kilometers per hour for PLBs;
- (b) mandating all PLBs to install speed limiters;
- (c) mandating electronic data recording device (commonly known as ‘blackbox’) as a basic equipment of newly registered PLBs;
- (d) requiring applicants of PLB driving licence to attend a mandatory pre-service training course; and
- (e) requiring the display of PLB driver identity plate inside the vehicle compartments while service is being provided.

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Reply Serial No.

THB(T)179

Question Serial No.

1106

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 provide the location, progress, target completion date and related expenditure of the pedestrian schemes which are being implemented or will be implemented in this financial year in various districts.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

The details of the pedestrian schemes for which works are in progress are tabulated below-

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2011-12 (\$ million)
Wan Chai	East Point Road and Great George Street (between East Point Road and Paterson Street)	Mid 2011	2.3	0.9
Yau Tsim Mong	Ning Po Street, Saigon Street and Pak Hoi Street (between Nathan Road and Shanghai Street)	Mid 2011	2.3	0.4
	Parkes Street (between Jordan Road and Saigon Street)	End 2011	1.8	1.0
	Woosung Street (between Jordan Road and Kansu Street)	End 2012	3.4	1.1
Sham Shui Po	Kweilin Street (between Yu Chau Street and Un Chau Street)	End 2011	1.5	1.0

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Question Serial No.

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The details of pedestrian schemes for which works are scheduled to commence in 2011-12 are tabulated below-

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2011-12 (\$ million)
Yau Tsim Mong	Prat Avenue (between Hart Avenue and Chatham Road South)	End 2011	0.7	0.7
	Sai Yeung Choi Street South (between Nelson Street and Soy Street)	End 2012	2.4	0.6
	Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street)	End 2012	1.0	0.4

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Reply Serial No.

THB(T)180

Question Serial No.

1107

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 technical feasibility studies for the higher priority hillside escalator link and elevator proposals, please state the study progress, expected completion date, and expenditure for the studies conducted for various locations.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

Based on the established ranking system, 20 hillside escalator link and elevator system proposals were ranked. The Highways Department (HyD) is studying the technical feasibility for the top ten ranked proposals (listed below) in stages starting from mid 2010, targeting for completion in 24 to 48 months. The studies taken forward by HyD so far are conducted by HyD's in-house staff and do not involve additional expenditure.

Rank	Proposal	Progress of Technical Feasibility Studies
1	Pedestrian Link at Tsz Wan Shan	Completed
2	Pedestrian Link at Braemar Hill	Commenced in end 2010 / early 2011
3	Lift and Pedestrian Walkway System between Tsing Yi Road West and Tsing Yu Street	
4	Escalator System at Ladder Street (<i>The alternative alignment along Pound Lane is adopted for the proposal.</i>)	
8	Pedestrian Link at Chuk Yuen North Estate	
9	Lift and Pedestrian Walkway System at Waterloo Hill	

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Rank	Proposal	Progress of Technical Feasibility Studies
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	To commence in 2012
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	

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Reply Serial No.

THB(T)181

Question Serial No.

1108

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 Administration has mentioned that “the Transport Department (TD) will analyse the data, trends and causes of traffic accidents for devising corresponding measures, including exploring the need for further expanding the Red Light Camera (RLC) and Speed Enforcement Camera (SEC) systems.” (referring to the written replies to LegCo Question No. 13 and 16 at its meeting held on 9 June 2010).

(a) Have the above studies been completed?

(b) Will there be any resources reserved for the further expansion of RLC & SEC systems in this financial year? If affirmative, please give details.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

(a)&(b) As part of the on-going work, TD analyses from time to time the data, trends and causes of traffic accidents to facilitate the Department in devising appropriate traffic control and safety measures. Insofar as the installation of SEC and RLC are concerned for 2011-12, TD has reserved a sum of \$14.86 million to install another 20 SEC housings in the territory. For RLC system, TD has earmarked \$1.4 million for the testing of advanced technologies to streamline the operation, so as to pave the way for possible further expansion in future.

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Reply Serial No.

THB(T)182

Question Serial No.

1333

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 respect of measures to help the development of ferry and franchised bus services, please provide the following information –

- (a) the details of the helping measures given by the Administration to the inner harbour ferry services from 2006-07 to 2010-11, and the expenditure involved in each year;
- (b) the details of the helping measures given to the outlying island ferry services from 2006-07 to 2010-11, and the expenditure involved in each year;
- (c) whether a comprehensive review on the existing ferry policy will be conducted and, if yes, the timetable; and
- (d) the helping measures currently given to the franchised bus services, the details of the measures in the past five years and the expenditure involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

To enhance the long-term financial viability of ferry services (including both the inner harbour and outlying island ferry services), the Government has been providing various measures to enable ferry operators to reduce operating costs and increase non-fare box revenue –

- (i) taking over pier maintenance responsibility;
- (ii) waiving fuel duty;
- (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme;

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- (iv) allowing ferry operators to sublet ferry pier areas for commercial concession to generate non-fare box revenue to cross-subsidise the ferry operation; and
- (v) streamlining the subletting approval procedures to help expedite generation of non-fare box revenue.

The financial implications of the above measures are as follows -

- (i) The expenditure involved in taking over pier maintenance responsibilities is absorbed by the existing provisions of the relevant works departments (i.e. the Civil Engineering and Development Department, the Architectural Services Department, and the Electrical and Mechanical Services Department).
- (ii) There is no expenditure involved in waiving fuel duty.
- (iii) The expenditure involved in reimbursing pier rentals under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2010-11 is as follows -

Financial year	2006-07	2007-08	2008-09	2009-10	2010-11 (Up to End February 2011) ¹
Reimbursing pier rentals	\$3.69 million	\$3.88 million	\$3.74 million	\$3.55 million	\$1.55 million

The revenue foregone in exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2010-11 is as follows -

Financial year	2006-07	2007-08	2008-09	2009-10	2010-11 (Up to End February 2011) ¹
Exempting vessel licence fees	\$0.22 million	\$0.22 million	\$0.22 million	\$0.22 million	\$0.10 million

Note 1: Some applications for reimbursing pier rentals and exempting vessel licence fees are still being processed.

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The Government has also been providing the following special helping measures to four outlying island ferry services (viz. Central – Mui Wo, Central – Peng Chau, Central – Yung Shue Wan and Central – Sok Kwu Wan routes) for the licensing period from July 2008 to June 2011 –

- (i) waiving annual vessel survey fee and private mooring fee;
- (ii) reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government;
- (iii) reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the Elderly Concessionary Fares Scheme) subject to a cap prescribed by the Government; and
- (iv) a one-off scheme for two years to provide free ferry tickets to encourage schools, non-government organizations, community and district groups to organize visits to these outlying islands.

The financial implications involved in the provision of the above helping measures to the four outlying island ferry services is as follows –

- (i) The revenue foregone in waiving annual vessel survey fee and private mooring fee.

Financial year	2008-09	2009-10	2010-11 (Up to End February 2011) ¹
Waiving annual vessel survey fee and private mooring fee	\$0.16 million	\$0.31 million	\$0.29 million

Note 1: The revenue foregone for “Waiving annual vessel survey fee and private mooring fee” reflects the position as at end February 2011.

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- (ii) The expenditure involved in reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government.

Financial year	2008-09	2009-10	2010-11
Reimbursing water, cleansing and electricity charges for piers	\$1.13 million	\$2.01 million	\$2.16 million

- (iii) The expenditure involved in reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the Elderly Concessionary Fares Scheme) subject to a cap prescribed by the Government is as follows -

Financial year	2008-09	2009-10	2010-11
Reimbursing the balance of revenue foregone due to provision of elderly fare concessions	\$1.40 million	\$2.73 million	\$2.62 million

- (iv) The expenditure involved in a one-off scheme for two years to provide free ferry tickets to encourage schools, non-government organizations, community and district groups to organize visits to these outlying islands is as follows -

Financial year	2008-09	2009-10	2010-11
One-off scheme of providing free ferry tickets	\$1.07 million	\$0.35 million	-

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The Government has completed a review on the outlying island ferry services in 2010-11 with a view to enhancing the long-term financial viability of these services and maintaining fare stability. Taking into account that ferry services are the only means of transport for some of the outlying islands, we have to ensure that such essential transport services can be provided to the residents. As such, we carried out a review on the outlying island ferry services. In the course of the review, we bore in mind the need for prudent use of public funds. We took into account the need to support essential ferry services which otherwise would not be financially viable without financial support and the need to let those residents shoulder the appropriate responsibility for choosing to live on the outlying islands. Therefore, we decided to provide further helping measures to the six major outlying island services within the three-year new licensing period in order to share some of the burden of fare increase to passengers.

The Government has no plan to conduct another review on ferry services for the time being.

In respect of the franchised bus services, the Government has been providing bus termini / public transport interchanges to the franchised bus operators free of charge to facilitate their operation of franchised bus services.

The Government also waives fuel tax and first registration tax of franchised buses.

In addition, the Government reimburses the franchised bus operators for the annual licence fees of franchised buses and government rent of bus depots, parking sites and regulator's offices. The vehicle licence fee waived and government rent reimbursed to the franchised bus operators in the past five years are as follows –

Year	2006	2007	2008	2009	2010 (Up to September 2010)
Licence Fee Waived (\$ million)	25.8	25.5	25.0	24.9	18.8
Government Rent Reimbursed (\$ million)	192.5	195.5	189.6	186.5	149.9

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Reply Serial No.

THB(T)183

Question Serial No.

1334

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 list out the fare increase applications received by the Transport Department from the public transport operators in the past three years (i.e. 2008 to 2010) and the result of the applications:

2008 - 2010

Public transport operator/ Transport trade and routes	Average rate of increase applied	Effective date	Result

Asked by : Hon. CHEUNG Hok-ming

Reply :

The fare increase applications received by the Transport Department from the major public transport operators/ transport trades in the past three years (i.e. 2008 to 2010) and the results are as follows:

2010

Public transport operator/ Transport trade and routes	Average rate of increase applied	Result (Average rate of increase approved)	Effective date
The Kowloon Motor Bus Company (1933) Limited	+8.6% (Applied in July 2010)	Under consideration	-
Long Win Bus Company Limited	+7.4% (Applied in July 2010)	Under consideration	-
Urban taxi trade	+5.2% (Applied in September 2010)	Under consideration	-

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Public transport operator/ Transport trade and routes	Average rate of increase applied	Result (Average rate of increase approved)	Effective date
New Territories (NT) taxi trade	+8.1% (Applied in September 2010)	Under consideration	-
Lantau taxi trade	+4.1% (Applied in September 2010)	Under consideration	-
Hong Kong Tramways, Limited	+23.0% (Applied in August 2010)	Under consideration	-
A total of 159 green minibus (GMB) routes involving 25 routes on Hong Kong Island; 49 routes in Kowloon; and 85 routes in the New Territories	Ranging from +4.6% to +26.9%	33 routes approved (ranging from +4.1% to +12.0%); 12 routes rejected; 18 routes withdrawn; 96 routes under consideration	Between 15 October 2010 and 6 March 2011
The "Star" Ferry Company, Limited: ^{Note 1} Tsim Sha Tsui – Central; Tsim Sha Tsui – Wan Chai	+23% (Applied in February 2008)	Approved (+13.3%) (Phase Two) (+8.5%) (Phase One)	1 January 2010 29 March 2009
The "Star" Ferry Company, Limited: Hung Hom – Central Hung Hom – Wan Chai	+5.0% (Applied in November 2008)	Approved (+5.0%)	1 January 2010
Park Island Transport Company Limited: ^{Note 2} Ma Wan – Central (Non-registered user) Ma Wan – Tsuen Wan (Non-registered user)	+10% +25% (Applied in April 2009)	Approved (+10%) (+25%)	10 January 2010

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)183

Question Serial No.

1334

Public transport operator/ Transport trade and routes	Average rate of increase applied	Result (Average rate of increase approved)	Effective date
Park Island Transport Company Limited: ^{Note 2} Ma Wan – Central (Registered user) Ma Wan - Tsuen Wan (Registered user)	+7.3% +16.2% (Applied in March 2010)	Approved (+7.3%) (+16.2%)	25 July 2010

2009

Public transport operator/ Transport trade and routes	Average rate of increase applied	Result (Average rate of increase approved)	Effective date
NT taxi trade	+9.5% (Applied in August 2008)	Approved (+5.0%)	16 January 2009
A total of 31 GMB routes involving 5 routes on Hong Kong Island; 9 routes in Kowloon; and 17 routes in the New Territories	Ranging from +8.6% to +25.0%	16 routes approved (ranging from +3.2% to +9.4%); 10 routes rejected; 2 routes withdrawn; 3 routes under consideration	Between 21 June 2009 and 1 August 2010
Peng Chau Kai To Limited: Discovery Bay - Mui Wo	+50%(Original proposal) (Applied in September 2008) +32% (Revised proposal) (Applied in November 2008)	Approved (+32%)	25 January 2009
Discovery Bay Transportation Services Limited: Central - Discovery Bay	+29% (Applied in November 2008)	Approved (+15%)	1 May 2009

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Reply Serial No.

THB(T)183

Question Serial No.

1334

2008

Public transport operator/ Transport trade and routes	Average rate of increase applied	Result (Average rate of increase approved)	Effective date
The Kowloon Motor Bus Company (1933) Limited	+9.0% (Applied in September 2007)	Approved (+4.5%)	8 June 2008
Long Win Bus Company Limited	+5.9% (Applied in September 2007)	Approved (+4.5%)	8 June 2008
New World First Bus Services Limited	+5.8% (Applied in December 2007)	Approved (+5.0%)	8 June 2008
Citybus Limited (Franchise One)	+5.8% (Applied in December 2007)	Approved (+2.0%)	8 June 2008
Citybus Limited (Franchise Two)	+5.8% (Applied in December 2007)	Not approved (-)	-
New Lantau Bus Company (1973) Limited	+7.2% (Applied in November 2006)	Approved (+7.2%)	8 June 2008
Urban taxi trade	+2.7% (Applied in November 2007)	Approved (+2.7%)	28 February 2008
	+4.6% and +6.7% (Two applications; Applied in June 2008)	Approved (+5.5%)	30 November 2008
NT taxi trade	+4.5% (Applied in November 2007)	Approved (+ 4.5%)	28 February 2008
Lantau taxi trade	+9.2% (Applied in May 2008)	Approved (+7.7%)	30 November 2008
A total of 244 GMB routes involving 58 routes on Hong Kong Island; 55 routes in Kowloon; and 131 routes in the New Territories	Ranging from +3.2% to +75.0%	147 routes approved (ranging from +2.9% to +17.0%); 60 routes rejected; 37 routes withdrawn	Between 20 July 2008 and 23 January 2011

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

Reply Serial No.

THB(T)183

Question Serial No.

1334

Public transport operator/ Transport trade and routes	Average rate of increase applied	Result (Average rate of increase approved)	Effective date
Chuen Kee Ferry Limited: Aberdeen - Sok Kwu Wan via Mo Tat	+15% (Applied in July 2007)	Approved (+15%)	3 February 2008
Park Island Transport Company Limited: ^{Note 2} Ma Wan – Central (Non-registered user)	+25%	Approved (+25%)	16 November 2008
Ma Wan - Tsuen Wan (Registered user)	+24%	(+24%)	
Ma Wan - Tsuen Wan (Non-registered user)	+60% (Applied in April 2008)	(+60%)	
Fortune Ferry Company Limited: Tuen Mun - Tung Chung - Sha Lo Wan - Tai O	+22% (Applied in July 2008)	Approved (+22%)	16 September 2008

Note 1: The fare increase application was approved to be implemented in two phases, with phase one implemented on 29 March 2009 and phase two implemented on 1 January 2010.

Note 2: Registered users are passengers living or working in Ma Wan and have made registration with Park Island Transport Company Limited. Non-Registered users are passengers who have not registered.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
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Reply Serial No.

THB(T)184

Question Serial No.

1335

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 on 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 2010, 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	196	64	5
New World First Bus Services Limited	17	55	36
Citybus Limited	31	62	4
Long Win Bus Company Limited	0	12	0

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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 Lantao Bus Company (1973) Limited	0	2	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 2011

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

Reply Serial No.

THB(T)185

Question Serial No.

1336

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 concerning the operation of cross-boundary vehicles -

Number of Closed Road Permit applications received from cross-boundary vehicles and number of permits issued (including renewal) in the past five years

	2010	2009	2008	2007	2006
No. of applications					
No. of permits issued					

Number of applications received from cross-boundary buses for providing school bus service and number of approvals granted in the past five school years

	2010	2009	2008	2007	2006
No. of applications					
No. of approval					

Asked by : Hon. CHEUNG Hok-ming

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THB(T)185

Question Serial No.

1336

Reply :

Number of Closed Road Permit applications received from cross-boundary vehicles and number of permits issued (including renewal) in the past five years are –

	2010	2009	2008	2007	2006 ^{Note 1}
No. of applications	46 800	44 700	44 200	40 000	—
No. of permits issued ^{Note 2}	48 300	46 900	45 600	41 900	38 300

Note 1: The current computer system keeping Closed Road Permit records was introduced in late 2006. Prior to that, manual records were maintained only on permits issued but records on applications received were incomplete.

Note 2: The number of permits issued was greater than the number of applications received mainly because one application might apply for more than one permit when the vehicles had to cross more than one control point.

Number of applications received from cross-boundary buses for providing school bus services and number of approvals granted in the past five school years are –

	2010/11	2009/10	2008/09	2007/08 ^{Note 3}	2006/07 ^{Note 3}
No. of applications ^{Note 4}	103	93	66	—	—
No. of approvals ^{Note 4}	103	93	49	—	—

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Note 3: The cross-boundary school bus service was only introduced in the 2008/09 school year.

Note 4: The number of special quotas provided for cross-boundary school bus services in 2008/09, 2009/10 and 2010/11, as agreed with the Guangdong authorities, are 20, 42 and 65 respectively. The number of applications and approvals is expressed in terms of the number of vehicles under application, thereby more than the relevant number of quotas.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

THB(T)186

Question Serial No.

1339

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 : Besides conducting daily spot checks on franchised buses, does the Transport Department carry out daily spot checks on Public Light Buses (PLB)? If yes, please provide the number of daily spot checks and the manpower involved?

Asked by : Hon. CHEUNG Hok-ming

Reply :

Unlike franchised bus operation, most of the PLB operators have only a small fleet to provide their services. Daily spot checks on these vehicles would cause operational difficulty and affect the level of service to the public. As an alternative arrangement to monitor the vehicle performance of the PLBs, the Transport Department will issue order to call-up inspections on PLBs which are suspected to have violated regulations in relation to construction and maintenance. In 2010, 395 orders were issued.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 17 March 2011

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Reply Serial No.

THB(T)187

Question Serial No.

1341

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 development of Intelligent Transport Systems (ITS), please provide the following information:-

- (a) What are the latest progress and technology in developing ITS?
- (b) What is the associated development cost in the past three financial years (i.e. 2008-09 to 2010-11)?
- (c) What is the future plan for further developing ITS in Hong Kong?
- (d) What is the progress of the study on congestion charging system?

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) Regarding the latest development of Intelligent Transport Systems (ITS), the Transport Department (TD) launched the Public Transport Enquiry Service and Driving Route Search Service in 2009 and 2010 respectively. The systems provide public transport and driving route information and search services on the internet for free access by the public. Since November 2010, suppliers of value added services in the private sector and other interested parties can also procure road network data (including up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc) for the development of commercial ITS applications. In respect of display of real time traffic information on the road, the expansion of the Journey Time Indication System to Kowloon and Hong Kong Island East was completed in May 2010. Moreover, five speed map panels are being installed along strategic routes in the New Territories for completion in 2012.

Currently, more than 90% of the signalised junctions in Hong Kong are controlled by Area Traffic Control Systems. Expansion of the system to Tseung Kwan O is scheduled to complete in 2011.

With the expansion project completed in 2010, there are now 155 Red Light Cameras in the territory. An expansion project for the Speed Enforcement Camera system to bring the total number of camera housings to 120 is being carried out for completion in 2011.

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Question Serial No.

1341

- (b) The total capital cost involved for ITS development carried out by TD in the past three financial years is about \$468 million.
- (c) TD is developing a Traffic and Incident Management System (TIMS) to enhance the efficiency and effectiveness in managing traffic and transport incidents and in disseminating traffic and transport information to the public. Funding approval was obtained from the Finance Committee of the LegCo in November 2010. The project is scheduled for completion in mid 2015.
- (d) TD commissioned a "Congestion Charging Transport Model Feasibility Study" in 2006. The study was completed in June 2009.

Signature _____

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

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Reply Serial No.

THB(T)188

Question Serial No.

1342

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 driving route search service (DRSS), please advise:

- (a) What is the usage of the service?
- (b) What is the associated development cost for the service?
- (c) Will the Administration further enhance the service in future for use of the motorists and passengers?

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) DRSS is a free internet based service. As at 28 February 2011, there has been on average around 700 visitors and 7 000 page views per day.
- (b) The development cost of DRSS is \$3.75 million.
- (c) The Transport Department will launch a mobile version of DRSS in mid 2011 to facilitate the public on the move. Users may access the service via common mobile phones.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

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Reply Serial No.

THB(T)189

Question Serial No.

1343

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 matters requiring special attention in 2011-12, what is the latest progress of the proposed footbridge / subway in Causeway Bay and Mong Kok?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The preliminary studies for improvements to pedestrian links in Mong Kok and Causeway Bay by consultants commissioned by the Transport Department have been completed. The following is the latest progress of the two proposals:

Mong Kok

- A footbridge system along Argyle Street between Tong Mi Road and Sai Yee Street is proposed for phased implementation. The Highways Department (HyD) will start to examine the technical feasibility of the proposal in 2011. Thereafter, we will plan the way forward.

Causeway Bay

- A subway system connecting Victoria Park to the vicinity of Happy Valley is proposed for phased implementation. The HyD is now taking forward the feasibility study on the proposal to identify the feasible alignment for further planning of the way forward.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

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Reply Serial No.

THB(T)190

Question Serial No.

1344

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 list out the programme and the costs by item for provision of hillside escalator link and elevator systems in all districts in Hong Kong.

Asked by : Hon. CHEUNG Hok-ming

Reply :

Based on the established ranking system, 20 proposed hillside escalator link and elevator systems were ranked. The Highways Department (HyD) is studying the technical feasibility of the top ten ranked proposals (listed below) in stages starting from mid 2010, targeting for completion in 24 to 48 months. The studies taken forward by HyD so far are conducted by HyD in-house staff and do not involve additional expenditure. We will have a better picture of the construction costs and implementation programme of these projects after the completion of the respective studies.

Rank	Proposal
1	Pedestrian Link at Tsz Wan Shan
2	Pedestrian Link at Braemar Hill
3	Lift and Pedestrian Walkway System between Tsing Yi Road West and Tsing Yu Street
4	Escalator System at Ladder Street (<i>The alternative alignment along Pound Lane is adopted for the proposal.</i>)

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Rank	Proposal
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road
8	Pedestrian Link at Chuk Yuen North Estate
9	Lift and Pedestrian Walkway System at Waterloo Hill
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road

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Name in block letters JOSEPH Y T LAI

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Reply Serial No.

THB(T)191

Question Serial No.

1495

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 : Some road users complain about the design and location of existing directional signs. They complain that some of these directional signs not only fail to bring about convenience to users, but misleading, (e.g. they have missed the exit roads by the time they see the directional signs). As such, would the Administration advise whether resources have been deployed in the past three years for reviewing both the design and locations of the directional signs. If yes, what are the results? If not, please advise the reasons.

Asked by : Hon. CHEUNG Hok-ming

Reply :

Reviewing the design and locations of directional signs is an on-going work of the Transport Department (TD). In the past three years, TD conducted reviews on 626 directional signs, in the light of changing traffic situation and having regard to public feedback. Improvement works were carried out for 436 of these signs. TD also carries out regular review on the design standards for directional signs, taking into account the practices in overseas jurisdictions in order to further improve our signage system.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

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Reply Serial No.

THB(T)192

Question Serial No.

1500

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 develop a Traffic and Incident Management System in 2011-12. Please provide the details of the System and the expenditure involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Transport Department is undertaking a project to develop a Traffic and Incident Management System (TIMS) to enhance the efficiency and effectiveness in managing traffic and transport incidents, and in disseminating traffic and transport information to the public. TIMS has several functions including automatic incident detection, consolidation of traffic and transport contingency plans, provision of traffic information to stakeholders, dissemination of traffic and transport information to the public, and coordination of existing and future traffic control and surveillance systems. The Finance Committee of the Legislative Council approved a commitment of \$100 million in November 2010 for the development of the TIMS. The project is scheduled for completion in mid 2015.

Signature _____

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

Post Title _____ **Commissioner for Transport**

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Reply Serial No.

THB(T)193

Question Serial No.

1501

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 many traffic signals are there in Hong Kong (including the conventional and light emitting diode (LED) traffic signals)? When will all the conventional traffic signals in Hong Kong be replaced with LED traffic signals?

Asked by : Hon. CHEUNG Hok-ming

Reply :

There are about 75 000 traffic signals in Hong Kong. We aim to replace all the conventional traffic signals with LED traffic signals by the third quarter of 2012.

Signature _____

Name in block letters _____ JOSEPH Y T LAI _____

Post Title _____ Commissioner for Transport _____

Date _____ 18 March 2011 _____

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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)194

Question Serial No.

1502

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 : Since the Administration implemented in 2010 the licensing requirement that all public light buses (PLBs) be equipped with a speed limiter, how many PLBs have been equipped with a speed limiter? How many PLBs have not yet been equipped with a speed limiter?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Transport Department introduced new licensing conditions to the vehicle licence and the Passenger Service Licence of public light buses (PLBs) with effect from 7 June 2010 to require all PLBs to be equipped with a speed limiter within three months from the effective date of the first issue or first renewal of the vehicle licence of a PLB. As at end February 2011, the number of PLBs with and without speed limiters are 3 166 and 1 184 respectively.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 17 March 2011

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Reply Serial No.

THB(T)195

Question Serial No.

1512

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 : There were many railway incidents in recent years. What were the measures implemented, manpower deployment and expenses incurred for the inspection of the railways in Hong Kong in the past three years?

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply:

The Transport Department (TD) is responsible for monitoring the level of railway services and working with other relevant parties to handle the passengers affected by railway service disruptions. The Electrical and Mechanical Services Department (EMSD) is responsible for monitoring the safety of the railway system, including the design, construction, operation and maintenance of the system and would conduct investigations into railway incidents.

MTR Corporation Limited (MTRCL) is required to comply with the service standards stipulated by the Government. TD oversees whether MTRCL meets the requirements of the service standards by examining the returns submitted by MTRCL on its services performance, monitoring railway services and investigating the complaints received about railway services. In case of railway incidents, TD will follow up with MTRCL and request an incident report. It will conduct investigations and monitor the progress made by MTRCL in implementing improvement measures.

EMSD monitors the safety of the railway systems and ensures that MTRCL complies with all safety requirements in the design, construction, operation and maintenance of the railway systems. MTRCL has to maintain a safety management system and a maintenance management system which are in line with international standards. For railway safety incidents, EMSD examines investigation reports and monitors whether the incidents have become a trend as well as ensures that MTRCL implements improvement measures as appropriate.

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

THB(T)195

Question Serial No.

1512

The Railway Service Monitoring Team of TD comprises one Chief Transport Officer, two Senior Transport Officers and two Transport Officer I/II. It is headed by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include those related to franchised / non-franchised buses, environmental schemes related to transport and railway matters. The staff costs for the five staff in the Team, in terms of notional annual mid-point salary, were \$3.437 million, \$3.300 million and \$3.328 million in 2008-09, 2009-10 and 2010-11 respectively.

In addition, the Emergency Transport Coordination Centre (ETCC) operates on a 24-hour basis. It is responsible for liaising with relevant government departments and public transport operators for arrangements of alternative public transport services and information dissemination to the public after the occurrence of emergency transport and traffic incidents. The handling of railway incidents is part of ETCC's duties, and there is no breakdown on the resources which ETCC uses specifically for this purpose.

The Railways Branch of EMSD is headed by one Assistant Director with four Senior Engineers and four Engineers assisting him in monitoring railway safety. The staff costs, in terms of notional annual mid-point salary, were \$7.920 million, \$7.577 million and \$7.690 million in 2008-09, 2009-10 and 2010-11 respectively.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

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Reply Serial No.

THB(T)196

Question Serial No.

0327

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 : Would the Administration list out the percentages of environment-friendly buses of the respective bus fleet for each franchised bus company in Hong Kong? Please advise if there is any plan to assist the franchised bus companies to gradually phase out old model buses? If yes, what are the details?

Asked by : Hon. HO Chung-tai, Raymond

Reply :

As at 31 December 2010, about 98% of all franchised buses (about 5 700) have environment-friendly engines that meet European emission standards (known as “Euro engines”). The percentages of these buses in the respective fleet of individual franchised bus companies are given below:

Kowloon Motor Bus Company (1933) Limited	Citybus Limited	New World First Bus Services Limited	Long Win Bus Company Limited	New Lantao Bus Company (1973) Limited
97%	98%	98%	100%	100%

The franchised bus companies are committed to using buses below 18 years old, and have been replacing their buses accordingly. This arrangement has taken account of the maintenance, operational and financial capability of the bus operators and their obligations to provide a proper and efficient service to the public. TD will continue to require the franchised bus companies to adopt the latest commercially available and proven environmental protection technology in acquiring new buses.

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Reply Serial No.

THB(T)196

Question Serial No.

0327

In addition, to assist franchised bus operators to test out and switch to greener buses, the Administration is seeking funds to procure six hybrid buses for use by the franchised bus companies along busy corridors to test the operational efficiency and performance of these buses under Hong Kong conditions.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

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Reply Serial No.

THB(T)197

Question Serial No.

0328

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 Administration's work in monitoring the installation of speed limiters on public light buses, please list out the number of cases in the past two years in which the operation of the speed limiter was found tampered by the vehicle owner or the driver.

Asked by : Hon. HO Chung-tai, Raymond

Reply :

The licensing requirement that all public light buses be equipped with a speed limiter was implemented from 7 June 2010. The Administration has not identified any cases of tampering of speed limiters already installed on public light buses.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

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Reply Serial No.

THB(T)198

Question Serial No.

0399

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 recent years, did the Transport Department (TD) carry out any studies in expanding the application of intelligent transport systems (ITS) in Hong Kong? If yes, what was the expenditure in the past two financial years (i.e. 2009-10 and 2010-11) and the estimated expenditure in 2011-12? Please provide the scope of the relevant studies.

Asked by : Hon. HO Chung-tai, Raymond

Reply :

To further study the expansion of the application of ITS in Hong Kong, TD completed a consultancy in 2010 on the feasibility of deploying advanced technologies in incident management. In addition, TD is carrying out a trial project to study and evaluate the performance of various detection technologies for collection of real-time traffic information in Hong Kong. The project is scheduled for completion in 2012. For the above studies, the expenditure in 2009-10 was about \$0.6 million and the estimated expenditures in 2010-11 and 2011-12 are about \$3.0 million and \$3.7 million respectively.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **17 March 2011**

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
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Reply Serial No.

THB(T)199

Question Serial No.

2470

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 : Under Programme (1) Planning and Development, the provision of \$274.3 million for 2011-12 is significantly higher than the revised estimate of \$224.7 million for 2010-11 by 22.1%. Please provide the reasons of such increase.

Asked by : Hon. IP Wai-ming

Reply :

Under Programme (1), the increase in provision for 2011-12 over the revised estimate for 2010-11 is mainly due to:

- (i) the full-year effect of filling of vacancies in 2010-11 (+\$1.6 million);
- (ii) creation of 12 posts in 2011-12 (+\$4.5 million);
- (iii) provision for helping measures to assist the operation of six major outlying island ferry trunk routes (+\$31.1 million); and
- (iv) an increase in provision for the Comprehensive Transport Study Model Enhancement (+\$9.0 million).

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 17 March 2011

Examination of Estimates of Expenditure 2011-2012

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

Reply Serial No.

THB(T)200

Question Serial No.

0380

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 carrying out of territory-wide travel characteristics survey and goods vehicle trip characteristics survey in 2011, please advise the resources and manpower involved and the anticipated date of completion. Were there any similar surveys in the past? If so, please advise the details and results.

Asked by: Hon. KAM Nai-wai

Reply:

The travel characteristics survey and goods vehicle trip characteristics survey are scheduled to be conducted from September 2011, and results are expected to be available in early 2013. These two surveys will be carried out by service contractors. The price of the service contracts will only be available when the contracts are awarded in May 2011. No additional manpower is required by the Transport Department for the work.

Household travel characteristics surveys and goods vehicle trip characteristics surveys are conducted at ten-year intervals to collect information on the travel characteristics of people and goods vehicle movements in the territory. The information collected is used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
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Reply Serial No.

THB(T)201

Question Serial No.

0381

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 : Over the past three years (i.e. 2008-09 to 2010-11), whether the Government has carried out estimate and study on social costs arising separately from various accidents, traffic conditions and driving violations or offenses in Hong Kong. If yes, what are respective details of the work, progress, expenditure and manpower involved. If no, whether the Government will conduct study in future, and what are the work plan and timetable?

Asked by : Hon. KAM Nai-wai

Reply :

Over the past three years, the Transport Department has not carried out estimate and research on the social cost arising from traffic accidents, traffic conditions and driving violations or offenses in Hong Kong. We do not have plan to conduct such study in the near future, but will keep in view the need for such study.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

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Reply Serial No.

THB(T)202

Question Serial No.

0382

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 give an account of the progress, expenditure and manpower relating to the review and updating of vehicle regulations and safety standards in the past three years (i.e. 2008-09 to 2010-11). What is the future work plan, related expenditure and manpower requirement?

Asked by : Hon. KAM Nai-wai

Reply :

In the past three years, regulations have been enacted for new installation and performance requirements for vehicle speedometers, speed display device for public light buses (PLB), and improvement of seats and head restraints on school service vehicles. Guidelines and procedures have been developed for approving electric vehicles and liquefied petroleum gas vehicles, and reversing aids.

In 2011-12, the Administration plans to introduce regulations on the installation of speed limiter and black box on PLBs; as well as regulations on technical standards on vehicles.

One full-time Engineer, assisted by other staff of the Transport Department, is responsible for the above work. The annual staff costs, in terms of notional annual mid-point salary, are about \$0.8 million.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12
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Reply Serial No.

THB(T)203

Question Serial No.

0385

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 conducting of technical feasibility studies (TFSs) for the higher ranking hillside escalator link and escalator system proposals in cooperation with the Highways Department, please provide the following information :
(a) the progress, expenditure and manpower involved in each of the past three years (i.e. 2008-09 to 2010-11);
(b) the future work plan, expenditure and manpower to be involved; and
(c) the proportion of the related expenditure and manpower in the overall expenditure of the Transport Department.

Asked by : Hon. KAM Nai-wai

Reply :

(a) & (b)

The Highways Department (HyD) is studying the technical feasibility of the proposals ranked top ten in the established ranking system for the provision of hillside escalator links and elevator systems in stages starting from mid 2010, targeting for completion in 24 to 48 months. The manpower input for undertaking a study varies with the complexity of the proposal. On average, HyD has to deploy two man-months in each study. As the studies are conducted by in-house staff, no additional expenditure is involved.

(c)

The Transport Department (TD) is mainly involved in the preparatory work before the commencement of the studies. On average, 0.5 man-month in-house staff is deployed for each study and no additional expenditure is involved. The manpower deployed by TD for conducting the studies is insignificant when compared with the Department's overall manpower.

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Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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Reply Serial No.

THB(T)204

Question Serial No.

1621

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 : Has there been any study in the past five years (i.e. 2006-07 to 2010-11) on the introduction of wheelchair accessible taxis to Hong Kong? If yes, what is the work progress, details, expenditure and manpower involved each year? If not, what are the reasons?

Asked by : Hon. KAM Nai-wai

Reply :

The Transport Department (TD) has been in liaison with the taxi trade and the vehicle suppliers, assisting the former to identify suitable vehicle models for use as wheelchair accessible taxis and helping the latter to better understand the relevant standards and approval procedures for introduction of new vehicle types.

These efforts contributed to two new wheelchair accessible hybrid vehicles successfully registered as taxis in 2007, and a petrol-powered wheelchair accessible vehicle model introduced for use as taxis in Hong Kong in 2011.

No additional expenditure and manpower are involved in carrying out these activities by TD.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

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Reply Serial No.

THB(T)205

Question Serial No.

1622

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the 2011-12 estimate, the provision under each programme is higher than that in the past two years. Please provide an analysis of such increase under each programme and specify the relevant staffing changes.

Asked by : Hon. KAM Nai-wai

Reply :

The increase in provision for 2011-12 over the revised estimate for 2010-11 under each programme is mainly due to the following:

Programme	Main reasons
(1) Planning and Development	(i) full-year effect of filling of vacancies in 2010-11 (+\$1.6 million); (ii) creation of 12 posts in 2011-12 (+\$4.5 million); (iii) provision for helping measures to assist the operation of six major outlying island ferry trunk routes (+\$31.1 million); and (iv) an increase in provision for the Comprehensive Transport Study Model Enhancement (+\$9.0 million).
(2) Licensing of Vehicles and Drivers	(i) full-year effect of filling of vacancies in 2010-11 (+\$2.1 million); (ii) net increase of five posts in 2011-12 (+\$1.9 million); (iii) 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 (+\$1.0 million); and (iv) an increase in capital expenditure for the installation and replacement of equipment in vehicle examination centres (+\$3.0 million).

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THB(T)205

Question Serial No.

1622

Programme	Main reasons
(3) District Traffic and Transport Services	(i) full-year effect of filling of vacancies in 2010-11 (+\$1.8 million); (ii) creation of four posts in 2011-12 (+\$0.7 million); (iii) additional provision for operation and maintenance of the closed circuit television systems in urban area and their vicinities (+\$3.3 million); (iv) additional provision for operation and maintenance of journey time indication system in Kowloon (+\$2.8 million); and (v) provision for the refurbishment and modification of ventilation ductwork in public transport interchange (+\$1.5 million).
(4) Management of Transport Services	(i) creation of two posts in 2011-12 (+\$0.5 million); (ii) provision for enhancing the management of government-owned covered public transport interchanges (+\$33 million); and (iii) an increase in cash flow requirement for the replacement of 33 specialised vehicles in government tunnels (+\$39.6 million).
(5) Transport Services for Persons with Disabilities	(i) the increased capital expenditure on procurement of rehabuses (+\$10.9 million); and (ii) additional provision for operating the new rehabuses acquired in 2010-11 and 2011-12 (+\$1.5 million).

It is expected that there will be a net increase of 23 posts, including one directorate post and 22 non-directorate posts in 2011-12.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

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Reply Serial No.

THB(T)206

Question Serial No.

1941

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 : What was the expenditure and manpower involved, and the work progress during the past three years, and the future plan and associated expenditure and manpower for encouraging the franchised bus companies to deploy environment-friendly buses to operate along busy corridors?

Asked by : Hon. KAM Nai-wai

Reply :

The Administration has been working with franchised bus companies to use more environment-friendly buses to operate along busy corridors. Over the past three years, the percentage of environment-friendly buses running along busy corridors has increased from 87% in end 2007 to 92% in end 2010. We will continue to review with the bus companies in the context of their Forward Planning Programme the procurement and deployment of environment-friendly buses along busy corridors. As the work involved is undertaken by the staff of the Transport Department as an integral part of their normal duties, no additional resources are involved for this purpose.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

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Reply Serial No.

THB(T)207

Question Serial No.

1944

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 barrier-free transport, please advise on:

- (a) the work progress, manpower and expenditure involved, by the Government in the past five years and the results, and whether any review has been conducted in this respect; and
- (b) the future work plan, and the manpower and expenditure involved.

Asked by : Hon. KAM Nai-wai

Reply :

- (a) The Transport Department (TD) has been working closely with the public transport operators to study, review and introduce enhanced facilities for people with disabilities to facilitate their access to public transport services.

Over the past five years, the MTR Corporation Limited (MTRCL) has been continuously retrofitting lifts and stair lifts at its stations. Currently, all stations (except Racecourse Station of East Rail Line) of the MTRCL provide barrier-free access. The franchised bus companies are gradually replacing their old buses with low-floor buses, and have installed bus stop announcement systems and other facilities to support people with disabilities. In the past five years, the number of wheelchair accessible buses has increased to about 3 200 (accounting for 56% of the entire franchised bus fleet), and the number of buses equipped with bus stop announcement systems has increased to nearly 4 300 (accounting for 74% of the entire franchised bus fleet).

The work involved is absorbed by the existing resources of the Department.

- (b) TD will continue to work closely with the public transport operators to further enhance the accessibility of their services by people with disabilities. The work involved will be absorbed by the existing resources of the Department.

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THB(T)207

Question Serial No.

1944

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

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Reply Serial No.

THB(T)208

Question Serial No.

1945

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 wheelchair accessible taxis and other modes of transport, please advise on:

- (a) the work progress and the expenditure and manpower involved each year for the introduction of wheelchair accessible taxis and other modes of transport in the past five years;
- (b) the time generally required by the Transport Department to process an application for the introduction of wheelchair accessible taxi, and the expenditure and manpower involved; and
- (c) the future work plan together with the expenditure and manpower involved.

Asked by : Hon. KAM Nai-wai

Reply :

(a) The Transport Department (TD) has been in liaison with the taxi trade and the vehicle suppliers, assisting the former to identify suitable vehicle models for use as wheelchair accessible taxis and helping the latter to better understand the relevant standards and approval procedures for introduction of new vehicle types. Two new wheelchair accessible hybrid vehicles were successfully registered as taxis in 2007, and a petrol-powered wheelchair accessible vehicle model has been introduced for use as taxis in Hong Kong in 2011.

TD has also been working closely with the public transport operators to facilitate wheelchair users to access their public transport services. Over the past five years, the MTR Corporation Limited (MTRCL) has been continuously retrofitting lifts and stair lifts at its stations. Currently, all stations (except Racecourse Station of East Rail Line) of the MTRCL provide barrier-free access. The franchised bus companies are gradually replacing their old buses with low-floor buses, and have installed bus stop announcement systems and other facilities to support people with disabilities. In the

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THB(T)208

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1945

past five years, the number of wheelchair accessible buses has increased to about 3 200 (accounting for 56% of the entire franchised bus fleet), and the number of buses equipped with bus stop announcement systems has increased to nearly 4 300 (accounting for 74% of the entire franchised bus fleet). The work involved is absorbed by the existing resources of the Department.

- (b) Applications for the introduction of wheelchair accessible taxis are processed in accordance with the provisions of the Road Traffic Ordinance, Cap. 374 and its subsidiary legislation, in the same way as other motor vehicles. If all required documents are in order and the vehicle passes the vehicle examination, the approval process will normally take about six to eight weeks. The work involved is absorbed by the existing resources of the Department.
- (c) TD will continue to work closely with the public transport operators to further enhance the accessibility of their services by people with disabilities. The work involved will be absorbed by the existing resources of the Department.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

THB(T)209

Question Serial No.

2223

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the Analysis of Financial Provision, please advise on the work progress and effectiveness of the Government in the areas of cost control in the past three years. Is there any related review? What is the forthcoming work plan?

Asked by : Hon. KAM Nai-wai

Reply :

The Transport Department (TD) has been carrying out various cost control and efficiency enhancement measures, such as:

- (a) deploying automated transport models with latest statistics and planning parameters to assist in the formulation of transport policies and planning of transport infrastructure;
- (b) implementing the Transport Information System and developing a Traffic and Incident Management System to enhance traffic information management capability;
- (c) conducting process re-engineering for licensing services; and
- (d) contracting out the management, operation and maintenance of transport infrastructure and services such as government tunnels, bridges, parking meters, carparks, etc.

These measures help streamline workflows and optimise utilisation of resources. TD will continue with these measures and keep in view any emerging opportunities for further cost control and efficiency enhancement.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **17 March 2011**

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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)210

Question Serial No.

0130

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 number of Driving Offence Points (DOP) summonses issued by the Transport Department was 4 842 and 2 660 in 2009 and 2010 respectively. The estimated figure for 2011 is 2 700. Please advise:

- a. What types of traffic offences are anticipated for the 2 700 new DOP summonses estimated to be issued in 2011?
- b. The number of new DOP summonses to be issued in 2011 is estimated to be decreased by 40% as compared with the figure in 2009. What are the reasons?
- c. What is the related expenditure?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- a. The distribution of the traffic offences involved in the summonses issued in the past two years is as follows:

Type of traffic offences	2009	2010
Careless driving	11%	11%
Crossing double white lines	8%	8%
Speeding	55%	59%
Failing to comply with traffic signals	25%	21%
Others	1%	1%
Total	100%	100%

We estimate that the distribution of the traffic offences in 2011 will follow more or less the same broad pattern as those in the past two years.

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Question Serial No.

0130

b. The number of DOP summonses issued in 2010 was 2 660, less than that issued in 2009, is mainly because of the reduction in the number of drivers incurring 15 or more DOPs resulting from the following :

- (i) the implementation of the obligatory attendance of driving improvement courses since February 2009 has enhanced the awareness of road safety and fostered better driving behaviour among drivers;
- (ii) by attending the recognised driving improvement course, drivers could get deduction of three DOPs (subject to compliance with relevant conditions); and
- (iii) the enactment of the Road Traffic (Driving-offence Points) (Amendment) Bill 2009 on 29 May 2009 with the “Deemed-served” provision has addressed the circumvention problem in serving the DOP summonses which has helped foster better driving behaviour among drivers.

We estimate that the number of new summonses to be issued in 2011 will be roughly the same as that in 2010.

c. The annual staff costs for handling DOP summonses are about \$1.4 million.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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Reply Serial No.

THB(T)211

Question Serial No.

0131

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 daily spot checks on franchised buses in service, the estimated number for 2011 is 14 buses per working day, same as that in the past two years. Please provide the following information :

- (a) The inspection items of the spot check. Whether the bus engine, window glasses and black smoke emission are included?
- (b) Why does the Transport Department (TD) not increase the number of daily spot checks to enhance road safety, to avoid bus smoke and oil leakage incidents on road?
- (c) If the number of spot check has to be increased by one per day, what is the additional cost?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The inspection items include braking system, suspension system, steering system, lighting system, body structure, seats, window glasses, emergency exit and tyres. Emission test will be conducted. The engine and fuel systems will also be checked for any oil or fuel leakage.
- (b) The inspection results of franchised buses in the past few years show that the maintenance quality of the franchised buses is maintained at a satisfactory level. Therefore, TD has no plan at present to increase the number of daily spot checks of in-service franchised buses but will continue to monitor the situation and review the arrangement from time to time.
- (c) We do not have an estimate on the additional cost involved in increasing one spot check per day.

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THB(T)211

Question Serial No.

0131

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

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Reply Serial No.

THB(T)212

Question Serial No.

0132

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 Transport Department (TD) estimates that there will be a total of 1 591 000 vehicle licence transactions in 2011, which is same as that in 2010. Please advise :

- (a) why TD's estimated total number of vehicle licence transactions in 2011 would remain unchanged despite the Budget Speech proposes to increase the First Registration Tax for private cars; and
- (b) the estimated number of private cars and environment-friendly private cars in the estimated total number of newly first-registered vehicles.

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The total number of vehicle licence transactions (1 591 000 in 2010 and 2011 estimate) include all types of vehicle-related transactions, such as issue/renewal of vehicle licences and permits, transfer of vehicle ownership, assigning and retention of registration marks, change of vehicle particulars, first registration, de-registration and re-registration of vehicles, issue of certificate of vehicle particulars, issue of duplicate vehicle licences and registration documents.

In 2010, the number of first registered private cars is around 41 000, which is about 2.6% of the total number of vehicle licence transactions. In view of its relatively small percentage, the effect of the changes in the number of first registration of private cars (due to the proposed increase of the First Registration Tax) on the total number of vehicle licence transactions should not be significant. Therefore, for planning purpose, we estimate that the total number of vehicle licence transactions in 2011 will be the same as that in 2010.

- (b) In 2010, the total number of first registration of vehicles is around 53 000, including around 41 000 private cars. Among these newly registered private cars, about 6 600 are environment-friendly private cars, i.e. environment-friendly petrol private cars or

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electric private cars. We estimate that the proportion of first registered environment-friendly private cars will remain at similar level in 2011.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)213

Question Serial No.

0133

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 forecasted that the average vehicular speeds are 22 km/h and 40 km/h in the urban area and the New Territories respectively in 2011. These speeds are the same as the figures in 2010 and lower than the figures in 2009. Please advise:

- a) Why have the average vehicular speeds been dropping?
- b) Other than increasing the First Registration Tax for private cars, are there any other measures that could increase average vehicular speed?
- c) Have measures such as rationalising bus routes and bus stops, deploying area traffic control systems and improving road conditions been considered or taken to improve the average vehicular speeds? Would these measures involve any additional expenditure?
- d) Has the economic loss due to traffic congestion been assessed?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The decrease in average vehicular speeds on strategic roads is mainly caused by the continuous growth in the vehicle fleet, in particular the growth in private cars. Despite all the road improvement works to ease traffic congestion, the average vehicular speeds on strategic roads across the territory have decreased by over 5% in 2010.
- (b) Apart from managing the growth of the vehicle fleet, the Government has adopted a multi-pronged approach to maintain traffic mobility in Hong Kong. The approach includes better integration of transport and land use planning, expanding the road and railway network, improving public transport services and facilities with railway as backbone, and making better use of information technology. Traffic management measures such as designation of stopping restrictions, public transport priority measures, street re-routing and traffic control are devised from time to time to ensure the efficient and safe use of road space.

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0133

- (c) The Transport Department has been implementing measures, including rationalisation of bus services and bus stops, making better use of new technologies and improving our road system as key elements of the transport strategy. These measures have been part of the on-going work plan over the years.
- (d) We have no recent assessment on the economic loss due to traffic congestion.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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Reply Serial No.

THB(T)214

Question Serial No.

0134

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 mentioned that they would continue the territory-wide replacement of conventional traffic signals with light emitting diode (LED) traffic signals in 2011-12. Please advise:

- (a) How many traffic signals are there in Hong Kong, and what are the respective percentages of conventional traffic signals and LED traffic signals?
- (b) What is the cost difference between a conventional traffic signal and a LED traffic signal?
- (c) When will all the conventional traffic signals in Hong Kong be replaced with LED traffic signals, and what will be the total expenditure?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) There are about 75 000 traffic signals in Hong Kong, 60% of which are LED traffic signals.
- (b) LED traffic signals cost about two times of that of conventional traffic signals. A typical set of three-lantern (red, amber and green) conventional traffic signals costs about \$1,600, while the same set of LED traffic signals costs \$1,100 to \$1,800 more. Although the costs are higher, LED signals are more energy efficient as it can save about two-third of electricity consumption, and have a lifetime of about ten years, which is about nine years longer than that of conventional traffic signals' lamp bulbs.
- (c) We plan to replace all the remaining conventional traffic signals with LED signals before the third quarter of 2012. The estimated total expenditure for replacing all conventional traffic signals by LED signals is around \$80 million.

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)214

Question Serial No.

0134

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)215

Question Serial No.

2945

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 provision for 2011-12 under Programme (1) Planning and Development is \$49.6 million (22.1%) higher than the revised estimate for 2010-11. The reasons include creation of 12 posts in 2011-12 and additional provision for helping measures to assist the operation of six major outlying island ferry trunk routes. Please inform this Committee of the duties and salary expenditure of the 12 posts.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The general duties and annual staff costs, in terms of notional annual mid-point salary, of the 12 posts to be created under Programme (1) are as follows -

Rank	No. of Post	Annual Staff Cost	Duties
Principal Transport Officer (PTO) ^(Note 1)	1	\$1,265,400	To strengthen support for dealing with increasingly complex issues relating to ferry, taxi and transport services for people with disabilities. To take forward the work on bus franchise renewal.
Chief Transport Officer ^(Note 2)	1	\$996,720	
Senior Transport Officer ^(Note 2)	1	\$730,680	

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)215

Question Serial No.

2945

Rank	No. of Post	Annual Staff Cost	Duties
Transport Officer I (Note 2)	1	\$532,800	To provide support for Government's initiative to retrofit selective catalytic reduction devices on Euro II and Euro III franchised buses.
Motor Vehicle Examiner II (Note 2)	1	\$486,180	
Transport Officer II	1	\$336,780	To handle press complaints, assist in preparing electronic newspaper clippings, and upload the Transport Department Notices onto the Department's homepage.
	1	\$336,780	To assist in undertaking existing and new tasks relating to ferry policies and operation.
Systems Manager (Note 2)	1	\$730,680	To support the Traffic and Incident Management System, safeguard information security and manage the development of the fourth generation of the Vehicles and Drivers Licensing Integrated Data System.
Electronics Engineer/Assistant Electronics Engineer	1	\$550,050	To provide the necessary electronics engineering input and technical support for the planning, design, implementation and commissioning of the traffic control and surveillance systems for various projects.

Note 1

The creation of the PTO post is subject to the approval of the Establishment Subcommittee/Finance Committee.

Note 2

These posts are time-limited for taking forward specific initiatives as appropriate.

Examination of Estimates of Expenditure 2011-12
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 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)215

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2945

Rank	No. of Post	Annual Staff Cost	Duties
Assistant Clerical Officer	1	\$190,500	To provide general clerical support for the Information and Public Relations Unit.
	1	\$190,500	To handle the recruitment and appointment matters of civil servants and non-civil service contract staff; as well as to assist in assessment panels and promotion exercises of departmental grades.
	1	\$190,500	To assist in general office administration of the Ferry and Paratransit Division (FPD), as well as to provide clerical and logistic support for the Taxi Team in FPD.
Total :	12	\$6,537,570	

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-2012

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

Reply Serial No.

THB(T)216

Question Serial No.

2946

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 : Among the items requiring special attention in 2011-12, the Transport Department will conduct the territory-wide travel characteristics survey and goods vehicle trip characteristics survey. Please advise the details of the surveys, the anticipated dates of completion and announcement of results, and the relevant expenditures.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

The travel characteristics survey and goods vehicle trip characteristics survey aim at collecting information on the latest travel characteristics of people and goods vehicle movements respectively in the territory. The information collected will be used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

The surveys are scheduled to be conducted from September 2011, and results are expected to be available in early 2013. The price of the service contracts for the surveys will only be available when the contracts are awarded in May 2011.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)217

Question Serial No.

3542

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 : For Programme (4), the provision for 2011-12 is \$78.7 million (28.5%) higher than the revised estimate for 2010-11, one of the reasons being the additional provision for the creation of two posts in 2011-12 to enhance the management of government-owned covered public transport interchanges. In this connection, please advise this Committee on the duties and estimated expenditure of these two posts and how the management of public transport interchanges will be enhanced.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

To enhance the management of 59 government-owned covered public transport interchanges (PTIs), the Transport Department will outsource the management and cleansing of these PTIs to a contractor in 2011-12. In this connection, one Transport Officer II post and one Transport Controller II post will be created in 2011-12 to monitor the performance of the contractor who will be responsible for regular patrol and inspection of the condition and facilities therein, and cleansing of these PTIs etc. With the assistance of the contractor, the management and cleanliness of the government-owned covered PTIs, including clearance operations for illegally parked bicycles, could be carried out more effectively and efficiently. The estimated expenditure for the management contract and these two posts in 2011-12 is \$33 million and \$0.5 million respectively.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)218

Question Serial No.

0220

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 :
- (a) What is the progress of installing the Red Light Camera (RLC) System and Speed Enforcement Camera (SEC) System in 2010-11?
 - (b) At present, how many traffic accident black spots (TABS) are there in the territory?
 - (c) How many road junctions/locations will be installed with the RLC and SEC systems in 2011-12? Where are the locations in detail? How many of these locations are TABS?

Asked by : Hon. LAU Kong-wah

Reply:

- (a) In 2010-11, RLC systems were installed at 75 sites, 100 SEC housings were installed and 20 new digital speed camera units were procured.
- (b) As at the fourth quarter of 2010, there are 81 TABS in the territory.
- (c) In 2011-12, we will install another 20 SEC housings at different sites in various districts of Hong Kong, which include Eastern, Wanchai, Islands, Yuen Long, North, Tai Po, Sha Tin, Tuen Mun and Sai Kung. While the SEC sites are not TABS, they are spots where speeding problems have been observed. For RLC system, we shall continue to keep in view traffic accidents and red light jumping records to review the needs and suitable sites for further expansion.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 18 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)219

Question Serial
No.

3232

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 estimates of expenditure of Information Technology Management Unit (ITMU) in the department:

- (a) What is the estimated expenditure in 2011-12? What is the rate of change as compared with the actual expenditure in 2010-11? What is(are) the reason(s) for the above rate of change in expenditure?
- (b) What specific projects are included in the Estimates of Expenditure 2011-12? Which of them are on-going projects and new projects respectively? What are the number of staff, the costs and the implementation timetable for each project? Of the staff involved for each project, how many of them are civil servants, non-civil service contract staff and staff of outsourced service providers?
- (c) Has the Administration earmarked any provision for the promotion of e-engagement as well as opening up of public information? If so, what are the specific contents (including project names, details, manpower and costs involved, and implementation timetable)? If not, what is(are) the reason(s) and will the Administration consider carrying out such measures in the future?
- (d) What are the permanent establishment, existing number of staff and vacancies in ITMU? Will there be any increase in manpower in the coming year? If so, what is the estimated number of additional posts and the ranks involved? Are these posts permanent? Will candidates for these posts be appointed on civil service terms of appointment? If not, what is(are) the reason(s) for that?
- (e) Has the effectiveness of ITMUs been reviewed comprehensively? If so, what are the results of the review and the specific improvement measures involved? If not, what is(are) the reason(s) and will such review be carried out in the future?

Asked by : Hon. TAM Wai-ho, Samson

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)219

Question Serial No.

3232

Reply :

(a) In the Transport Department (TD), both the Information Technology Section (ITS) and the Transport Information System Section (TISS) provide departmental IT support, performing the equivalent role of an ITMU. The estimated expenditure for these two sections in 2011-12 is \$42.253 million which is 10.0% less than the actual expenditure in 2010-11. The main reason for the decrease is the ad-hoc replacements of network and computer equipment in 2010-11.

(b) The on-going tasks of the ITS and TISS in 2011-12 are as below:

On-going task	No. of staff required in 2011-12			Estimated expenditure in 2011-12 (\$million)
	Civil service Staff	Non-civil service contract staff	Staff of outsourced service provider	
Support of departmental IT operation	5.4	1	22	20.766
Development, Maintenance and Enhancement of Transport Information System (TIS)	9	0	4	19.688
IT Security Risk Assessment and Audit for TD	0.2	0	1	0.513
Departmental Portal Upgrade	0.2	0	1	0.930
Upgrade of Software Asset Management and Software/ Patch Management System	0.2	0	1	0.356
Total				42.253

Examination of Estimates of Expenditure 2011-12

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

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THB(T)219

Question Serial No.

3232

In addition, we are looking at the possibility of further enhancing the IT infrastructure of the Department in 2011-12.

- (c) TD has been using its website and providing email addresses for engaging the public. In addition, we launched the Public Transport Enquiry Service and Driving Route Search Service in 2009 and 2010 respectively to provide public transport services and driving route information on the Internet for access by the public. We have opened up road network data (including up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc) for sale to the public, to facilitate development of commercial value-added applications. We provide closed circuit television (CCTV) traffic images and other real time traffic information in our website and to the media. Real time cross harbour journey times are displayed on the road through the Journey Time Indication System. We will continue to review the opportunity for further enhancement initiatives in due course.
- (d) The permanent establishment, existing strength and vacancy of the ITS and TISS as at 1 March 2011 are shown below:

Grade	Establishment	Strength	Vacancy
Senior Engineer	2	2	0
Engineer	5	5	0
Principal Technical Officer (Traffic)	1	1	0
Senior Technical Officer (Traffic)	3	3	0
Technical Officer (Traffic)	1	1	0
Technical Officer (Civil)	2	1	1 [#]
Assistant Clerical Officer	1	1	0
Total	15	14	1

[#] We shall fill the vacant permanent post of Technical Officer (Civil) in April 2011.

Examination of Estimates of Expenditure 2011-12

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

3232

- (e) Under the existing governance mechanism, we have established an Information Technology Steering Committee to review the manpower resources as well as the development plan of ITS every year. We also conduct regular surveys to gauge the quality of services provided by the ITS to assure its effectiveness and to identify areas requiring enhancement to the services.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)220

Question Serial No.

0596

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 : Under Programme (4) Management of Transport Services, the provision of \$354.7 million for 2011-12 is significantly higher than the revised estimate of \$276.0 million for 2010-11 by 28.5%. Please provide the reasons and details of such increase.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Under Programme (4), the increase in provision for 2011-12 over the revised estimate for 2010-11 is mainly due to:

- (i) creation of two posts in 2011-12 (+\$0.5 million);
- (ii) provision for enhancing the management of government-owned covered public transport interchanges (+\$33 million); and
- (iii) an increase in cash flow requirement for the replacement of 33 specialised vehicles in government tunnels (+\$39.6 million).

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 17 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)221

Question Serial No.

0597

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 mentioned under Indicators of Programme (3), the Transport Department plans to introduce five new green minibus (GMB) routes in 2011. Please provide details of the new routes, reasons for their introduction, and their estimated fares.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The Transport Department plans to introduce five new green minibus (GMB) routes in 2011.

One of the routes was introduced on 14 February 2011 plying between Lohas Park Station Public Transport Interchange and Tseung Kwan O Industrial Estate (Chun Cheong Street) at a fare of \$4.5 to provide GMB service to passengers travelling to and from Tseung Kwan O Industrial Estate.

The remaining four GMB routes planned to be introduced in 2011 are:

Origin and Destination	Reason for Introduction	Estimated Fare
Tai Kok Tsui (Cherry Street) to Mong Kok East Station (Circular)	To serve Tai Kok Tsui residents to and from Kwong Wah Hospital and MTR Mong Kok East Station	\$4.2
San Po Kong (The Latitude) to Festival Walk Public Transport Terminus	To cater for new residential development in San Po Kong	\$6.1
San Po Kong (The Latitude) to Kwun Tong (Circular)	To cater for new residential development in San Po Kong	\$8.2
Sai Ying Pun to Caine Road via Hollywood Road (Circular)	To meet local passenger demand	\$6.1

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)221

Question Serial No.

0597

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **17 March 2011**

Examination of Estimates of Expenditure 2011-2012

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

Reply Serial No.

THB(T)222

Question Serial No.

0598

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 : Among the items requiring special attention in 2011-12, the Transport Department will conduct the territory-wide travel characteristics survey and goods vehicle trip characteristics survey. Please advise the details, methodology and period of the surveys, the anticipated dates of completion and relevant expenditures.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The travel characteristics survey and goods vehicle trip characteristics survey aim at collecting information on the latest travel characteristics of people and goods vehicle movements respectively in the territory. The information collected will be used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

The surveys are scheduled to be conducted from September 2011, and results are expected to be available in early 2013. The surveys will be carried out by service contractors, and the information will be collected through household interviews and site surveys. The price of the service contracts will only be available when the contracts are awarded in May 2011.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)223

Question Serial No.

0599

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 the Programme on District Traffic and Transport Services, the Transport Department will continue to work with franchised bus operators to implement bus route rationalisation measures, please provide details about:

- (a) the number of bus routes rationalised in 2010-11 and its details;
- (b) the bus routes to be rationalised in 2011-12;
- (c) the guidelines for assessing bus route rationalisation proposals; and
- (d) apart from the bus route rationalisation proposals, is there any plan to introduce bus routes from the New Territories to Hong Kong Island? If yes, please provide details.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

- (a) A total of 84 bus routes were rationalised in 2010, including cancellation of four bus routes, truncation of three routes, as well as frequency reduction, re-routeing and conversion from double deck to single deck buses for the low utilisation bus routes.
- (b) The Transport Department (TD) plans to implement 37 rationalisation proposals involving 40 bus routes in 2011, including cancellation of four bus routes, truncation of two routes, and amalgamation of two routes into one route. The other proposals concern frequency reduction, re-routeing and conversion from double deck to single deck buses for the low utilisation bus routes.
- (c) TD has a set of guidelines for bus route rationalisation (see Annex). In formulating rationalisation proposals, TD would give due consideration to ensure that the interests of passengers would be taken care of and to minimise impact on passengers as far as possible. Special considerations will be given to railway feeder routes, socially essential routes (i.e. those serving remote areas or where the majority of the passengers are elderly people), routes without reasonable alternatives, and routes with peak headways at 15 minutes or more.

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)223

Question Serial No.

0599

- (d) At present, there is no plan to introduce new bus route from the New Territories to Hong Kong Island.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)223

Question Serial No.

0599

Annex

**Guidelines on Service Improvement and
Reduction in Bus Route Development Programmes**

Service Improvement

(I) Frequency Improvement

If the occupancy rate of any bus route reaches 100% during any half-hour of the peak period and 85% during that one hour, or reaches 60% during the busiest one hour of the off-peak period, the Transport Department (TD) will consider the deployment of more vehicles to enhance the service level. In increasing the vehicle allocation, priority will be given to redeploying vehicles saved from other rationalisation items.

(II) New Bus Service

If the frequency improvement alone is not sufficient to meet demand and no practical alternatives are available, we will give consideration to the provision of new bus service, with priority to serve areas that are beyond the catchment area of existing railways or railway feeders. In approving any new bus service, we will also consider the impact of such new service on the traffic condition on major roads, and will as far as possible refrain from providing long haul bus routes or routes that operate via busy districts such as Mong Kok, Tsim Sha Tsui, Central, Wan Chai, Causeway Bay etc.

Service Reduction

In pursuance of our policy objective of providing a safe, efficient and reliable transport system in a sustainable environment, franchised bus routes with low utilisation would be rationalised from time to time to enhance bus operation efficiency while meeting passenger demand and matching local operating environment, reducing traffic congestion and roadside emission. These guidelines set out the situations whereby rationalisation measures such as adjustment to service frequency and timetable, route cancellation / amalgamation, route truncation, etc. would be pursued.

Examination of Estimates of Expenditure 2011-12
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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)223

Question Serial No.

0599

Annex

(III) Reduction of Bus Trips along Busy Corridors

In view of concentration of activities in the urban areas leading to serious environmental and traffic concerns, TD is committed to reducing the number of bus trips along busy corridors and bus stoppings through various measures of service cancellation / reduction and route rationalisation. If it is inevitable for new routes or enhanced bus services to operate via these busy corridors, the bus operators will have to reduce the same number of trips plying through the same corridor from other routes in order not to aggravate the traffic and environmental conditions in these busy corridors.

(IV) Frequency Reduction

If the average occupancy rate of an individual route is below 85% during the peakiest half-hour of the peak period, or below 30% during the off-peak period, TD will consider reducing bus deployment for the route.

Railway feeder routes, socially essential routes (such as bus routes serving remote areas or where the majority of the passengers are elderlies) with no alternatives available, and routes with peak headways at 15 minutes or more will be considered on individual merits.

(V) Route Cancellation / Amalgamation

If the utilisation of a low-frequency route does not improve (i.e. a bus route with average occupancy rate lower than 50%, despite its headways having already been reduced to 15 minutes and 30 minutes during peak hours and off-peak hours respectively), TD will consider proposing cancellation of the route or amalgamation of the route with other route(s) in consultation with the bus operators.

(VI) Route Truncation

To optimise the use of resources, TD will review with relevant bus operators the feasibility of truncating routes, in particular those where majority of the passengers will have alighted en route. In formulating truncation proposals, TD will consider whether the number of affected passengers is excessive (i.e. the occupancy rate of not more than 20% to 30% at the proposed truncated section during the peakiest hour); whether enough roadside space is available to accommodate the affected passengers for interchange; and whether terminal space for the changed route is available.

Examination of Estimates of Expenditure 2011-12
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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)223

Question Serial No.

0599

Annex

Factors to be Considered in Bus Service Rationalisation

In formulating rationalisation proposals, in particular those where drastic measures are to be adopted, TD would give due consideration to ensure that the interests of passengers would be taken care of and to minimise impact on them as far as possible. Factors that will be taken into account include:

- (a) nature of the services proposed to be cancelled: For services the utilisation rates of which have been consistently low but are socially essential (i.e. those serving remote areas or where majority of the passengers are elderly) and without reasonable alternatives, TD would consider other means to improve the service performance, such as through the use of vehicles with smaller carrying capacities, provision of alternatives such as introduction of replacement green minibus services, etc;
- (b) availability of reasonable alternatives: In proposing service cancellation, measures have to be taken to ensure that reasonable alternatives for the affected passengers are provided as far as possible. Factors such as the availability of spare capacity of alternative services in taking up the diverted passengers, the number and convenience of interchanges involved, the total journey time (including interchange and on-vehicle time) as compared with the existing services, etc, would be assessed carefully to ensure the reasonableness of the alternative services;
- (c) fare of the best available alternative service: The total journey fare as compared with the fare of the existing service would be assessed. Positive consideration to route cancellation will be given if the total journey fare is not higher than that of the service being considered for cancellation. The relevant bus operators would also be requested to consider the provision of fare concessions, such as interchange discounts, section fares, special discounts to elderly, and other incentives wherever appropriate and feasible, to provide attraction to the affected passengers to facilitate the implementation of the rationalisation proposals;
- (d) transport operational considerations: The proposed service rationalisation should not cause undue hardship to passengers or operational problems. Factors such as the number of passengers requiring interchanges, the availability of space for interchange activities, etc. would be carefully assessed. The deployment of the saved vehicles to improve services within the same district would also be spelt out where appropriate;

Examination of Estimates of Expenditure 2011-12
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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)223

Question Serial No.

0599

Annex

- (e) impact of the proposed service rationalisation on bus captains: Factors to be considered include the number of bus captains that would be affected by the proposed service rationalisation, and whether the excess bus captains could be absorbed through natural wastage or other means without causing any major staff issues; and
- (f) environmental benefits arising from the service rationalisation: Environmental benefits such as the reduction in emission, reduction of bus trips in busy corridors, etc. would be spelt out in the consultation documents for the public to take note of.

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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)224

Question Serial No.

0600

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 : Under Programme (1) Planning and Development, the actual expenditure for 2009-10 and the original estimate for 2010-11 are in the region of \$223 million to \$229 million. The provision of \$274.3 million for 2011-12 is significantly higher than the revised estimate for 2010-11 by 22%. Please provide the reasons and details of such increase.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Under Programme (1), the increase in provision for 2011-12 over the revised estimate for 2010-11 is mainly due to:

- (i) the full-year effect of filling of vacancies in 2010-11 (+\$1.6 million);
- (ii) creation of 12 posts in 2011-12 (+\$4.5 million);
- (iii) provision for helping measures to assist the operation of six major outlying island ferry trunk routes (+\$31.1 million); and
- (iv) an increase in provision for the Comprehensive Transport Study Model Enhancement (+\$9.0 million).

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 17 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)225

Question Serial No.

2927

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 overseeing the installation of speed limiters on public light buses (PLBs), will the Administration advise this Committee of:

- (a) how many PLBs have been installed with a speed limiter at present and their percentage in the overall PLB fleet in the territory;
- (b) the Administration's estimated time when all PLBs will be installed with a speed limiter; and
- (c) any measures to help the trade to install speed limiters.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The Transport Department (TD) introduced new licensing conditions to the vehicle licence and the Passenger Service Licence of public light buses (PLBs) with effect from 7 June 2010 to require all PLBs to be equipped with a speed limiter within three months from the effective date of the first issue or first renewal of the vehicle licence of a PLB. As at end February 2011, the number of PLBs with speed limiters are 3 166, representing about 73% of all PLBs.
- (b) It is anticipated that by September 2011, all PLBs will be installed with a speed limiter.
- (c) To facilitate the trade to install speed limiters, TD had provided relevant information on the approved models of speed limiters, speed limiter suppliers and authorised installation operators for reference of the PLB trade.

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)225

Question Serial No.

2927

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)226

Question Serial No.

3171

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

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

	2011-12	2010-11	2009-10	2008-09
a. Number of NCSC staff	()	()	()	()
b. Details of NCSC positions				
c. Total expenditure on the salaries of NCSC staff	()	()	()	()
d. Monthly wages of NCSC staff				
• \$30,001 or above	()	()	()	()
• \$16,001 to \$30,000	()	()	()	()
• \$8,001 to \$16,000	()	()	()	()
• \$6,501 to \$8,000	()	()	()	()
• \$5,001 to \$6,500	()	()	()	()
• \$5,000 or below	()	()	()	()
• No. of NCSC staff with monthly wages less than \$5,824	()	()	()	()
• No. of NCSC staff with monthly wages between \$5,824 and \$6,500	()	()	()	()
e. Year of service of NCSC staff				
• Five years or above	()	()	()	()
• Three to five years	()	()	()	()
• One to three years	()	()	()	()
• Less than one year	()	()	()	()
f. No. of NCSC staff appointed as civil servants	()	()	()	()
g. No. of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so	()	()	()	()
h. Percentage of NCSC staff out of the total no. of staff of the Department (%)	()	()	()	()
i. Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the department (%)	()	()	()	()
j. No. of NCSC staff with paid meal break	()	()	()	()
k. No. of NCSC staff without paid meal break	()	()	()	()
l. No. of NCSC staff under five-day work week	()	()	()	()
m. No. of NCSC staff under six-day work week	()	()	()	()

Figures in () denote year-on-year changes

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)226

Question Serial No.

3171

Reply :

	2011-12 ^{Note 1}	2010-11 ^{Note 2}	2009-10	2008-09
a. Number of NCSC staff	-	186 (-4.1%)	194 (+7.2%)	181 (-7.7%)
b. Details of NCSC positions	-			
• transport operations, traffic engineering,	-	41 (-10.9%)	46 (-4.2%)	48 (-26.2%)
• executive and administrative support duties	-	8 (-20%)	10 (no change)	10 (-16.7%)
• general clerical support and other duties	-	137 (-0.7%)	138 (+12.2%)	123 (+3.4%)
c. Total expenditure (in million) on the salaries of NCSC staff	-	\$24.8 (-32.6%)	\$36.8 (+9.9%)	\$33.5 (-10.2%)
d. Monthly wages of NCSC staff	-			
• \$30,001 or above	-	14 (-12.5%)	16 (-15.8%)	19 (-29.6%)
• \$16,001 to \$30,000	-	27 (-18.2%)	33 (+37.5%)	24 (+242.9%)
• \$8,001 to \$16,000	-	132 (-3.6%)	137 (+5.4%)	130 (-15.6%)
• \$6,501 to \$8,000	-	12 (+71.4%)	7 (no change)	7 (no change)
• \$5,001 to \$6,500	-	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53	1 (+100%) Part-time staff ^{Note 3} , hourly rate: \$53
• \$5,000 or below	-	0 (no change)	0 (no change)	0 (-100%)
• No. of NCSC staff with monthly wages less than \$5,824	-	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53
• No. of NCSC staff with monthly wages between \$5,824 and \$6,500	-	0 (no change)	0 (no change)	0 (no change)
e. Year of service of NCSC staff in TD				
• Five years or above	-	39 (+2.6%)	38 (+15.2%)	33 (-19.5%)
• Three to five years	-	29 (-9.4%)	32 (-3%)	33 (+73.7%)
• One to three years	-	90 (+28.6%)	70 (+6.1%)	66 (-27.5%)
• Less than one year	-	28 (-48.1%)	54 (+10.2%)	49 (+8.9%)
f. No. of NCSC staff appointed as civil servants	-	9 (-67.9%)	28 (+300%)	7 (no change)
g. No. of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so	Information not available.			
h. Percentage of NCSC staff out of the total no. of staff of the Department (%)	-	12.7% (-0.6%)	13.3 % (+0.6%)	12.7 % (-1%)
i. Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the department (%)	-	5.6% (-0.6%)	6.2% (+0.5%)	5.7% (-0.98%)
j. No. of NCSC staff with paid meal break	-	174 (-7.0%)	187 (+7.5%)	174 (-5.4%)

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)226

Question Serial No.

3171

	2011-12 ^{Note 1}	2010-11 ^{Note 2}	2009-10	2008-09
k. No. of NCSC staff without paid meal break	-	12 (+71.4%)	7 (no change)	7 (-41.7%)
l. No. of NCSC staff under five-day work week	-	186 (-4.1%)	194 (+7.2%)	181 (-7.6%)
m. No. of NCSC staff under six-day work week	-	0 (no change)	0 (no change)	0 (no change)

() percentage of year-on-year changes

Note 1 The figures for 2011-12 are not available.

Note 2 The figures for 2010-11 refer to position as at 31 December 2010.

Note 3 The part-time staff meet the conditions of continuous contract as defined by the Employment Ordinance.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)227

Question Serial No.

3172

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the following information for procurement of services from employment agencies (EAs)

	2011-12	2010-11	2009-10	2008-09
a. Number of contracts with the EAs	()	()	()	()
b. Contract sum for each EA				
c. Total expenditure on the commission for each EA	()	()	()	()
d. Term of service for each EA				
e. Number of workers supplied by EA contract				
f. Details of positions of the workers supplied by EA contract				
g. Monthly wages of agency workers supplied				
• \$30,001 or above	()	()	()	()
• \$16,001 to \$30,000	()	()	()	()
• \$8,001 to \$16,000	()	()	()	()
• \$6,501 to \$8,000	()	()	()	()
• \$5,001 to \$6,500	()	()	()	()
• \$5,000 or below	()	()	()	()
• No. of agency workers with monthly wages less than \$5,824	()	()	()	()
• No. of agency workers with monthly wages between \$5,824 and \$6,500	()	()	()	()
h. Year of service of agency workers				
• Five years or above	()	()	()	()
• Three to five years	()	()	()	()
• One to three years	()	()	()	()
• Less than one year	()	()	()	()
i. Percentage of agency workers out of the total number of staff of the Department (%)	()	()	()	()
j. Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the department (%)	()	()	()	()
k. No. of agency workers with paid meal break	()	()	()	()
l. No. of agency workers without paid meal break	()	()	()	()
m. No. of agency workers under five-day work week	()	()	()	()
n. No. of agency workers under six-day work week	()	()	()	()

() percentage of year-on-year changes

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)227

Question Serial No.

3172

Reply :

	Type of contract	2011-12 ^{Note 1}	2010-11 ^{Note 2}	2009-10	2008-09
a. Number of contracts with the EAs	Others	-	12 (+140%)	5 (no change)	5 (+25%)
	T-contract ^{Note 3}	-	1 (no change)	1 (no change)	1 (no change)
b. Contract sum for each EA (in million) for the whole contract term	Others				
	Total:	-	\$5 (+35.1%)	\$3.7 (-7.5%)	\$4 (+37.9%)
	Range:	-	\$0.04 to \$1.2	\$0.24 to \$1.2	\$0.3 to \$1.3
	T-contract	-	\$21.5 (-0.5%)	\$21.6 (+9.6%)	\$19.7 (+0.5%)
c. Total expenditure on the commission for each EA		In procuring employment agency service, Bureaux/Departments (B/Ds) must comply with the relevant Stores and Procurement Regulations, Financial Circulars and guidelines issued by the Civil Service Bureau. These regulations and guidelines do not require B/Ds to specify the amount or the rate of commission payable to employment agencies. As such, the Transport Department (TD) does not have comprehensive information on this matter.			
d. Term of service for each EA	Others	-	9 months to 1 year		
	T-contract	-	6 months to 1 year for individual workers supplied through T-contract		
e. Number of workers supplied by EA contract	Others				
	Total:	-	53 (+29.3%)	41 (+24.2%)	33 (+17.9%)
	Range:	-	1 to 14	1 to 16	1 to 15
	T-contract	-	59 (+28.3%)	46 (+7.0%)	43 (no change)
f. Details of positions of the workers supplied by EA contract	Others	-	to provide temporary executive support, general support, assistance in project management and record services	to provide temporary executive support, general support, assistance in project management and record services	to provide temporary executive support, general support, assistance in project management and record services
	T-contract	-	to provide temporary IT support services	to provide temporary IT support services	to provide temporary IT support services

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

THB(T)227

Question Serial No.

3172

	Type of contract	2011-12 ^{Note 1}	2010-11 ^{Note 2}		2009-10 and 2008-09
g. Monthly wages of agency workers supplied		-	Others	T-contract	Prior to April 2010, the contracts which TD entered into with EA did not require the EA to specify wages of agency workers, except that for non-skilled workers ^{Note 3} , the EA was required to offer monthly wages 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. Hence, the information requested for 2008-09 and 2009-10 is unavailable.
			Note 4		
• \$30,001 or above			0	-	
• \$16,001 to \$30,000			0	-	
• \$8,001 to \$16,000			22	-	
• \$6,501 to \$8,000			31	-	
• \$5,001 to \$6,500			0	-	
• \$5,000 or below			0	-	
• No. of agency workers with monthly wages less than \$5,824			0	-	
• No. of agency workers with monthly wages between \$5,824 and \$6,500			0	-	
h. Year of service of agency workers	Others	TD does not keep information on the years of service of agency workers.			
	T-contract				
• Five years or above					
• Three to five years					
• One to three years					
• Less than one year					
i. Percentage of agency workers out of the total number of staff of the Department ^{Note 6} (%)	Others	-	3.63% (+0.82%)	2.81% (+0.49%)	2.32% (+1.36%)
	T-contract	-	4.04% (+0.89%)	3.15% (+0.13%)	3.02% (+1.02%)
j. Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the department (%)	Others	-	0.93% (+0.3%)	0.63% (-0.05%)	0.68% (+0.16%)
	T-contract	-	4.0% (+0.35%)	3.65% (+0.3%)	3.35% (-0.16%)
k. No. of agency workers with paid meal break	Others	TD does not keep information on whether the agency workers have paid lunch break or not.			
	T-contract				
l. No. of agency workers without paid meal break	Others				
	T-contract				
m. No. of agency workers under five-day work week	Others	-	53 (+29.3%)	41 (+24.2%)	33 (+17.9%)
	T-contract	-	59 (+28.3%)	46 (+7.0%)	43 (no change)
n. No. of agency workers under six-day work week	Others	-	0 (no change)	0 (no change)	0 (no change)
	T-contract	-	0 (no change)	0 (no change)	0 (no change)

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)227

Question Serial No.

3172

- Note 1 The figures for 2011-12 are not available.
- Note 2 The figures for 2010-11 refer to position as at 1 March 2011.
- Note 3 T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.
- Note 4 Starting from April 2010, with the exception of the T-contract, TD has required all bidders of agency service to state what wages they will pay to their employees to be assigned to work in TD should their bids be successful.
- Note 5 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 6 The percentage of agency workers as compared with total staff in the Department is arrived at with reference to a specific date (i.e. 1 March 2011 for 2010-11 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 18 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)228

Question Serial No.

3173

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding staff employed under the outsourcing service contracts, please provide information as follows:

	2011-12	2010-11	2009-10	2008-09
Number of outsourcing service contracts	()	()	()	()
Total contract value of these contracts	()	()	()	()
Contract duration of each contract	()	()	()	()
Number of staff employed under these contracts	()	()	()	()
Ranks of staff employed under these contracts (e.g. customer service, property management, security guarding, cleansing and telecommunication technology etc.)	()	()	()	()
Monthly salaries of staff employed under these contracts				
- \$30,001 or above	()	()	()	()
- \$16,001 to \$30,000	()	()	()	()
- \$8,001 to \$16,000	()	()	()	()
- \$6,501 to \$8,000	()	()	()	()
- \$5,001 to \$6,500	()	()	()	()
- \$5,000 or below	()	()	()	()
- Number of staff with monthly salary below \$5,824	()	()	()	()
- Number of staff with monthly salary between \$5,824 and \$6,500	()	()	()	()

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

Reply Serial No.

THB(T)228

Question Serial No.

3173

	2011-12	2010-11	2009-10	2008-09
Year of service of staff employed under these contracts				
- Five years or above	()	()	()	()
- Three to five years	()	()	()	()
- One to three years	()	()	()	()
- Less than one year	()	()	()	()
Percentage of total number of staff employed under these contracts out of the total number of departmental staff (%)	()	()	()	()
Percentage of total contract value of these contracts out of the total departmental personal emolument (%)	()	()	()	()
No. of staff with paid meal break	()	()	()	()
No. of staff without paid meal break	()	()	()	()
No. of staff under five-day work week	()	()	()	()
No. of staff under six-day work week	()	()	()	()

() year-on-year change

Asked by : Hon. WONG Kwok-hingReply :

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 transport infrastructure and services such as government tunnels, bridges, parking meters, carparks etc. Details about the actual/forecast positions of these contracts as at the financial year end (i.e. 31 March) of 2008-09, 2009-10, 2010-11 and 2011-12 are provided below:

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

Reply Serial No.

THB(T)228

Question Serial No.

3173

	2011-12	2010-11	2009-10	2008-09
(1) Number of outsourcing service contracts	14 (-) [forecast]	14 (-)	14 (-)	14 (-)
(2) Total contract value of these contracts (\$ billion) (Note 1)	Not available at this stage due to re-tendering of some existing contracts	3.8 (+2.7%) (Note 2)	3.7 (-)	3.7 (+2.8%) (Note 3)
(3) Contract duration of each contract	Not available at this stage due to re-tendering of some existing contracts	Ranging from three to six years	Ranging from three to seven years	Ranging from three to seven years
(4) Number of staff employed under these contracts (Note 4)	Not available at this stage due to re-tendering of some existing contracts	2 353 (+1.6%)	2 315 (+7.9%) (Note 5)	2 146 (+0.3%)
(5) Ranks of staff employed under these contracts	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks
(6) Monthly salaries of staff employed under these contracts - \$30,001 or above - \$16,001 to \$30,000 - \$8,001 to \$16,000 - \$6,501 to \$8,000 - \$5,001 to \$6,500 - \$5,000 or below - Below \$5,824 - Between \$5,824 and \$6,500	Not available at this stage due to re-tendering of some existing contracts	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)

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

Reply Serial No.

THB(T)228

Question Serial No.

3173

	2011-12	2010-11	2009-10	2008-09
(7) Year of service of staff employed under these contracts - Five years or above - Three to five years - One to three years - Less than one year	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts
(8) Percentage of total number of staff employed under these contracts out of the total number of departmental staff (%) (Note 6)	Not available at this stage due to re-tendering of some existing contracts	183% (-)	183% (+5.8%) (Note 5)	173% (-0.6%)
(9) Percentage of total contract value of these contracts out of the total departmental personal emoluments (%) (Note 7)	Not available at this stage due to re-tendering of some existing contracts	683% (+3.3%) (Note 2)	661% (-)	661% (-4.3%) (Note 8)
(10) - No. of staff with paid meal break - No. of staff without paid meal break	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts
(11) - No. of staff under five-day work week - No. of staff under six-day work week	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts

() year-on-year change

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

Reply Serial No.

THB(T)228

Question Serial No.

3173

Note

- (1) Total contract value represents the agreed price for the whole period of the contract.
- (2) The year-on-year change in 2010-11 is mainly due to the revised contractual terms arising from the re-tendering and award of a new contract for Cross Harbour Tunnel.
- (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) Number of staff employed under these contracts denotes 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.
- (6) Total number of departmental staff refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" in the printed estimates of TD.
- (7) Total departmental personal emoluments refer to the total "Personal Emoluments" under "Details of Expenditure by Subhead" in the printed estimates of TD.
- (8) The year-on-year change in 2008-09 is mainly due to variance in departmental personal emoluments from 2007-08 to 2008-09.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **18 March 2011**

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

LWB(WW)440

Question Serial No.

1340

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 rehabus services –

	2008	2009	2010	2011 (up to the latest situation)
<u>Scheduled route services</u>				
Average daily passenger trips				
Number of vehicles				
Number of passengers on waiting list as at year-end				
<u>Dial-a-ride services</u>				
Average daily passenger trips				
Number of vehicles				
Number of orders received				
Number of orders not entertained				

Asked by : Hon. CHEUNG Hok-ming

Reply :

The requested information on the utilisation of rehabus services is as follows –

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

LWB(WW)440

Question Serial No.

1340

	2008	2009	2010	2011 (up to January 2011)
<u>Scheduled route services</u> ^{Note 1}				
Average daily passenger trips	941	992	1 054	1 163
Number of vehicles as at year-end	70	70	74	77
Number of passengers on waiting list as at year-end	58	62	73	49
<u>Dial-a-ride services</u>				
Average daily passenger trips	985	1 052	1 129	1 116
Number of vehicles used for dial-a-ride services full day as at year-end ^{Note 2}	30	30	32	33
Number of orders received	108 182	122 369	123 246	10 333
Number of orders not entertained	10 034	11 105	13 755	1 063

Note 1 : Scheduled route services operate during peak periods on weekdays only. No service on Sundays and public holidays.

Note 2 : Vehicles used for scheduled route services are also deployed for dial-a-ride services when they are outside the operating periods set out in Note 1.

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 16 March 2011

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

Reply Serial No.

LWB(WW)441

Question Serial No.

2948

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 : Under Matters Requiring Special Attention in 2011-12, it was mentioned that the Transport Department plans to replace 17 rehabuses and procure four additional rehabuses. Please provide details about the age of these 17 rehabuses and the reasons for the replacement. In view of the keen demand for rebus services, can the 17 rehabuses continue to provide service through repairs and maintenance, so as to alleviate the demand for rebus services and shorten the waiting time of people with disabilities? If yes, what is the expenditure involved?

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

The age of the 17 rehabuses planned to be replaced in 2011-12 ranges from 7.8 years to 12 years. These vehicles have been assessed by the Electrical and Mechanical Services Department to be beyond economical repairs. To shorten the waiting time for rebus service, the Administration plans to procure four additional rehabuses in 2011-12 to enhance the rebus services, in addition to replacing the 17 old rehabuses.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 16 March 2011

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

Reply Serial No.

LWB(WW)442

Question Serial No.

0626

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 many additional rehabuses and replacement rehabuses will be purchased in 2011-12? What is the waiting time of persons with disabilities and the elderly for rebus services respectively? How will the additional rehabuses improve their waiting time?

Asked by : Hon. LEUNG Kwok-hung

Reply :

Rehabus provides point-to-point transport services for persons with disabilities who have difficulties in using normal modes of transport. Rehabus offers scheduled route (SR) services to carry persons with disabilities mainly to office, schools and places of rehabilitation. Besides, Rehabus provides dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The Administration plans to procure four additional rehabuses and replace 17 rehabuses in 2011-12. Three of the four additional rehabuses will be deployed on SR services and the remaining one on DAR services. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods.

The average waiting time for SR services was about two months in 2010. If the demand for the services remains at the present level, the addition of the three rehabuses should be able to cater for the applicants currently on the waiting list for SR services.

DAR services are operated on a first-come-first-served basis and may be booked in advance without time restriction. Demand for DAR services varies considerably on a daily basis. Therefore, 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 reduce the number of booking orders that cannot be entertained currently by about 20%.

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

Reply Serial No.

LWB(WW)442

Question Serial No.

0626

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 16 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

LWB(WW)443

Question Serial No.

0595

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 : Under Programme (5) Transport Services for Persons with Disabilities, the provision for 2011-12 (\$61.6 million) is significantly higher than the revised estimate for 2010-11 by 27.8%. Please provide the reasons and details of such increase.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Under Programme (5), the increase in provision for 2011-12 over the revised estimate for 2010-11 by 27.8% is mainly due to:

- (i) increased capital expenditure on procurement of rehabuses (+\$10.9 million); and
- (ii) additional provision for operating the new rehabuses acquired in 2010-11 and 2011-12 (+\$1.5 million).

Signature _____

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 16 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

LWB(WW)444

Question Serial No.

3134

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 number of persons waiting for Rehabus scheduled route services in 2010 was 73, while the estimated number for 2011 is reduced to 60. What are the reasons for the reduction? What is the cost of providing scheduled route service to a person waiting for such services?

Asked by : Hon. WONG Kwok-kin

Reply : Four rehabuses were added to the fleet of Rehabus in January 2011, three of which were deployed to operate scheduled route services. The increased carrying capacity helped reduce the number of persons waiting for scheduled route services to 39 as at end February 2011. Based on the trend in past years, it is estimated that the number of persons on the waiting list would be about 60 by end 2011.

Rehabus operation comprises scheduled route services and dial-a-ride services. The average cost per passenger trip of the Rehabus service is about \$65, of which about 80% is subvented by the Government.

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 16 March 2011

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

Reply Serial No.

LWB(WW)445

Question Serial No.

0384

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 : Regarding rebus, please advise on:

- (a) the reasons, expenditure, manpower and target completion date for the replacement of 17 rebus and the addition of four additional rebus in 2011-12;
- (b) details of the replacement and addition of rebus in the past three years (i.e. 2008-09 to 2010-11), and the reasons, expenditure and manpower involved; and
- (c) the proportion of expenditure and manpower involved in the replacement and addition of rebus to the total expenditure of the Transport Department in 2011-12.

Asked by : Hon. KAM Nai-wai

Reply :

- (a) & (b) New rebus are procured to replace old rebus which have been assessed by the Electrical and Mechanical Services Department to be beyond economical repair; and to meet increasing passenger demand.

The rebus procurement programmes from 2008-09 to 2011-12 are as follows:

Financial Year	Number of Rebus Procured for Replacement	Number of Additional Rebus	Capital Cost (\$ million)
2008-09	24	8	20.0
2009-10	4	6	7.4
2010-11	6	4	7.5
2011-12	17	4	18.5

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

Reply Serial No.

LWB(WW)445

Question Serial No.

0384

The work involved was/is absorbed by the existing manpower of the Transport Department (TD).

The 21 new rehabuses to be procured in 2011-12 are expected to commence service in early 2012.

- (c) The estimated expenditure for replacement and addition of rehabuses in 2011-12 accounts for 1.4% of the total estimated expenditure of TD of the year. The work involved is absorbed by the existing manpower of the Department.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **16 March 2011**

**CONTROLLING OFFICER'S REPLY TO
SUPPLEMENTARY QUESTION**

Reply Serial No.

S-THB(T)03

Question Serial No.

S055

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 : At present, does the Transport Department have working groups or divisions for the planning of coach parking at tourist spots (Please list out the number of staff responsible for this task, the corresponding rank and salary)?

In response to the complaints from coach drivers on the insufficient coach parking spaces or the spaces are too far from the tourist spots, shopping areas or tour group dining places etc., will the Transport Department increase the manpower for improving the planning work on parking and following up the complaints in the 2011-12 financial year? If yes, what are the additional manpower and expenditure? If no, what are the reasons?

Asked by : Hon. TSE Wai-chun, Paul

Reply :

The Transport Department (TD) has a Working Group on Parking (WGP) led by the Assistant Commissioner for Transport/Planning. Its membership includes representatives of various ranks from the Transport and Housing Bureau, the Planning Department, the Lands Department, the Housing Department, the Hong Kong Police Force, and the Government Property Agency. Ad-hoc members are also invited from other departments, including the Tourism Commission, on a need basis. The WGP holds meetings generally at quarterly intervals on broad principles and territory-wide parking related issues including tourist coach parking. The day-to-day coach parking issues are managed by the four regional traffic engineering divisions in TD, each headed by a Chief Engineer. The planning and management of coach parking at tourist spots forms a part of the normal duties of these divisions and there is no separate breakdown on the expenditure involved. TD has no plan to increase the manpower and expenditure for such work in the 2011-12 financial year.

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
SUPPLEMENTARY QUESTION**

Reply Serial No.

S-THB(T)03

Question Serial No.

S055

Signature _____

Name in block letters _____ JOSEPH Y T LAI

Post Title _____ Commissioner for Transport

Date _____ 30 March 2011

Examination of Estimates of Expenditure 2011-12
**CONTROLLING OFFICER'S REPLY TO
SUPPLEMENTARY QUESTION**

Reply Serial No.

S-THB(T)04

Question Serial No.

S104

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 “Hundred Steps” between Kwong Fai Circuit and Kwai Chung Estate is a barrier to persons with disabilities and the elderly going uphill and downhill. The facility is under the purview of the Transport Department and the Highways Department, and the proposal for which was ranked 11 under the Government’s study on the proposals for the provision of hillside escalator links and elevator systems. It causes inconvenience to tens of thousands of households, persons with disabilities and the elderly in various estates in Kwai Chung. In this regard, when will the Administration take forward the barrier-free improvement works for the abovementioned “Hundred Steps” in Kwong Fai Circuit?

Asked by : Hon. WONG Kwok-hing

Reply :

Based on the established ranking system, 20 hillside escalator link and elevator system proposals were ranked. The Highways Department is studying the technical feasibility of the top ten ranked proposals in stages. The proposed “Lift and Pedestrian Walkway System between Wo Tong Tsui Street and Kwai Hing Road” was ranked 11, and would be re-visited together with other proposals in the next round of ranking exercise.

Signature _____

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

Post Title _____ **Commissioner for Transport**

Date _____ **31 March 2011**